

July 1991

The **HUMBERETTE**



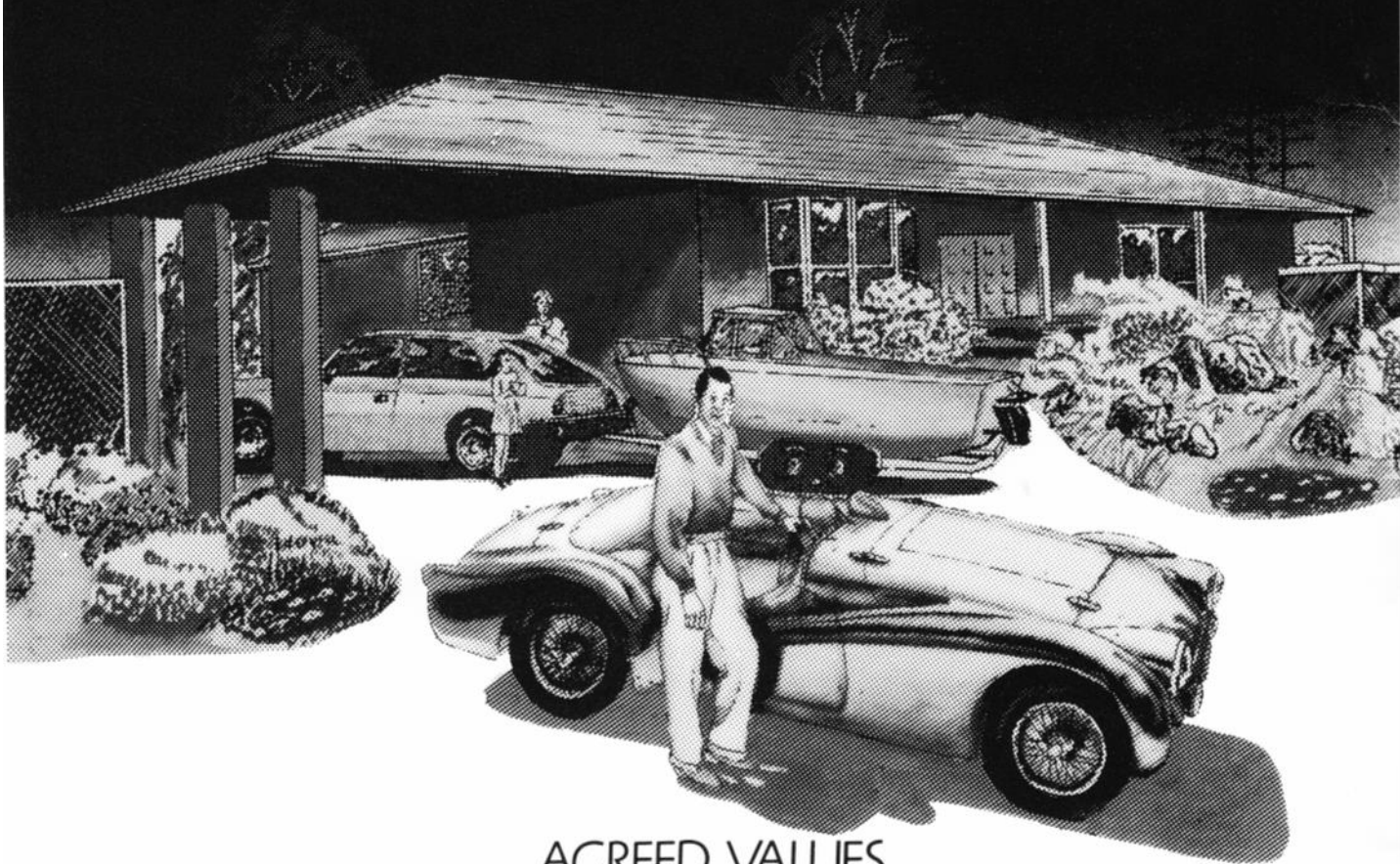
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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Telephone: (03) 429 5466 Fax: 429 5149

- JULY 26TH. GENERAL MEETING. DEEPDENE HALL, WHITEHORSE ROAD, DEEPDENE. 8.00PM. FOLLOWING THE MEETING, THE HUMBER WAR TIME VIDEO, "WHEELS OF VICTORY", WILL BE SHOWN.
- AUGUST 4TH. SMORGASBORD LUNCHEON AT WESTERNPORT PUB, HASTINGS, 12.00PM FOLLOWED BY A TECHNICAL AFTERNOON AT "THE KENNEDY'S", 7 GRAINSTORE COURT, LANGWARRIN. APPROX. 2.00PM. SEE BELOW FOR FULL DETAILS. ***
- AUGUST 10TH-11TH. GEELONG 2 DAY RALLY.
- AUGUST 18TH. C.H.A.C.A. ONE-DAY SWAP MEET AT THE "FRESH CENTRE", FOOTSCRAY ROAD, FOOTSCRAY.
- AUGUST 25TH. (SUNDAY) FAMILY SOCIAL DAY AND GENERAL MEETING AT THE CLUBROOMS, DEEPDENE PARK. MIDDAY FOR B.Y.O. BBQ OR PICNIC LUNCH. MEETING COMMENCES 2.00PM. INCLUDING A LIBRARY AND VIDEO AFTERNOON.
- SEPTEMBER (TBA). MONTHLY OUTING TO BE DECIDED.
- SEPTEMBER 27TH. GENERAL MEETING, DEEPDENE PARK HALL, 8.00PM.
- OCTOBER 6TH. CITY OF FOOTSCRAY CENTENARY CELEBRATIONS, GRAND DISPLAY AND PARADE. IF YOU WISH TO PARTICIPATE CONTACT THE CLUB ON (03) 435 6354 BEFORE JULY 31ST. OR GIVE DETAILS TO PRESIDENT (IN WRITING) AT THE JULY MEETING. SEE LETTER ON BACK OF THIS PAGE.
- OCTOBER 13TH. THE PUFFING BILLY OLDE TI ME FESTIVAL, BELGRAVE/EMERALD. COMPLETED APPLICATION FORMS AND CHEQUE FOR \$30.00 ENTRY FEE MUST BE RETURNED BY JULY MEETING. APPLICATION FORMS AVAILABLE AT THE MEETING. FOR FULL DETAILS SEE JUNE HUMBERETTE.
- OCTOBER 19TH-20TH. "ALL MAKES SWAP MEET", AT THE FRESH CENTRE, FOOTSCRAY.
- OCTOBER 19TH-20TH. BAY TO BAY RALLY, MORNINGTON PENINSULA. ENTRIES CLOSE 19TH SEPTEMBER. ENTRY FEE \$25 PER CAR. APPLICATION FORMS FROM THE CLUB.
- OCTOBER 25TH. GENERAL MEETING, DEEPDENE PARK HALL, 8.00PM.
- NOVEMBER 10TH. ANNUAL CONCOURS AND DISPLAY DAY INCLUDING SPIT-ROAST LUNCHEON AND "CENT AUCTION". SPIT ROAST BOOKINGS, \$7.50 PER PERSON (CHILD \$3.50) TO NANCY KENNEDY.
- NOVEMBER 16TH-17TH. BENDIGO SWAP MEET, PRINCE OF WALES SHOWGROUNDS, HOLMES ROAD, BENDIGO.
- NOVEMBER 22ND. GENERAL MEETING, DEEPDENE PARK HALL. 8.00PM.
- NOVEMBER 23TH-24TH. "THE GREAT AUSTRALIAN RALLY". MELBOURNE TO CAPE SCHANK RESORT AND RETURN TO BRIGHTON. ORGANIZED BY ARMSTRONG-SIDDELEY CAR CLUB. SEE DETAILS THIS HUMBERETTE.
- DECEMBER 1ST. PRESENTATION DAY AND CHRISTMAS BREAK-UP AT EDWARDES LAKE BISTRO, EDWARDES ST. RESERVOIR.

NEXT OUTING: *** WESTERNPORT PUB SMORGASBORD.

WHERE: WESTERNPORT HOTEL, CR. HIGH & SALMON ST. HASTINGS. MELWAY 154 J11.
COST: \$19.50 PER HEAD.
MEET: CAR PARK AT PRINCE MARK HOTEL/MOTEL, PRINCES HIGHWAY, DANDENONG.
MELWAY MAP 90 J 11.
TIME: 11.00AM FOR 11.15 DEPARTURE. ARRIVING HASTINGS APPROX. 11.45AM.
DATE: SUNDAY AUGUST 4TH.

1891 - 1991

City of Footscray Centenary



12th July 91.

Your Invitation

To Participate
in the City of Footscray
Centenary Celebrations on
The 6th of October 1991.



There will be three assembly area's - View
old houses, historic sights / buildings etc during
The morning - Terminate at a Sports Oval
for public Viewing at noon.

Luncheon for two provided - view
historical exhibition in adjacent YMCA Stadium -
collect your Special Commemorative Medallion.

Entry forms will be forwarded
next month giving you 7 days to apply

NO LATE ENTRIES ACCEPTED

Make up your mind NOW. Your prompt action
will enable the Organising Committee to have
the medallions "Struck" and Catering
Arrangements organised.



If you do not have a Car Mobile,
be a marshall.

Remember, two free lunches for each car - motor
Cycle - Steam or oil engine - Bus or Commercial vehicle
exhibited

Any Queries

CONTACT: Wal Hopkins (03) 687 5441

Harold H. Paynting

290 O'Hea St., Pascoe Vale South, 3044

Phone 354 1438

Organizer of James Flood-Harold Paynting
Charity Trust

100
FOOTSCRAY
YEARS A CITY



THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE

PRESIDENT	:	Margaret Willimott	435 6354
VICE PRESIDENT	:	Bob Kennedy	789 5119
SECRETARY	:	Ian Foreman	
TREASURER	:	Brian Parkinson	
MEMBERSHIP SECRETARY	:	Graeme Finn	497 4231
EDITORIAL COMMITTEE	:	Barry Bosnich	(057) 83 1899
	:	Nancy Kennedy	789 5119
EVENTS DIRECTOR	:	Mike Dupla	390 2211
LIBRARIAN	:	Dave Denner	874 7016
REGALIA	:	Vic Wilson	478 9352
TECHNICAL ADVISORS	:		
- Vogues	:	R. 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	(054) 27 1217 (B/H)
	:		(054) 27 1411 (A/H)

MALDON OUTING - 14TH JULY

"OLD GARAGE HOSTS CLASSIC CAR GATHERING" - This could well have been the headline as the Humbers rolled in to Mike & Christine Fitchett's Woodend Workshop prior to the run up to Maldon.

The Weather Gods must have been impressed with the Humber line-up as they provided a pleasantly fine day for us to try out the steam train rides or to wander the many attractions round the town.

Our thanks go to Adrian Hughes (Lloyd's brother) for the opportunity to meet for a "cuppa" at his home and to local members Gaston and Cheryl Saint for bringing their 1937 Vauxhall military vehicle as an added point of interest.

In all there were nineteen cars in attendance, comprising of thirteen Humbers, five "moderns" and one Vauxhall, making this the best attended run for some time. It was nice to see members from Ballarat, Castlemaine and Bendigo as well as the regular Melbourne group.

First prize for "effort" must go to Eoghan's Series III Vogue! Their "outing" I believe is a story in itself but glad to hear you eventually arrived home safely, albeit "tandem style" on a trailer!

In attendance: Ken & Sue Rowlinson & family (Bendigo)	Series II S/S
Fred & Sylvia Peiterson	Series V S/S
Joan & Bill Holmes & grandchildren	Modern (P76)
Barry Bosnich	Mk IV S/S
Vic Wilson	Series IV S/S
Bob & Nancy Kennedy; Stephen & friend	Series V S/S
Gaston & Cheryl Saint (Maldon)	'37 Vauxhall
Mike & Lynda Dupla	Series V S/S
Wilson & Barbara Bunton (Castlemaine)	Mk II S/S
Christine & Mike Fitchett & Toby (Woodend)	Series IV S/S
Bob Bruce & Joyce (Cranbourne)	Series VA S/S
Ian McDonald & Alison	Series VA S/S
Ron & Eleanor Forth	Modern
Mr. & Mrs. Bill Rowlinson (Bendigo/Visitors)	Modern
Mike & Chris Glare & family (Ballarat)	Series II Vogue
Gary & Dianne Davies & family (Ballarat)	Modern
Denis & Noreen Brookes (Ballarat)	Mk II S/S
Lloyd Hughes	Modern
Keith & Margaret Willimott	Mk I Sceptre
Eoghan Wilson & parents (nearly!)	Series III Vogue.

H.C.C.V. GENERAL MEETING

28TH JUNE, 1991

Meeting commenced at 8:12pm.

ATTENDANCE: Twenty-nine (29) members in attendance as per book.

WELCOME: Eddie Forth, Lindsey White (Pro-Ma Products).

APOLOGIES: Allison Bodycombe, Frank Stockwin, Ray Webster, Vic Wilson Jnr, Sylvia Peiterson, John & Eileen McGregor.

* Minutes moved by Mal Derbyshire, seconded by Ian McDonald.

CORRESPONDENCE: (In) Zagames Restaurant, Tasmanian Tourist Office, Formula Fun, Prologo Clothing Co., Asian Dream Holidays, Bone Marrow Donor Registry, Redleg, Historicar Insurance, True Colour Photocopying, ZN95 Rust Remover Information, Sotheby's, Shannons Classic Cars. (Club Newsletters) HCC of SA "In Vogue", HCC of Qld "The Transmission", HCC of WA, Casterton Motor Enthusiasts Club, Rootes Car Club "The Inverted Commer", SATOC News, Standard-Vanguard Car Club, Hillman-Humber Club of NZ "Torque", CHACA "Journal".

* Correspondence moved by Ian Wilde.

EDITOR'S REPORT: 194 magazines were distributed this month.

LIBRARIAN'S REPORT: Dave Denner reported on the listing of publications available in club library. Good work Dave!

TREASURER'S REPORT:

Account Balance	\$3,750.26
Accounts for Payment	1,001.86
Deposit Stock Account	5,000.00

* Moved Vic Wilson, seconded Dave Denner.

GENERAL BUSINESS: Basil Dowie has resigned from the club. The remaining time was handed over to Eddie Forth and Lindsey White from Pro-Ma Products. This was very interesting and informative. Thanks Eddie and Lindsey for coming along.

Meeting Closed at 9:58pm.

Ian Foreman,

American auto writer Richard Langworth once described the big Humbers in this way: "There's safety in Humbers and old world probity not seen in modern cars".

Geoffrey Smith 'Autocar' magazine once said this about our 1961 Series III Snipe: "Rootes give an honest deal - so much car for the money".

THE HUMBERETTE

PRESIDENT'S REPORT

JULY, 1991

Hello everyone! There are a number of items I would like to take up with you this month. Firstly, I must apologise for the missing CLUB PERMIT information in the June Humberette; something called "Murphy's Law" prevailed but if "Murphy" is sleeping, the page should be included this month! It should be a required condition that ALL Club Permit Vehicle Owners purchase the A.D.M.C. booklet which covers every aspect of this restricted vehicle use scheme. Booklets are available from the club (see Bob Kennedy) at a cost of \$5.00 or may be purchased direct from A.D.M.C. (P.O. Box 2374V GPO, Melbourne, 3001) - cost is \$6.00 posted. This booklet plus the current club newsletter should always be with you when taking your vehicle on a run - it helps authenticate use of the Club Permit should you be queried at any time.

With the re-introduction of ordinary vehicle registration fees, and now an increase in T.A.C. charges, I guess we can probably expect Club Permit costs to go up also, as it pays to get the maximum use from your car. Please read the letter in the magazine re "Special Use Vouchers".

Thank you to those members who responded to Graeme's Subscription Renewal Reminders. It is very easy to forget something that is only paid once a year. Membership numbers are down slightly on last year but with new members joining us we should again be around the two hundred mark by the end of the year.

Our Pro-Ma Systems demonstration at the last meeting proved a very interesting evening. The club will have an order form at the next meeting should you wish to purchase any of their products (see article this magazine).

If you want to enter the Puffing Billy Olde Time Festival (October 13th) you MUST have your entry form plus cheque for \$30 entry fee (includes bumper badge and free train/bus rides) returned to the club by NEXT MEETING (July 26th) AT THE LATEST. Entries should be pre-1962 (or look that way), all details were in the June magazine. Both Bob Kennedy (789 5119) and I (435 6354) have entry forms.

THE CITY OF FOOTSCRAY CENTENARY INVITATION is published in this newsletter. To co-ordinate entries from our club it will be necessary for you to provide the following details to the club (NOT THE CITY OF FOOTSCRAY) by August 1st.

NAME, ADDRESS & PHONE CONTACT NUMBER:
VEHICLE MAKE, MODEL AND YEAR OF MANUFACTURE:
REGISTRATION NUMBER:
ANY INTERESTING HISTORICAL DETAILS:

It would be nice to have a good representation of well preserved Humbers to participate in this event. After all, it is almost 100 years since the first Humber motor vehicle was manufactured in Coventry.

Don't forget the next meeting on July 26th, we will be going historical then too and showing the Humber video "Wheels of Victory"

See you there,

Margaret.

FOR SALES

1964 Series Hawk, unreg, grey, interior and chrome good, new king pins and ball joints, n/new tyres, has broken crank shaft, spare motor, \$500.
Contact: Mr. Peeke, 870 3438 (car at Mornington).

Series VA with reco 8W35 auto, 12km on clock, car reasonable condition, less radiator, \$600.
Contact: M. Dupla, Ph: 390 2211.

Series III S/Snipe, rebuilt motor, new interior, tyres, chrome work, exhaust and new black paintwork, excellent condition throughout, has reco spare motor plus some other parts, a very good car, \$6,500 o.n.o.
Contact: Garry Knox, Ph: (057) 55 2074 (car at Bright) (RK).

1951 Mk III S/Snipe, excellent interior, body and mechanics, genuine reason for selling this lovely car, it's ready to go anywhere, \$9,000 o.n.o.
Contact: Garry Hayes, Tamworth, N.S.W., Ph: (067) 64 1729 A/H, (067) 64 1759 B/H - or leave message (067) 66 2380 and will call back (RK).

Mk 2 or 3 S/Snipe, cost of scrap metal, cars at A.B. Metal P/L, 6 Baldock Court, Eaglehawk.
Contact: Owen Jones, Ph: (054) 46 1800.

1964 Vogue, auto, original handbooks, Moonstone, currently registered for three more months, no r.w.c., motor good, interior good, new brakes. Needs front suspension rubbers, exhaust, carpets, timing chain, drive plate.
Contact: Leigh Woods, Reservoir, Ph: 350 1905.

Continued

Humber Vogue, apple green, body and interior excellent, good mechanics, engine needs attention. Contact: Rob Dunlop, Ph: 439 7059.

1963 Vogue parts, bonnets (2), boot lids (3), doors - fr/p (1), r/p (1), horn ring, seats, red (2) fr/buckets and full rear set, bottoms, rear grey (1), red 83) g/tyre 195.65.15. Contact: W. Holmes, Ph: (052) 57 1067.

KENNEDY'S KLANGERS

Well you have decided to enter your pride and joy (vehicle....that is!) into the Concours and you know what class the vehicle is to go in so let's go a step further down the track.

Look at the vehicle, has it got the right type of wheels, engine, seats, etc and so the list goes on. It's not much good entering if you have let us say a V16 Quad Cam, carbies sticking up through the bonnet, V belt drive to the rear wheels, fish tails sticking out the back on the exhaust system, bucket seats made out of Western Star Butter boxes, 14 inch wide wheels. That type of set up misses out by a whisker from what the people who built and designed the vehicle had in mind (I think).

So, are all the bits fitted as at the factory, make sure that they are clean, in good condition. If they are painted try to paint it the same colour, if it was not painted, in a word DON'T. Some people think throwing paint everywhere is the answer. If you can't paint it correctly just make sure the part is clean.

Be careful of your electrics, if you decide to steam clean the vehicle be very careful because you can ruin the electrics this way. Even pressure cleaning (I prefer) can wreck things if not used correctly. Afterward, clean the mechanicals and the underside of your vehicle.

Now it is spotless you can inspect, adjust, replace or repair any items that may need it (hopefully not). When all the mechanics and the electrics are clean and up to scratch, your tyres are all the same and in good condition, you might like to move onto something else such as the boot, interior, exterior.

Just to keep you busy, let us look inside the boot (if one is fitted), is it clean? Throw out the kid's toys, dog bones, etc, etc. Vacuum it out, check seals, mats or carpets if fitted, clean up the tools and their holder - if it doesn't belong in there, get rid of it.

Outside once again, are the number plates in good condition, for a few dollars you can have them replaced with new ones. The bright work fitted to the vehicle is it up to scratch? Also, is the glass O.K. not scratched, stickers all over it.

Does the paintwork need a clean? A cut and polish or even re-doing, maybe a touch-up if you think a respray is in order. I would advise you to do something soon because time has a habit of getting away from you if you keep putting it off until later.

Let's get inside the monster, does it need a complete scrub up or will a good vac and a clean do it? Has it still got the correct carpets, seats and instruments fitted, the 1,000 watt speakers were not fitted from new were they? Pom Poms and nodding dogs might look good to some people but they will lose you points.

I could go on and on (someone yelled, "please don't!") forever but I can't do everything for you can I? So I say again, don't be backward in asking for advise or help within the club. We have a lot of people who are only too happy to help or advise in some way. The thing to remember is the judges are there to do a job and not to rip you apart. If you lose points on an item this year, next year the same judge will most likely mark your sheet different (that's life!).

You can use the Concours to help you improve your vehical so look at your sheets and if an item gets top marks don't forget about it. Furthermore, try to improve it further, that's what gets you to the top.

If you want to look at the sheets that are used, just ask for some, we can't send them all out with your newsletter, but if you ask for a particular class, something may be arranged. I will have some sheets with me at outings or meetings - if you ask you shall receive.

I think I have ranted and raved enough for this month, so until the next time, see you soon.

Bob Kennedy.

"HUMBER TRAVELS" - TO SYDNEY AND RETURN

During the first week of the school holidays we left a cold and bleak Melbourne to spend several days with our son in an even bleaker, colder and rain-washed Sydney. In fact, on the homeward journey we were almost ready to get out paddles and rudder as we "sailed" down the Hume towards Gundagai!

The Sceptre performed admirably on the way up, its manual transmission enhanced by overdrive on 3rd and top provides for economical driving over long distances. We find the 1600cc alloy head engine will purr along quite nicely at around 3,000 r.p.m. in overdrive and comfortably sits on the 100/110km highway speed limit.

We covered the 530 miles (??/ kilometres!) via the Hume Highway to Moss Vale then took a "short cut" !!! (well, those dummies from the non-Premier state can't be expected to read and fellow intelligent NSW street highway signs!) - our route was via Wollongong to the Princes Highway and our final destination in Newtown, Sydney. After leaving Moss Vale it was a spectacular drive, stunning scenery, superb soaring rock formations and a narrow winding road that climbed through the mountain and where the most incredible hair pin bends followed each other in frightening rapid succession. I was glad to reach Wollongong, unwind my head and rescue my feet from the imaginary passenger brake!! Definitely not a drive for the faint-hearted or squeamish traveller.

We arrived in Sydney just in time to attend the NSW Humber Club's Annual Concours, another 1.1/4 hours drive to Fagan Park Hornsby.

Fortunately we had our son to guide us to the venue as neither Keith nor I had still managed to crack the code on Sydney's strange system of street layout.

At the Concours we were warmly welcomed by HCCA President Bruce Carpenter and met up with many familiar faces from previous National Rallies. Concours cars on display covered an impressive range of Humber models. We noticed some lovely Mark Snipes and a beautiful alabaster Series Hawk from Canberra which took off the People's Choice Prize. Also, impressive was an immaculately restored Imperial and Sceptres line-up including our own.

It was an interesting experience to be part of a Concours from the spectacular side of the fence and we enjoyed a most entertaining day.

During our week away we covered in the Sceptre 1172 miles (1887kms) and used 36.2 gallons of petrol (164.47 litres). Average fuel consumption was 32.5 miles/gallon or 8.72 litres per 100 kilometres. (My calculator worked overtime to deduce this so "no correspondence will be entered into!").

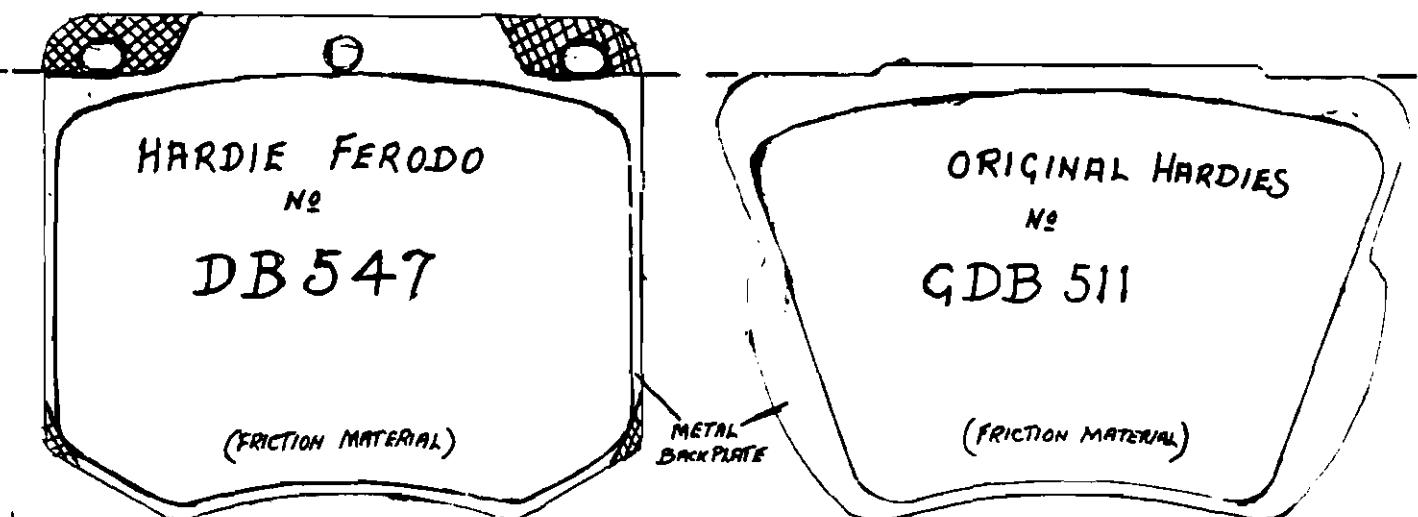
Keith & Margaret Willimott.



vehicles is at all times staged. These comprise all models from the 15-cwt. Box Van to the larger 3.3-ton platform, dropside, and articulated six-wheeler types, thus covering all commercial vehicle purposes. Light-weight, easy-to-run delivery vans, capacious goods vehicles, agricultural wagons, ambulance vehicles, all types for the efficient and safe transit of goods, passengers and live stock.

For this photograph of a 1931 Hillman Tourer on the shores of Lake Rudolf, one of the most recently discovered of African lakes, we are indebted to Mr. Arthur Champion, who reports that seldom is a motor-car seen in this remotest of spots. As a matter of fact, of the Hillman car this is frequently said on account of its capabilities for making easy headway where others hesitate.

A comprehensive selection of reconditioned used cars is, moreover, always maintained, with every convenience existing for customers to be given, without obligation, demonstration runs.



Above diagram details the modifications suggested to the Hardie Ferodo disc brake pads as described in the Technical Topics article. Remove cross-hatched areas.



THE ARMSTRONG SIDDELEY CAR CLUB

A Company Limited by Guarantee and Incorporated in New South Wales
A.C.N. 001 059 212

PLEASE REPLY TO Post Office Box 1,
BAYSWATER 3153

Our ref: FED:RD V04402

27th May, 1991

The Secretary,
"Vintage, Veteran and
Classic Car Clubs."

Dear Secretary,

re: THE GREAT AUSTRALIAN RALLY

Plans are currently well under way to organize the running of a major inaugural Event which will become synonymous with Vintage, Veteran and Classic cars and Victoria. The Great Australian Rally could be compared to the LONDON to BRIGHTON run.

The Rally will take place on the 23rd and 24th November, 1991 involving up to 1,000 entrants touring from Melbourne to the Cape Schanck Resort, Cape Schanck via the Nepean Highway, and returning the following day to Brighton.

All owners of Vintage, Veteran and Classic cars should ensure that they do not miss out on attending this Rally - make a note of these important dates. Prizes' value is now approaching \$20,000.00 and growing as Organizations and Sponsors gather momentum.

Accommodation will be available at The Club, Cape Schanck Resort or in the immediate area. A Major Car Auction and a Gala Ball have been planned for the afternoon and evening of the 23rd November with many overseas visitors attending.

Entry Forms and Promotional material will be forwarded to you in the very near future, advising you of all necessary details. Numbers will be limited to 1,000 entrants so mark The Great Australian Rally on your calendar.

Please advise your members of this advance notice.

Yours faithfully,

FRANK E. DOUGLAS
Rally Co-Ordinator

Enquiries: (bus.hours) 801 3411
(A.H.) 801 3429
801 5595

Australian Motor Manual

-January 1, 1955

Bodywork Needs More than Polish

The motorist who wishes to keep his car bodywork in tip-top condition should do more than merely wash and polish it.

No door should be allowed to squeak through lack of occasional lubrication. Rubber strips encircling door frames should be tested and adjusted for all-round contact.

Rubber cement applied judiciously seals off much dust. Sliding seat mechanism should be oiled occasionally. Sheet metal of the body should be polished carefully every month or so, more frequent attention being required in areas affected by salt sea air.

Chromium plating should be cleaned at the same time using methylated spirits or one of the special polishes available. Tar spots on duco and chromium may be dissolved with light grease, vaseline, or even butter, smeared over and then washed off with kerosene and water and finally polished.

When washing the car, take care to dry up all water that may be left in odd corners of the body, to prevent rust.



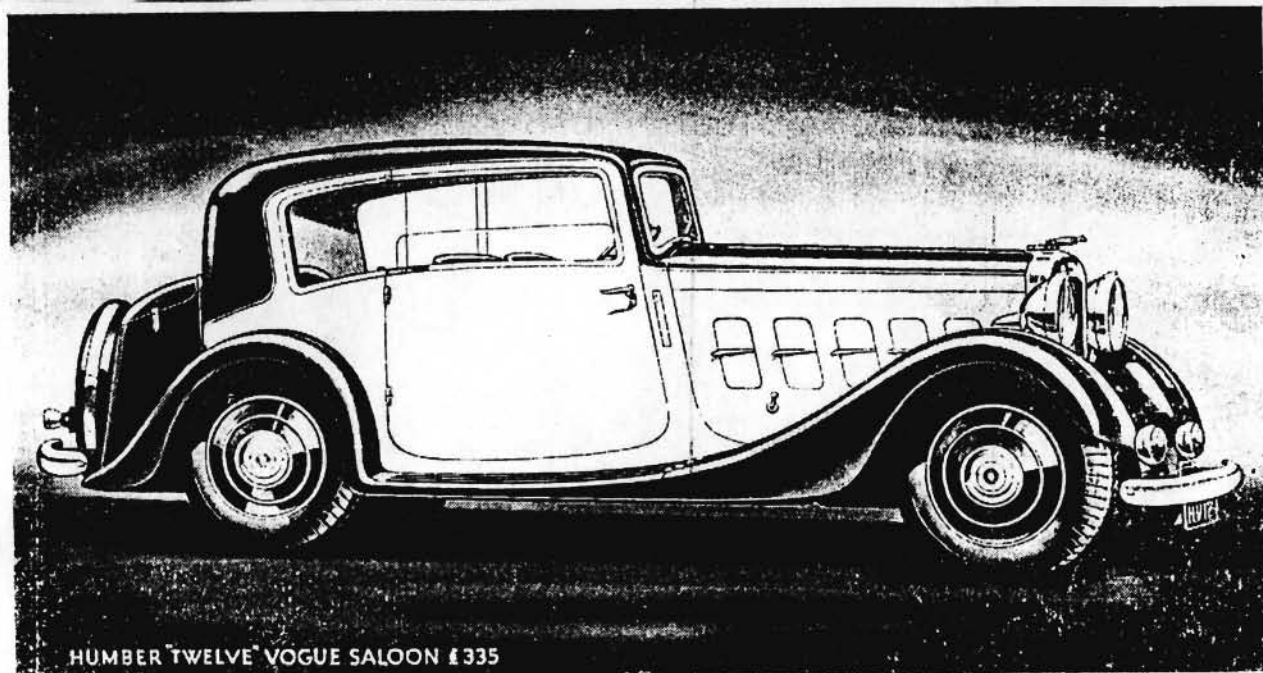
Old-Timers Must Be Safe

Victorian policemen are being trained at car testing in preparation for a drive against old cars which are not roadworthy.

Thousands of pounds worth of testing equipment has been installed.

In future all police recruits will receive at least two days instruction at the school.





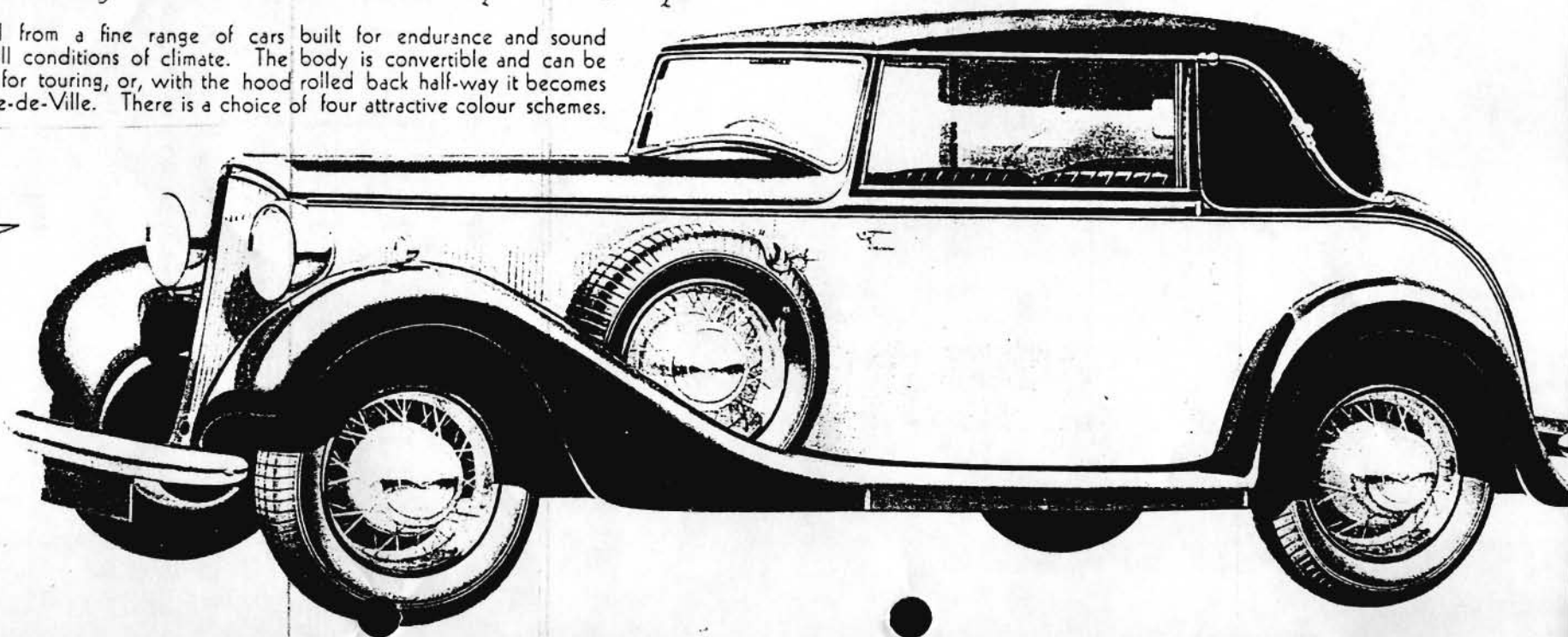
HUMBER "TWELVE" VOGUE SALOON £335

MOLYNEUX'S *eye for line..*
HUMBER *precision engineering...*
in this delightful sports saloon

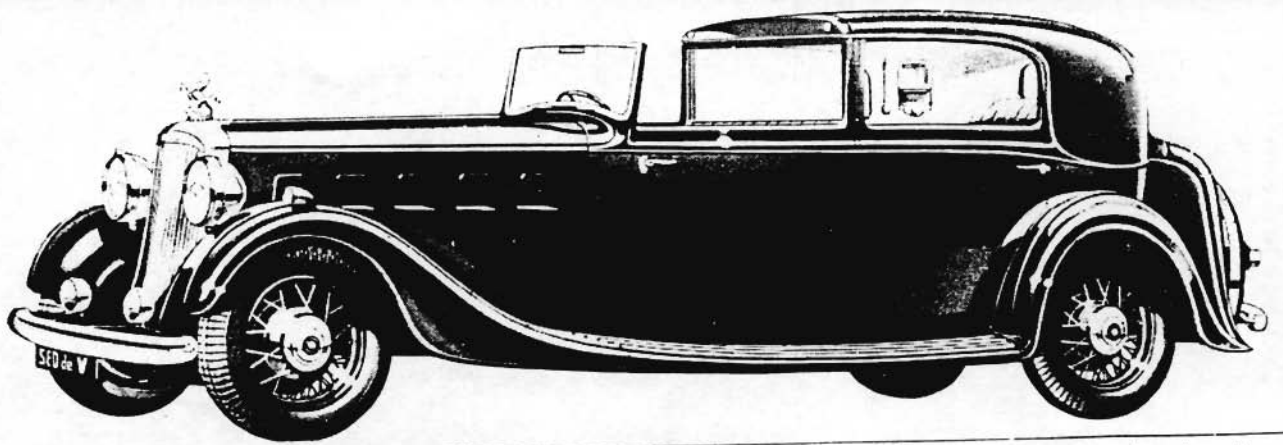
It might be thought sufficient achievement that Humber should produce, through the co-operation of Captain Molyneux, a car which has set new standards of style and smartness. But Humber have built into this Vogue Saloon a luxurious performance rare in a car of such lavish comfort and unique among sports cars.

The Hillman Six-cylinder Foursome Drophead Coupé

A handsome model from a fine range of cars built for endurance and sound performance under all conditions of climate. The body is convertible and can be completely opened for touring, or, with the hood rolled back half-way it becomes a fashionable Coupe-de-Ville. There is a choice of four attractive colour schemes.

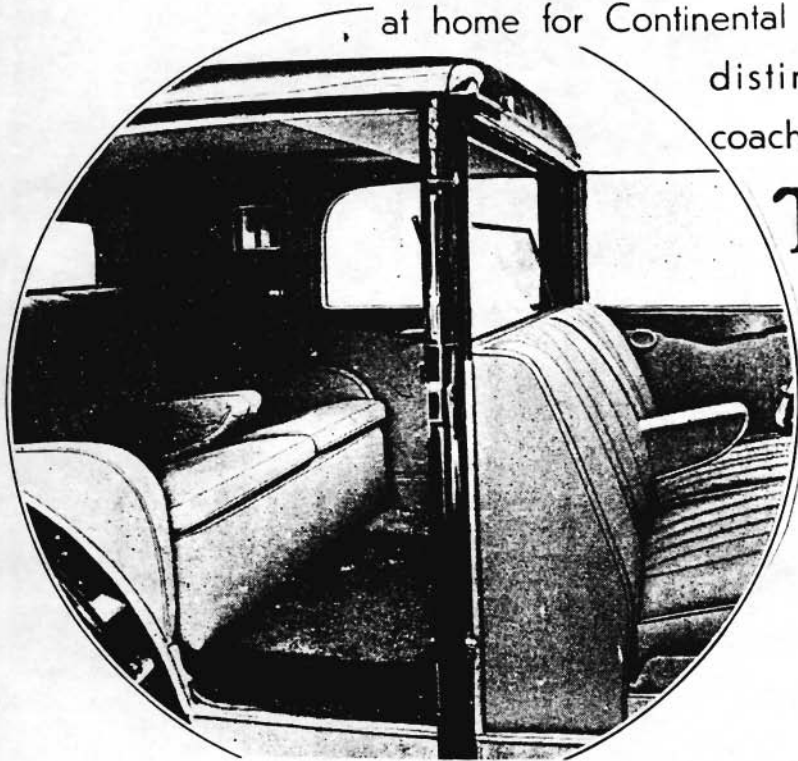


"WILSON BUNTON"



H U M B E R S E D A N C A D E V I L L E

This Humber 7 passenger Sedanca de Ville has a dual individuality. Principally a magnificent town carriage it is equally at home for Continental touring. Here, then, is seen the luxurious distinction with which Thrupp & Maberly coachwork invests a noted Humber chassis.



Thrupp & Maberly, Ltd

Devonshire House, Berkeley Street,
W.1. Phone: Grosvenor 3401



By Appointment



£895

*Builders
of fine Coachwork
since 1760.*

New Humber Super Snipe Ambulance



Petrol Treatment

Deposits in fuel injectors, carburettors, manifolds, combustion chambers, spark plugs and exhaust systems reduce engine performance and cause hard starting, power loss, wear and increased fuel consumption. Pro-Ma Performance Petrol Treatment helps eliminate moisture from fuel systems. Its detergent cleans carbon and gum deposits. The top oil lubricates the upper cylinder and valve areas. The combustion modifier can improve power and economy, increase spark plug life and reduce exhaust emissions. Pro-Ma Performance Petrol Treatment is designed for all 2 and 4 stroke turbo charged, naturally aspirated, leaded, unleaded and fuel injected engines.



Diesel Treatment

Water in diesel fuel can cause rust, sludge, pump and injector damage. It can also contain micro-organisms which multiply and block fuel filters. Injectors become fouled with carbon deposits resulting in power loss, increased fuel consumption and exhaust smoke. Pro-Ma Performance Diesel Treatment can eliminate water and sludge, control wax and assist in removing gums and combustion chamber deposits. Its combustion modifier helps increase power and economy whilst reducing exhaust smoke and other emissions. Pro-Ma Performance Diesel Treatment is suitable for turbo charged and naturally aspirated engines and helps reduce downtime and extend engine life.



MBL Engine Performance Booster

MBL (Metal Based Lubricant) in oil is a superior formulation designed for today's high performance (petrol or diesel) engine, both naturally aspirated or turbo charged. Whilst retaining the amazing qualities of MBL Concentrate, MBL Engine Performance Booster is a special blend of MBL and oil, designed to give positive response in petrol and diesel engines. MBL Engine Performance Booster can assist in reducing heat, emissions, engine wear, oil consumption, crankcase sludge, oxidation and engine noise, as well as restoring compression and improving fuel economy. For heavy truck and industrial engines, use the MBL Concentrate.



INDEPENDENT DISTRIBUTOR

EDWIN J. FORTH
579 1139

PRO-MA

PERFORMANCE PRODUCTS

MBL Concentrate

A superior formulation, reducing maintenance and downtime in agricultural, construction, earthmoving and many industrial and engineering applications. MBL Concentrate is an outstanding oil supplement for petrol and diesel engines, designed to increase horsepower and fuel economy, restore compression, reduce emissions, oil consumption, engine and gear wear. It is ideal for use in hydraulic systems, power steering, manual transmissions, differentials, oil filled bearings, transfer cases, lathe gearboxes, generators etc. MBL Concentrate consists of microscopic particles of copper and lead suspended in a base oil, together with other ingredients which provide a superior lubrication, reducing friction, heat and wear. MBL - superior lubrication.



MBL Grease & MBL Spray

Both superior products contain microscopic copper and lead particles which reduce friction and provide positive lubrication. MBL Grease has a Lithium Complex Base, is extremely resistant to water washout and has an operating range from - 40° C to + 280° C. MBL Grease may be used for universal joints, suspension and steering joints, wheel bearing, electric motor bearings, hoist and conveyor bearings, axles and bushes, winches and gear boxes (where grease is specified). MBL Spray is a penetrating lubricant which is ideal for rusted nuts and bolts, hinges, exposed roller bearings, exhaust manifold and flange bolts, cables and general lubrication.



Maxi Car Care Range

Developed for Pro-Ma Systems, this range provides total car care for every motorist. Maxi-Shine, a highly concentrated car wash and wax and multi-purpose cleaner ensures a long-lasting, durable surface shine. Maxi-Sheen, Surface Protectant and Rejuvenator, contains a unique blend of silicon emulsions, providing ultra-violet protection and a correct level of sheen and spreadability. Assisting in the protection and restoration of surfaces, Maxi-Sheen guards against cracking and dulling, while being odourless, non-poisonous and non-corrosive. Maxi Dri-Kleen Waterless Car Wash cleans, protects and polishes all vehicle surfaces, inside and out without water. For use on paint, glass, chrome, rubber and synthetic materials, Maxi Dri-Kleen removes dirt including tar, grease, oil, corrosive marks and insects. Non pollutant and bio-degradable, a revolutionary product that makes washing your car so very simple.



HOW MAXI DRI KLEEN WORKS

• Dri Kleen cleans, protects and polishes all vehicle's hard surfaces, inside and out - **WITHOUT WATER.**

Use on paint, glass, chrome, rubber and synthetic materials.

• Simply spray a fine film of Dri Kleen over a small section of the vehicle from a distance of about 20cm. Surfaces must be cool and dry.

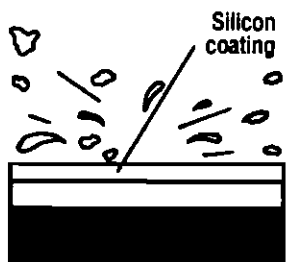
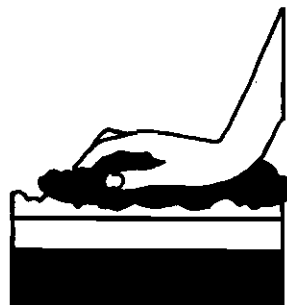
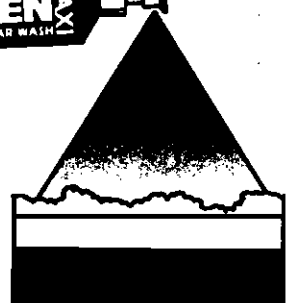
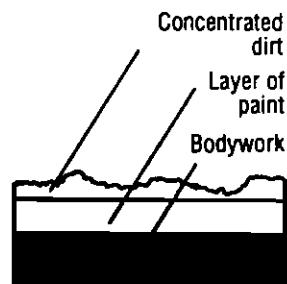
Dri Kleen's revolutionary formula dissolves all kinds of dirt, including tar, grease, oil, corrosive marks, insects, etc.

• Wipe straight away with a clean, dry open weave cloth, leaving a clean, scratch free surface.

Polish with a dry absorbent cloth, leaving a high gloss finish.

• 300mls of Dri Kleen should clean six cars.

Dri Kleen is non-pollutant and biodegradable.



BECOME A DISTRIBUTOR

COMMENTS FROM INTERNATIONAL MOTORING MAGAZINES

■ DAILY MAIL

Motoring by Michael Kemp.

"Unbelievable: Car washing and polishing without water is here. Dri Kleen, a silicon based spray and wipe off liquid, removes dirt, tar, traffic grime, even thick mud - and leaves a scratch free shine."

■ PRACTICAL MOTORIST

Dry wash and wax.

"...It really does work..."

■ DAILY EXPRESS

Put sparkle back into your driving. "...It is particularly good at removing tar, oil and other tough dirt from the road..."

■ PRACTICAL CLASSICS AND CAR RESTORER

Car cleaning without water. "...Believe it or not, it worked, even removing caked mud from around the wheel arches! What is more, the cleaned surface came up bright and shiny..."

■ CAR & ACCESSORY TRADER

Car washing without water. "...Certainly it is entirely unconventional as far as car cleaning goes and one can see it has a number of advantages..."

■ THE AUTOMOBILE

Washing without water. "...To say that we think that Dri Kleen is a good product, would at the moment, be an understatement..."

We would recommend this product to anyone who wants to smarten up their car ..."

■ MOTORING NEWS

Dri Kleen cleans up "...In a test of the product on a grubby, Motoring News fleet car, the silicon based liquid removed all of the surface dirt, tar marks and even cleaned the thick, dried mud from the side sills leaving no damaging scratches.

The same went for the windows, both interior and exterior..."

Qty	SIZE	PETROL TREATMENT	UNIT PRICE
	500ml	Treats 625 litres	15.00
	5 litre	Treats 6,250 litres	110.40
	20 litre	Treats 25,000 litres	410.00
	60 litre	Treats 75,000 litres	1012.00
	208 lit.	Treats 260,000 litres	2250.00
DIESEL TREATMENT			
	1 Litre	Treats 1000 litres	20.00
	5 litre	Treats 5000 litres	81.25
	20 litre	Treats 20,000 litres	300.00
	60 litre	Treats 60,000 litres	870.00
	208 lit.	Treats 208,000 litres	2200.00
MBL CONCENTRATE			
	250ml		18.00
	4 Litre		\$240.00
MBL GREASE			
	450g		16.00
	2.5kg		75.00
	20kg		450.00
MBL SPRAY			
	250ml		15.00
	4 litre		180.00
		MBL Spray Head for 250ml	2.00
MAXI-SHINE			
	375ml		8.00
	4 litre		55.00
MAXI SHEEN			
	250ml		\$12.00
	4 litre		\$120.00
	1 Litre	MBL BOOSTER	22.00
	300ml	MAXI DRI-KLEEN	15.00
	5 litre	MAXI DRI-KLEEN	180.00

INDEPENDENT REPRESENTATIVE

Lindsey White

Telephone (03) 7101440

Technical Topics

ALTERNATIVE REPLACEMENT PARTS:

The following parts are all available from K-MART stores and can be used as suitable replacements when the original cannot be obtained.

DISC BRAKE PADS: Ferodo disc brake pads, cat no. DB 547AF (approx. cost \$34.45) -- with some slight modifications will fit Snipe or Hawk models.

SPARK PLUGS: Bosch W8 DC (approx. \$9.95). Will fit Hawk and Vogue models.

CONTACT BREAKER POINTS: Bosch GL 19. (Approx. \$7.75). For Snipe, Hawk and Vogue.

CONDENSER: Bosch GL 103 (Approx. \$7.75 ea)

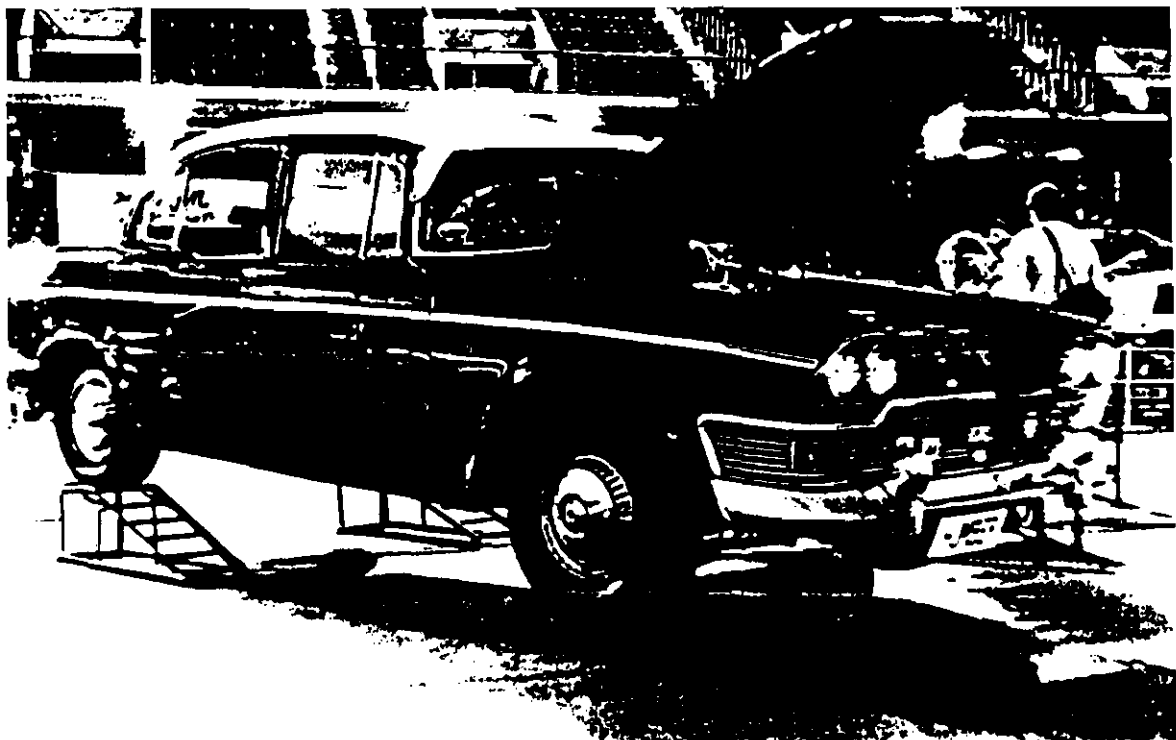
Also for anyone wishing to replace UNIVERSAL JOINTS on Snipe or Hawk, the part no. is (UJ) K5 L4. Cost approx. \$26. For the Vogue or Sceptre the no. is (UJ) K5 L1.

Keith Willimott.

(Technical Officer, Vogues & Hawks).

STROMBERG CARBURETTORS

MAKE & MODEL	YEAR	CARB. REF	CARB. TYPE	METERING NEEDLE CODE	AIR VALVE RETURN SPRING
CHRYSLER (Humber)					
Super Snipe IV & Imperial	1964-66	C.1866	2 x 175 CD-1	4A	Blue
Super Snipe V	1966	3075	2 x 175 CD-1	2K	Blue
Sceptre	1967-71	3163	2 x 150 CDS	6R	Blue
Sceptre	1971-72	3470	2 x 150 CDS	6AM	Blue
Sceptre	1972-	3452	2 x 150 CD-3	B.5CK	Blue



vic roads

HUMBER CAR CLUB OF VICTORIA
23 HIGH ST
WATSONIA VIC 3087

Dear Sir/Madam

Changes to the Club Permit Scheme

Following discussions between representatives of the Association of the Motoring Clubs Inc and VIC ROADS' management, certain recommendations were made to the Minister for Transport, regarding an extension to the "on-road" use of a vehicle covered by a Club Permit.

The Minister has agreed to a "Special Use" provision being authorised and controlled by Club officials within the meaning of Regulation 506(4)(a)(i) of the Road Safety (Vehicles) Regulations 1988.

This authorisation is intended to cover an outing for a limited period, other than those activities presently held within the formal club calendar. This could mean family outings, family weddings and parades where prior notification is made to the Club by the member and documented authorisation is then provided to the member by the Club's Executive.

Vehicles should not be used for any hire or reward purpose during the period of special use.

Because of the responsible attitude displayed by the Clubs in past years, it is intended that the scheme be policed by the Clubs, on trust, to enable their members to enjoy greater value of their vehicles, however any detected abuse would jeopardise the Club and the scheme.

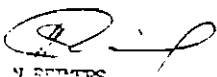
This change will be effective from 1 January 1991.

In the interest of promoting the Club Permit Scheme and other relevant issues, the Association of Motoring Clubs Inc (AMC) have prepared and published a handbook which will be of interest to Clubs and associate members of AMC and I have pleasure, on their behalf, in enclosing a copy for your information.

To facilitate the introduction of the "Special Use" provision the AMC, in consultation with VIC ROADS, have devised a permit form with appropriate copies, which would allow Club officials to authorise the extended use of the Club Permit and thereby provide documentary back-up for the "on-road" use during the period required.

It is hoped that this new direction will assist your members and the Clubs to enjoy further on road use of their vehicles.

Yours sincerely



M. SUTHER

Use of the Club Permit Vehicle

Restricted Use.

It **MUST** be noted that the Club Permit is **NOT** registration of the vehicle; it is a permit for the **restricted use** of an un-registered vehicle for which the appropriate Insurance Charge has been paid.

A Club Permit vehicle may be used ---

1. For advertised events organised by a Club, duly authorised to participate in the Club Permit Scheme. (It is recommended that you carry the Newsletter or Newspaper detailing the event with the vehicle on the day).

Therefore members of Authorised Clubs are able to attend general meetings, executive meetings, newsletter and mailing assemblies, Club outings and other events organised and publicised by such Authorised Clubs.

The A.O.M.C. Inc. runs events which are Club Permit authorised, including the quarterly Delegates meetings and the annual Motoring Shows.

2. To maintain, test, repair or prepare the vehicle for an authorised event. It is the owners responsibility to maintain a vehicle in safe condition, but "exercising" the vehicle to achieve this is not an excuse for regular or daily use. Such remains an abuse of the Scheme.

3. For any length, route or duration of private social use for which you have obtained a 'Special Use Authorisation' from the Club through which your Club Permit is obtained and renewed. This 'Special Use Authorisation' must be issued in advance, and carried in the vehicle. One copy of this numbered Authorisation is retained by the Club, a second copy is retained by the A.O.M.C. for audit purposes.

NOTE: Veteran vehicles and Vintage vehicles without electric lighting are not permitted to be driven between the hours of sunset and sunrise.

Responsibility & Obligations

After having obtained an initial Club Permit, Club members should:-

1. ensure they are familiar with their particular club's requirements for Club Permit holders,
2. maintain their vehicles in a manner which ensures that the vehicle is in a 'safe condition' for use on a highway,
3. present their vehicle for periodic safety checks if prescribed by their Club,
4. maintain financial membership of the Club at all times whilst holding a Club Permit,
5. be aware that Club Permits are not transferable with the sale of the vehicle,
6. ensure that the permit is carried in the vehicle at all times when the vehicle is in use,
7. ensure that the number plate(s) as issued by the Roads Corporation are correctly displayed on the vehicle at all times when the vehicle is in use.

IMPORTANT... Club Permit Conditions of Use are to be adhered to at all times.

The A.O.M.C. Inc recommends that you should also carry a copy of this Handbook and a current copy of your Club's Journal, Newsletter or Magazine in the vehicle. This will enable you to substantiate your right to use the vehicle under the terms of the permit if you are questioned.

PENALTIES...

Statutory Penalties - if convicted of certain offences - (1 Penalty Unit - \$100).

505 - Driving without permit in vehicle
- 2 penalty units.

218 - Unauthorised retention of number plate(s)
- 2 penalty units.

VEHICLE AIR BAGS:

Just
the
facts

by THOMAS W. WILSON

The author is the co-ordinator of emergency services training for eastern Maryland run by the Maryland Fire and Rescue Institute of the University of Maryland. He has 23 years of experience as a volunteer in the fire, EMS and rescue services.

Reprinted from USA magazine
"Fire Engineering"

Since September 1989, all new cars sold in the United States have been required to have an automatic crash protection system as standard equipment. While automatic safety belts fulfill this requirement, many manufacturers are installing automatic air bags to provide crash protection for the driver and are beginning to offer them for the right front-seat passenger.

Air bags can prevent major injuries and reduce the death toll resulting from head-on collisions. However, due to their inherent qualities, they present new problems to both the victims and the emergency responders who encounter deflated air bags or air bags that are present but not deployed.

HOW AIR BAGS WORK

A head-on or near head-on impact of approximately 12 to 15 miles per hour is necessary to activate the sensors that electrically trigger the inflator. Impact from the side, the rear, or a rollover will not activate the sensors, which are located in the front of the car. The inflator activates the igniter, starting a chemical chain reaction between solid sodium azide, molybdenum disulfide, and sulfur inside a canister at the top of

the steering column. This reaction creates a large amount of nitrogen gas, heat, and a small quantity of sodium oxide. These are released into the bag, which bursts through the plastic cover on the centre of the steering wheel hub. From initial electrical contact to air bag inflation takes only 6 milliseconds (0.006 seconds). Full deployment of the bag takes only 25 more milliseconds, and deflation through vent holes in the bag starts as soon as it is fully inflated (less than 1/20 of a second).

In fact, deployment happens so fast that the bag actually appears to begin deflating before reaching maximum inflation. Due to the vent holes it is virtually impossible for the bag to remain inflated long enough for the victim to develop a breathing problem.

VICTIM INJURIES

Recently air bags have come under fire as some reports of injuries have been documented. These injuries consist of minor burns to the fingers and abrasions to the faces and necks of the driver-victims of front-end collisions.

Randall Edwards, manager of safety programs for Chrysler Corporation, the first US automaker to install air bags in cars, confirms that there have been some minor injuries associated with the deployment of the bags in Chrysler cars.

He describes them as first-degree and some second-degree burns to the fingers of drivers who hold their hands in the 3 and 9 o'clock positions on the steering wheel. Since the vent holes to release the hot gases from the bag are located in the same positions, gas comes in contact with the driver's fingers and causes the burns. Chrysler is redesigning the bags to place the vent holes in the 12 o'clock position and away from most drivers' fingers. Other car manufacturers do not report the same problem because their bags vent slower. Edwards describes the brush burns to the face as resembling a skinned knee from a fall on a basketball court. Both types of injuries are very minor and usually clear up in a matter of days, he adds. While they are painful for a short period of time, they certainly are a very minor consequence when involved in a head-on accident.

DANGERS TO RESCUERS

There are many misleading rumors currently circulating concerning the dangers air bag-equipped cars pose to rescuers.

Rumour No. 1: The powdery residue found on the air bags after deployment is toxic to victims and rescuers. This is FALSE. The residue that could possibly be emitted from the vent holes during deployment is sodium hydroxide, a potential skin irritant. The residue eventually reacts with carbon dioxide in the air to form sodium carbonate and sodium bicarbonate (baking soda). Contact with an open wound or the eyes may produce slight irritation. It is nontoxic but obviously should be washed or brushed off the patient and/or rescuer just as you would any other substance. The powdery residue on the outside of the air bag is cornstarch and is used to lubricate the bag for easier deployment. Cornstarch is obviously nontoxic.

Rumour No. 2: The sodium azide, in the canister where the chemical reaction producing the nitrogen gas takes place, is harmful. MAYBE. Sodium azide may be toxic if ingested in large doses. There is no way for the vehicle's occupants or rescuers to ingest the sodium azide - it is in a sealed container located where they normally could not contact it. As to the toxicity of sodium azide, it has been used in the treatment of high blood pressure. The US Department of Transportation states that sodium azide is "not as toxic as some substances found in common household materials."

Rumour No. 3: The fumes from the chemical reaction of the sodium azide, molybdenum disulfide, and sulfur are toxic, and rescuers should wait at least 20 minutes before approaching the vehicle to allow the fumes to dissipate. This is FALSE. The fumes may cause a

very slight throat irritation to the occupants of the accident vehicle. Tests conducted on severely asthmatic volunteers resulted in only a small number of them suffering a slightly irritating cough for a day or two. The vast majority exhibited no aftereffects whatsoever. The volume of the fumes is extremely small and will be completely dissipated by the time rescuers arrive.

Rumour No. 4: All parts of the steering wheel and steering column are extremely hot, and rescuers should avoid them. This is PARTIALLY TRUE. The chemical reaction happens so fast that heat is generated. The steering column will get hot (approximately 300°F) but will cool off by the time rescuers arrive on the scene.

Rumour No. 5: If rescuers arrive on the scene of an accident involving an air bag-equipped car and the bag has not deployed, they cannot attempt to stabilize the vehicle for fear that any jarring may cause the bag to deploy. FALSE. In most air bag-equipped vehicles, two sensors located near the radiator must be activated simultaneously in order to trigger deployment. This would be almost impossible to do accidentally during a stabilizing operation.

RESPONSE

When responding to an accident where an automobile's air bag has been deployed, always wear gloves and eye protection and remove your gloves and wash your hands after exposure to the dust. Brush the dusty residue off the victim and proceed with normal rescue operations. Deployed air bags are not dangerous.

A vehicle equipped with an air bag that did not deploy will have a rectangular and unusually large (about 6" x 9") steering wheel hub covered with a scored, soft plastic material with "Supplemental Inflatable Restraint," "Air Bag," "S.I.R.," or "SRS" embossed on the surface. You must take the following precautions at an accident involving such a vehicle:

- To prevent accidental deployment during rescue operations (which is very unlikely), cut or remove the negative battery cable. If there is some doubt as to which cable is negative, disconnect both cables. Even after this step, due to an energy reserve system in many new cars that lasts from 1 second to 20 minutes (up to 30 minutes in Rolls Royces and Bentleys), there is a remote possibility that the air bag still could inflate. While assisting the victim(s), do not place your body or tools near the air bag module for 20 minutes after cutting the cable(s) except for essential manoeuvres.

(continued)

With mechanically activated systems, currently found only in 1990 Jaguar coupes and convertibles, take extreme care to avoid sharp impacts to the steering column, particularly in the forward or rearward directions. Cutting the steering wheel rim is permissible if these types of impacts can be avoided.

- Never cut or drill into the steering wheel hub (which contains the air bag module), as you might rupture the sodium azide canister.

- Never use a cutting torch or other heat-producing device on the steering wheel or column. The excessive heat could cause the air bag to self-deploy.

- If damaged cars with nondeployed air bags are to be used for training exercises, contact the local auto dealer for instructions on how to deploy the bag safely prior to beginning the exercise to avoid problems later.

- If the canister of sodium azide-based propellant is ruptured, do not touch or ingest any of the unburned substance, which will be found in tablet form.

* * *

As with any vehicle fire, firefighters responding to a fire in a car equipped with an air bag should wear full turnout gear, including SCBA, to protect against both the potentially dangerous by-products of air bag activation and the fire itself. Any effective medium, including water, may be used to fight the fire. During firefighting operations the heat may activate an undeployed air bag. While deployment will be normal (no explosions), keep away from the steering wheel hub to avoid injury.

Armed with the facts concerning automobile air bags and exercising caution, rescuers can continue to provide care and assistance to the victims of motor vehicle accidents – and they can do it safely. □

RECEIVE EACH ISSUE OF
'OPERATIONS', SUBSCRIBE
TO "THE FIREMAN"

P.O. Box 187
Oakleigh, 3166

CONTRIBUTED BY
ROY MEGGS (ECHUCA)

"The Fireman" – Operations Supplement, May 15, 1991

Strict standards apply to jacks

AUSTRALIAN Standard 2693-1987 Vehicle jacks specifies requirements for the design, construction, performance and labelling of jacks designed to raise vehicles.

The standards were prepared by a committee represented by various interest groups including the Australian Automobile Aftermarket Association and the Federal Chamber of Automotive Industries. They apply to all types except trolley and air bag jacks.

Standard 2693 Part 5 outlines the design and construction of jacks.

All moving parts which require lubrication must be easily accessible, and those which are not fully greased and oiled should have adequate lubrication instructions.

Hydraulic jacks must be supplied with cylinders filled to the correct level with the recommended hydraulic fluid.

All jacks must be free from defects which would affect their durability or serviceability, and that all screws, pins, bolts and similar parts must have effective means for preventing loss of proper tightness and adjustment.

The materials used in the design of jacks must also be strong enough to withstand the forces and pressures to carry out the required duties, and a suitable protective, corrosion coating must be applied to the jack, excluding mating surfaces or sliding parts.

Standard 2693 Appendix E sets out those requirements in an overload test:

- A jack must not collapse
- The load supported by the jack should not experience a height loss greater than five per cent of the initial height of the load.
- The jack should be able to lift its nominated capacity load through one lifting cycle using an operating force not exceeding that specified in Clause 6.3.

Jacks are also required to be legibly marked with information such as the nominated capacity in kilograms, clear and adequate operating instructions, and a notice warning people that they should not get under a vehicle supported only by a jack.

The Standards Mark on or in relation to a product is an assurance that the product has been produced under a system of supervision, control and testing applied during manufacture, including periodical inspections at the manufacturer's works in accordance with the certification mark scheme of the Standards

Association of Australia.

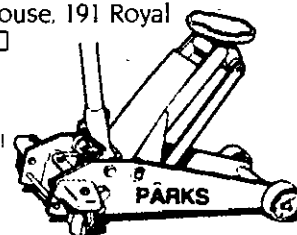
Maintenance and safe usage instructions must also be supplied with the jack.

Requirements for trolley jacks

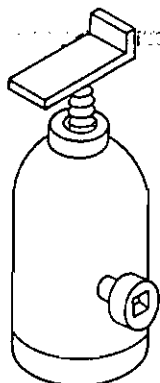
are outlined in Australian Standard 2615-1987 Trolley Jacks. Other information relating to jacks is contained in Australian Standard 1418.9-1987 Vehicle Hoists and the Cranes Regulations 1989.

Copies of these Standards can be obtained from Standards Australia, Clunies Ross House, 191 Royal Parade, Parkville. □

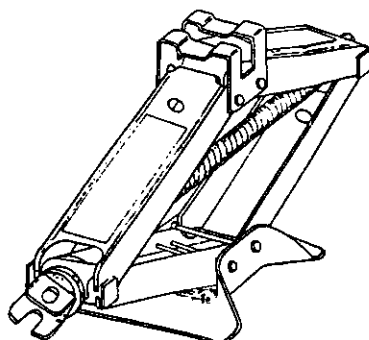
TROLLEY JACK



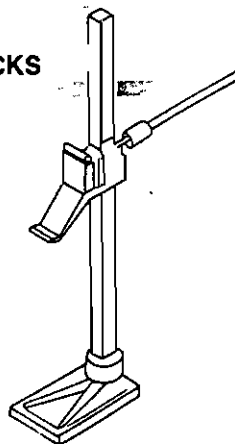
TYPICAL VEHICLE JACKS



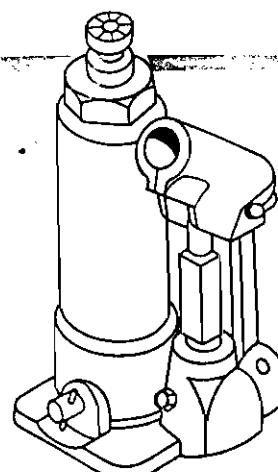
Screw jack



Pantograph jack



Lever jack



Hydraulic jack

SAFETY should be a major consideration at all times when using automotive jacks, according to Parks Hydraulic Service manager Bill Parks.

Bill says one of the biggest problems is that jacks are sometimes used incorrectly:

"Many jack users are unaware of the operational requirements outlined in the manufacturer's manual, and so ignore basic instructions," Bill said. "Because of this lack of information, they become complacent and this can cause problems."

"Some key procedures which should be followed include selecting suitable jacking points on a vehicle, choosing an area of solid, level ground or (in the case of bottle jacks) using a block of wood, chocking jack wheels and using safety stands with jacks."

"When a vehicle is lifted with a garage or trolley jack on wheels, the jack must move forward as the car rises. If the jack's forward movement is hampered due to the ground's soft or bumpy surface, then the vehicle will be pushed off the jack, possibly resulting in an injury to the user."

"Concrete surfaces should be checked for holes or divots which prevent a jack from centralising, and a solid block of wood or strong, flat metal piece should be used if jacking on dirt or gravel surfaces."

According to Bill, maintenance is another vital area which is sometimes neglected:

"Jacks, like any other piece of machinery, need to be looked after. Many people, who don't read the manuals provided by the manufacturer, are unaware of basic servicing procedures like greasing, oiling and cleaning jack wheels and pins."

"Some jacks, particularly those bought directly from the manufacturer, also require servicing prior to use. However, many users believe that because they pay \$300 to \$400 for a jack that the equipment has been greased and oiled before being sold."

"We pre-check all jacks before they are sold; it's an important part of our service."

Bill also highlights the fact that many people are under the mis-

apprehension that jacks are able to lift and sustain weight for a prolonged period of time:

"Not only is this placing undue stress and wear on the jack, but if the equipment cannot cope with the weight applied, then there is danger of the jack collapsing."

"This is another reason why users need to take the time to read the operations manual. They would discover that jacks are for lifting purposes only, and not as a support. If users need to do any work underneath a car they should use safety stands, which are designed to support weight."

Under *Australian Standard 2615-1987 Trolley Jacks* and *2693-1987 Vehicle Jacks*, a jack must be able to lift 200 per cent of its required lifting capacity. According to acting assistant manager of the Department of Labour (DOL) Equipment Safety Branch, Les Kriesfeld, this inbuilt safety factor is of vital importance.

"It's obvious that users from time to time will underestimate the weight of a load; however, accidents or deaths can be prevented due to this inbuilt safety factor. To an extent, you could say that the safety factor allows for human inaccuracy."

Under the new *Cranes Regulations 1989*, jack manufacturers are required to comply with the relevant Australian Standards.

Before a jack is marketed, the manufacturer must submit to the Equipment and Safety Branch the jack's design, and documentation and verification stating that it meets all necessary requirements.

Complex designs are investigated in detail, and those which may cause a life threatening situation if they fail are, generally speaking, subjected to a high-risk audit.

The DOL regularly selects at random a high-risk piece of equipment and conducts a field audit. This is a step-by-step process which enables the Department to thoroughly inspect a particular factory and check that the manufactured product corresponds with the submitted design documentation.

Medium risk audits are also conducted.

Once the Equipment and Safety Branch is satisfied that all documentation meets the requirements outlined in the relevant regulations and standards, the design is registered and supplied with a reference number.

The manufacturer is also required to sign a compliance statement affirming that Schedule 1, Part A, dealing with standards and specification, and Part B, dealing with verification, are in fact correct.

According to Les, jack accidents or fatalities are not common; however, if an injury or death occurs involving a jack, the DOL's Central Investigation Unit is notified by either the employer or police.

The Equipment Safety Branch and the Regional Office become involved in the investigation if the accident or fatality was caused by either equipment failure or the improper use of the equipment.

Engineers and/or inspectors from the Equipment Safety division are sent to assess the equipment and to ascertain whether the work practices of the employer or employees were abusing the equipment. If equipment failure is deemed to be responsible for the accident or fatality, then an equipment analysis is undertaken.

Heavy penalties apply to persons who have contravened the Occupational Health and Safety Act 1985.

A body corporate found guilty of an offence incurs a fine of \$25,000, and any other case a \$5000 penalty.

These fines are due to increase dramatically once amendments already passed by Parliament are proclaimed. The new maximum fines are \$250,000 (body corporate) and \$50,000 (for any other case).

The DOL does not recommend or give preference to a particular jack model. According to Les, the benchmark which the Department works by is that if the jack meets all the necessary safety standards and regulation requirements, then it is an efficient and safe piece of equipment. □

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GERMANY'S DAIMLER BENZ, the luxury car-maker that expanded in the 1980s into one of the world's biggest industrial conglomerates, is experiencing heavy weather. Morale has plummeted, profits have stagnated. Analysts estimate that 90 per cent of the firm's profit still comes from Mercedes cars, the original business.

The new fields of aerospace, electricals and financial services are yielding little or are deep in the red. Prosecutors recently raided Mercedes offices on anonymous (and apparently high-placed) allegations of tax evasion and illegal exports—unwelcome publicity on the eve of Mercedes' launch of its new top-of-the-range "S" model. *The Economist*, April 27, p87.

Removing drum brakes

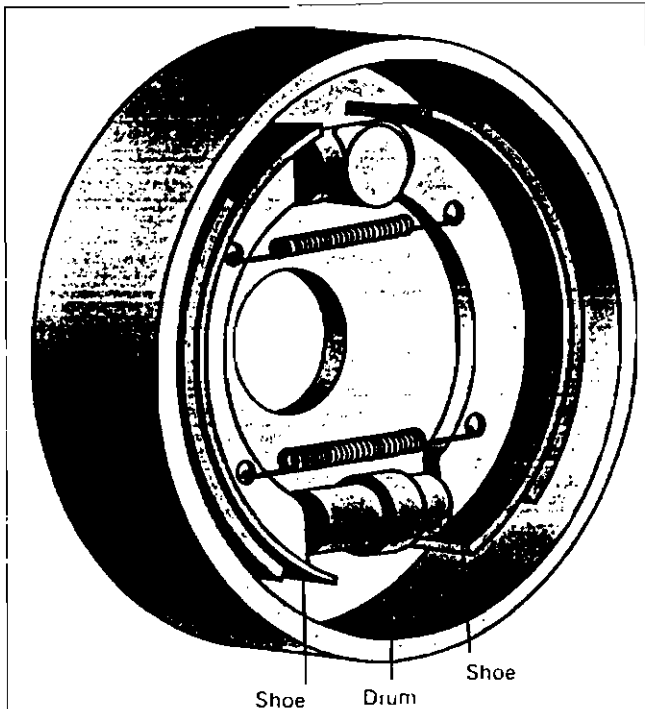
First remove the road wheel as described above. The drum will be presented to view (fig. 14). It will be held in place by one, two or three set screws, a central bolt, or perhaps nothing at all.

The drum must be removed for inspection. Undo all set screws (fig. 16) or nuts and when working on rear brakes release the handbrake lever in the car. The brake shoe adjusters must now be slackened off to allow easy removal of the drum. There are many types of adjusters, both manual and automatic, on drum brakes, and the removal procedure is on page 41.

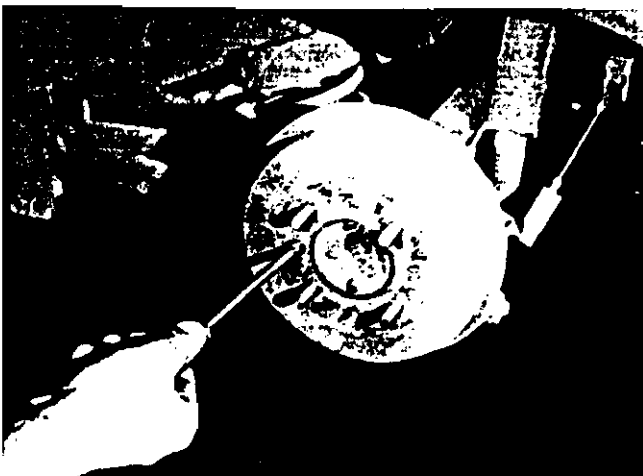
Once the brakes are slackened off, ease the drum from the hub (fig. 17). It may be a little stiff at first, especially if there is a wear ridge inside fouling the shoes, so some judicious tapping with a mallet may be needed to free it. Once clear, any accumulated dust from the linings must be wiped out with a damp cloth (fig. 19). Never blow the dust about as it may contain poisonous asbestos particles which could be dangerous if inhaled.

Inspecting drum brakes

First check the drum for visible signs of wear such as scoring, cracking or a deep wear lip between the shoe contact area and the edge of the drum. In badly worn drums high and low spots are a sign of uneven wear and,



14 A drum brake. On this type, hydraulic pressure forces two shoes outwards to make contact with the inside face of the drum



16 Set-screws are the most common means of fixing the brake drum on to the back-plate. Remove these with a screwdriver

sometimes, where heat has distorted the drum to a slightly oval shape. They can sometimes be seen as light and dark patches on the metal where the linings have alternately missed and gripped on the drum. In all such cases the drum must be replaced; it is not advisable to have it reworked.

In the absence of any visible defects the drum must still be checked for distortion. Professionals do this by setting the drum on a test rig and using a dial gauge set against the lining contact face while the drum is rotated to check its dimensions. Great care has to be taken to set up the equipment properly to get accurate results.

If you cannot borrow a dial gauge you can hire or buy an internal micrometer. This is used to take measurements across the diameter of the drum, at various points round the lining contact face, to see if it is worn or slightly oval. This method is not as accurate as using a dial gauge, so work carefully to get the best results.

As a general guide, 0.025 mm per 2.5 cm (0.001 in. per in.) of drum is an acceptable limit of ovality. Thus, a 21 cm (8 in.) drum can be up to 0.203 mm (0.008 in.) out of true before it needs to be scrapped.

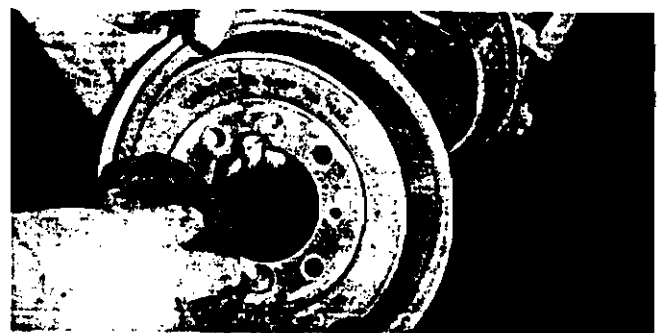
When replacing a sound drum, work in reverse order the way you dismantled it, except for two points:

First, make sure that the inside of the drum is free of grease and is perfectly clean and dry.

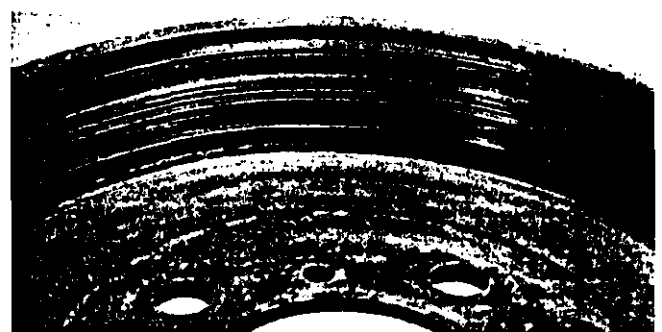
Second, secure the drum back in position and centralize the shoes to ensure they locate evenly against the drums.



17 Tap the drum lightly and pull it away from the back-plate



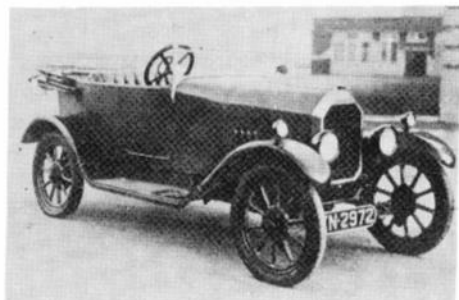
19 Clean any dirt or dust out of the drum with a damp cloth



20 This drum has been very badly scored and must be replaced

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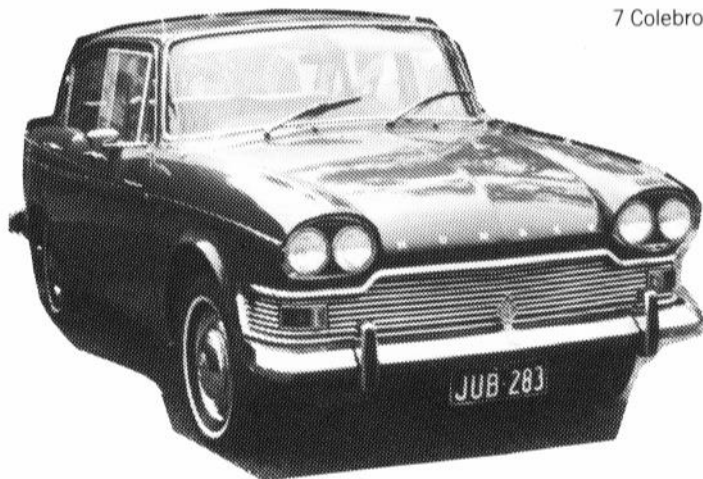
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