

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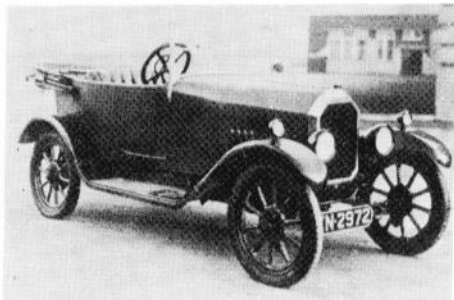
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Monday to Friday: 8.30 a.m. to 5.30 p.m. Saturday: 8.30 a.m. to 12.00 noon

- JUNE 24TH GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- JULY 16TH. STANDARD/VANGUARD CLUB INTER-CLUB DINNER DANCE, ELTHAM NORTH COMMUNITY CENTRE, (MELWAY MAP 11 K12). 7.30PM-MIDNIGHT. \$20.00 PER HEAD INCLUDES 3-COURSE BANQUET AND COMPLIMENTARY PRE-DINNER SHERRIES. BYO OTHER COLD DRINKS. CHILDREN UNDER 15 HALF PRICE; U.6 FREE. TICKETS AVAILABLE AT JUNE MEETING.
- JULY 22ND. GENERAL MEETING. DEEPDENE HALL. 8.00PM. GUEST SPEAKER ON INSURANCE FOR OLDER CARS.
- AUGUST. RESTAURANT OUTING WITH CHEVROLET CLUB.
- AUGUST 21ST. CHACA SWAP MEET AT CHIRNSIDE PARK SHOPPING CENTRE, MAROONDAH HIGHWAY, LILYDALE. (MELWAY 37 G4). 9.00AM. ENTRANCE \$1.00.
- AUGUST 22ND. A.O.M.C. DELEGATE'S MEETING. 8.00PM. CARNEGIE PROGRESS HALL, TRUGANINI ROAD, CARNEGIE.
- AUGUST 26TH. GENERAL MEETING, DEEPDENE HALL. 8.00PM.
- SEPTEMBER 25TH. FAMILY DAY AND GENERAL MEETING. DEEPDENE HALL.
- OCTOBER 28TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- NOVEMBER 6TH. ANNUAL CONCOURS D'ELEGANCE, PRIDE OF OWNERSHIP AND DISPLAY, DEEPDENE PARK OVAL.
- NOVEMBER 12-13TH. BENDIGO SWAP MEET. SHOWGROUNDS, BENDIGO.
- NOVEMBER 25TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- DECEMBER 11TH. CHRISTMAS BREAK-UP PARTY.

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THE HUMBER CAR CLUB OF VICTORIA MEETS ON THE FOURTH FRIDAY OF EACH MONTH (UNLESS OTHERWISE STATED) AT 8.00PM IN THE HALL AT DEEPDENE PARK, WHITEHORSE ROAD, DEEPDENE. MELWAY REF: MAP 46 A7/8. NEW MEMBERS AND VISITORS WELCOME.

THE CLUB IS AUTHORIZED TO CONDUCT EVENTS FOR ALL CATEGORIES OF "CLUB PERMIT" (FORMERLY "RED PLATE") LICENCED VEHICLES. ALWAYS CARRY YOUR CLUB PERMIT AND CURRENT NEWSLETTER WITH YOU WHEN TRAVELLING IN THE CAR. OWNERS OF "CLUB PLATE" VEHICLES ARE EXPECTED TO SUBMIT THEIR VEHICLE TO AN ANNUAL CLUB SAFETY INSPECTION. THIS INSPECTION NORMALLY OCCURS ON CLUB CONCOURS DAY AND IT IS THE RESPONSIBILITY OF THE OWNERS CONCERNED TO PRESENT THEIR VEHICLES AT THIS TIME. IF NECESSARY AN ALTERNATIVE DATE MAY BE PRE-ARRANGED WITH THE CLUB INSPECTING OFFICER.

ABUSE OF THE "CLUB PERMIT" MAY LEAD TO YOUR PERMIT BEING WITHDRAWN BY THE R.T.A. OR THE VEHICLE BEING SUSPENDED FROM PARTICIPATION IN CLUB ACTIVITIES. PLEASE CHECK YOUR CLUB CONSTITUTION SECTION 3.9.

VEHICLES 25 YEARS OR OLDER AND USED SOLELY IN CONJUNCTION WITH CLUB EVENTS ARE ELIGIBLE TO REGISTER UNDER THE "CLUB PERMIT" SCHEME. DETAILS AVAILABLE FROM CLUB SECRETARY. APPLICATION FORMS FROM ANY R.T.A. OFFICE.

IT IS NOT NECESSARY TO OBTAIN A ROAD WORTHY CERTIFICATE WHEN APPLYING FOR A CLUB PERMIT, HOWEVER THE CAR IS EXPECTED TO BE IN A "ROAD SAFE" CONDITION

***** *** ***** *** *****

*** SOCIAL NEWS AND NOTES. ***

June has been a busy month on the social calendar with a number of "notable events " taking place.

Whilst manning our display at the VDC SPECTACULAR I caught up with several country members including Doug. Riches from Geelong, Ian McCorkelle (Bendigo), and Chas. Speed from Warrnambool. It was also nice to have a chat to Rod. Laredo and ex-member Ian Mills who is currently restoring a 1920's Bean. Another welcome visitor was Eddie Ford, publisher of Restored Cars magazine, who dropped in to enquire after the Club.

Chief "notable event" this month was the safe arrival (at Last!) of Barrie & Leoni Trubie's baby son. I hear "Dad" is delighted with his "bouncing Baby Barrie" & Leoni is more than happy to be of "manageable size" again! A big welcome to the new arrival and we'll await with pleasure his Club "christening". Congratulations are also due this month to James Kent on the completion of his 1933 Humber Pullman Hearse restoration. It's first rally was to Hamilton over the Queen's Birthday weekend, proudly bearing the club radiator badge. The club also offers congratulations to Matthew Webb, youthful Vogue restorer and keen apprentice motor mechanic, who has achieved splendid results in his advanced automotive study programme. No excuse for a less than perfectly purring motor now, Geoff!

The Queen's Birthday run to Len Lukey Museum, Phillip Island took place in ideal weather conditions and was thoroughly enjoyed by the few members who attended. Highlight of the day was the appearance of Jim Yates' (not the Darwin one!) fine black MK 1 Snipe making it's first appearance on a club outing. Jim's car, along with Tom McAlpine's MK1 "Henrietta", looked a proud pair as they parked side-by-side at the Museum. Other members attending this day were Christine and Trevor Attwell and family with Mrs Forth Snr. in their Series 111 Super Snipe and the Willimotts with "Heavy Harry" the Series 11 Hawk Estate. It was disappointing that more members did not manage to make this excellent day's outing.

Last month in the Social notes I mentioned the fees for Club Plate permits as being approx. \$76, city or \$66 if country registered. This however did not include both the T.A.C. compulsory insurance and the RTA charges. The full fee payable by city owners is approx. \$110 and proportionately less if country based. I regret any confusion this may have caused and hope Club Permit owners have not been rushing to RTA expecting a refund!

Whilst on the technical aspect may I refer you to the information on concours preparation appearing in the President's Report. As requested by members, over the next few months Bob will be running a series of information pieces on various aspects of vehicle preparation. Watch out for them! Following the discussion at last meeting, I have produced here a simple diagram of concours classes and conditions as verified at the meeting. The aim is to allow as many cars as possible to compete in concours classes whilst still maintaining the outright concours winner as the best overall car in the club. I hope this will help clarify the position and make the 1988 Concours our best yet.

This month we have received a new supply of club radiator badges and lapel badges. They will be available at the next meeting at a cost of \$15.00 for the radiator badge and \$3.50 for the lapel badge. If ordering by post please add an extra 80 cents to cover cost of postage. There is still a limited number of Rally badges and stickers available. We are currently looking into another run of Club tee shirts with a small Humber logo and featuring a more dressy collar style. more on these at the next meeting. I'll look forward to seeing you there.

Margaret.



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	(057) 83 1899
EVENTS DIRECTOR	Margaret Willimott	435 6354
LIBRARIAN	Fred Pieterston	781 5169
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



Pat & Joe Aldams' MK 4 S/Snipe



Dr. Joseph & Heather McAlpine

H.C.C.V. CANBERRA MEMBER JOHN BERRY AT THE AUSTRALIAN BICENTENNIAL CASTROL WORLD RALLY
MARCH 1988



1914 HUMBER



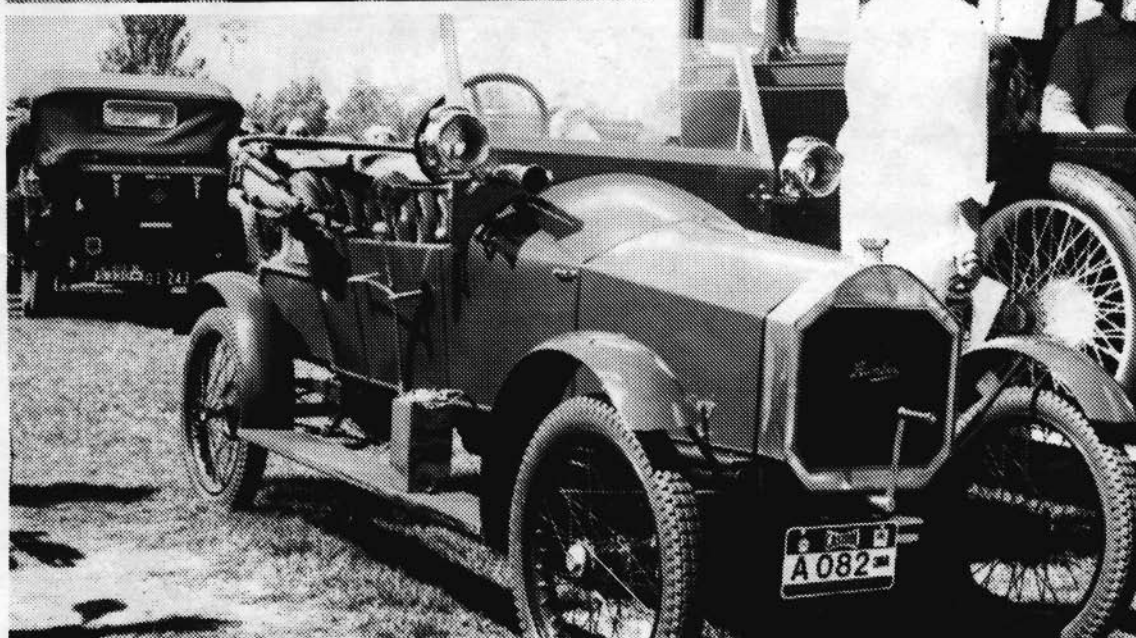
1914 HUMBER

JOHN REPORTS THAT OF APPROXIMATELY 1200 VEHICLES (A WORLD RECORD FOR A VINTAGE RALLY) THERE WERE ONLY THREE HUMBERS PRESENT AND PHOTOS OF TWO APPEAR IN THIS REPORT. ALSO A 1913 HILLMAN WHICH LIKE HUMBERS WERE AS RARE AS HEN'S TEETH WHILE ROLLERS WERE A DIME A DOZEN.



SPECIFICATIONS

Make, model, year 1914 Humberette 8.7 HP (water cooled). Current valuation \$16,000. Price when new 115 pounds. Options 125 pounds incl. w/screen hood, h/lights acetylene light and bulb horn. Engine: Type V-twin. Bore & stroke 84 x 90 mm. Displacement 998 cc. Electrical system Magneto. Engine number H634. Clutch type Cone. Transmission type Progressive. Ratios 1st 13.66 to 1, 2nd 11.87 to 1, 3rd 4.46 to 1. No overdrive or synchro. Differential type Bevel gear. Drive axles Live. Steering type Rack and pinion. Brakes type External drum type. Drum diameter 7". Two wheel. Foot brake operates on tailshaft. Chassis & body: Chassis frame Tubular. Body construction Steel & Wood. Body style Roadster. Chassis number H634. Suspension type: Front Transverse 1/2 elliptic. Rear Transverse 1/4 elliptic. No shockers front or back. Wheels type Wire sport. Tyres size 650 x 65m, 3.00-19. Weights & measures: Wheelbase 7' 5". Overall length 10'. Overall width 4' 4". Front track 3' 6". Curb weight 750 kg. Capacities: Crank case 1 gal oil. Cooling system 2 gals water. Fuel tank 3 gals petrol. Fuel consumption: Ave Standard petrol, 25/30 mpg. Estimated top speed 30 mph. Paint type: Enamel Red body. Lacquer Black guards. Paint color: Body Red. Fenders Black. Upholstery: Type Vinyl. Color Black. Design Buttoned. Carpet or other type Rubber mats. Paint shop and upholsterer From N.Z. Wheels color Red. Brightware Brass gas generator, bugle horn, speedo, gear levers, head and tail lights, radiator surround etc. Polisher/plater N.Z. Gauges Smiths front wheel speedo. Oiling system Drip feed, total loss system.



1914 HUMBERETTE



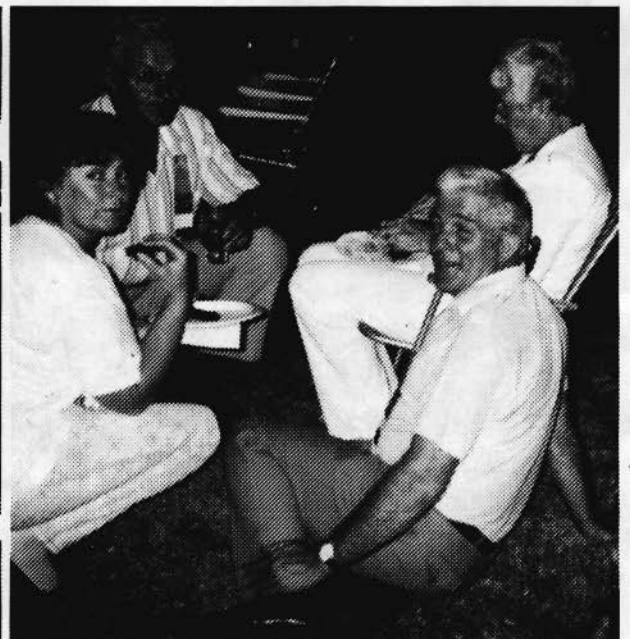
1913 HILLMAN



MEALTIME MIRTH



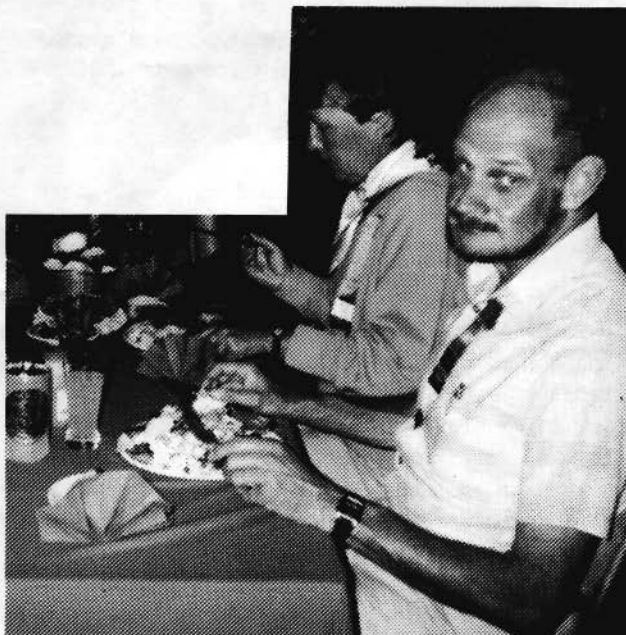
ALL SMILES IN THE
DINNER QUEUE



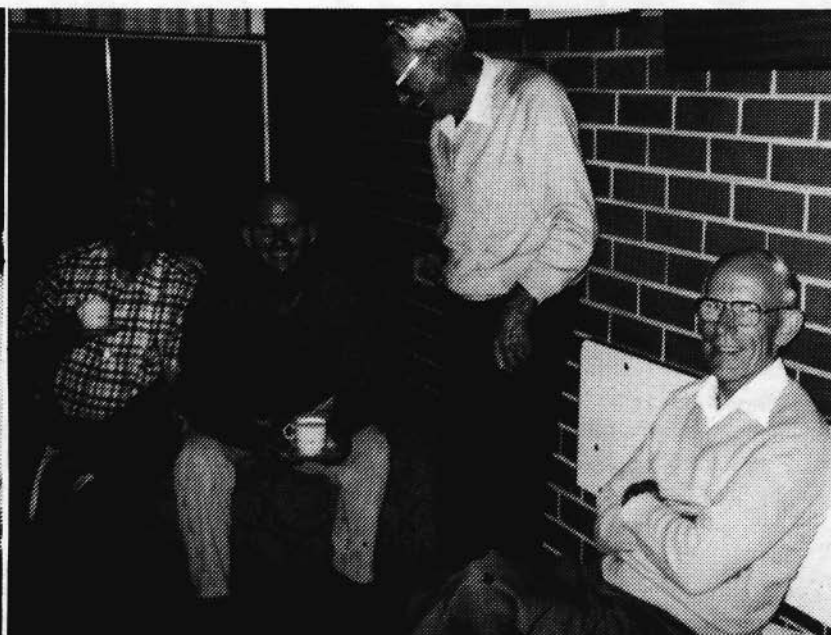
"BARBIE BEAUTIES AND THEIR BEASTIES"



"AFTER DINNER STORY TIME"



"EAT UP ALL YOUR VEGIES DAVE"



"WHO SPIKED THE COFFEE?"



FIRST AUSTRALIAN SIGHTING OF "NESSIE"

PRESIDENT'S REPORT (Kennedy's Klangers)

Another month is about to slip past us and soon the Annual Concours will be upon us. A lot of people seem to think that only "a new" car can be entered into the event; this is very wrong.

Because of the various classes we have, any vehicle can be entered. Certainly in all Clubs there's the "show ponies" but for the moment let us forget them. Some members get frightened away from entering because their vehicle does not look as good as others. However, in a lot of cases their vehicle might surprise them and everyone else in the Club without too much effort.

When a judge inspects an entrant they look at a lot of different items on the vehicle. To help the judges the vehicle is laid out in sections on the Concours sheets. Engine compartment, interior, exterior, underbody and electrical. Each of these sections pose different problems both to the entrant in preparation of the vehicle and to the judge in awarding points as they see the vehicle presented to them on the day.

The sections I mentioned above sometimes vary but the above are the main ones concerning us at this time.

Preparing your vehicle is mainly common sense cleaning and adjusting items on the vehicle. A bonus is that it helps you understand the workings a little better.

The engine compartment is one that seems to bluff a lot so we'll look at this area first. The sheet the judge has in his hot little hands will be laid out in a fairly easily followed pattern. When you have a good look at it you will see that all the sheet is doing is asking the judge questions on certain items in the compartment concerned e.g. Is it original? Is it clean? Is it in good operating condition? A few points are allocated to each question.

The items in a question normally are as follows:- radiator, hoses, clamps and grummets, engine, insulation and paintwork, steering box. These are the main items looked at in the engine compartment. Sometimes the sheets are a bit more detailed but on the whole that is it.

Now the preparation of the engine bay is not as hard as some think. First a good clean-up with degreaser, some use a steam cleaner to clean up the area first off (this helps the motor run cool plus helps you find any leaks). Once we have cleaned up the engine bay look at the radiator and make sure all the bolts are in, the core might need a few flutes straightened, maybe a little black paint if you feel like it. The hoses to be clamped not twisted wire on them. The wiring, put it back into the clips and clamps that are there to hold it, get rid of odd bits that might be hanging around. Run a spanner and screwdriver over all the nuts bolts and screws. If you like you might want to throw a bit of a paint on some items.

With painting be a bit careful and try to match up the colours. A lot of people get carried away with painting in the engine bay - try not to. On most vehicles aluminium is not painted so don't put silver paint all over it. I admit some bits on some cars were painted and if that's the case then fair enough, you can re-paint the aluminium.

If you are going to throw paint around be careful that most nuts and bolts were not painted and don't use a small broom or a six inch paint brush to carry out fine work - it doesn't turn out right.

Normally, as I said before, most of the preparation is common sense. It does not have to be all done in one hit, spread it out so that you don't become bored. Do a certain area at a time and stick to it till you're happy. If you find something wrong, fix it, this way your vehicle becomes safer and you also get to understand it better. If in trouble ring up or go and see another member who may well have the answer waiting for you.

Next month we will go into other areas. The big thing to remember is it can be beneficial and enjoyable to you.

This month we held a display at the Melbourne Showgrounds. This was an indoor display at the Vintage Drivers' Club Swap Meet. I want to thank all the members who helped with the display throughout the two days and a special thank you to the people who owned the cars on display:- Jeff Webb, Ron Forth, Keith & Margaret Willimott. The stand was attended all the time by members and it was good to meet up with members visiting the Swap Meet. Again thanks to all involved.

Well I'm sure you will agree I've raved on long enough, too long some will say, so I'll close down now. Look forward to next week.

Bob Kennedy

**MINUTES OF GENERAL MEETING
HELD ON SUNDAY 29th May 1988 AT DEEPDENE HALL at 2:00pm.**

PRESENT: Approximately 30 members as per attendance book.

NEW MEMBERS & VISITORS: The president welcomed Rod Stewart to the club. Rod has a Series 111 Snipe.

APOLOGIES were received from the Dunlop family, Nancy Kennedy, Pam Batten, Joseph Spencer, Sylvia Pieterston, and Leo Mull.

MINUTES of the previous meeting as printed in the April 'Humberette' were accepted as a true record on the motion of Geoff Webb seconded by Fred Pieterston.

BUSINESS ARISING There was no business arising.

CORRESPONDENCE:

IN: from Basil Dowie asking for advertisement to be placed in Humberette, from Alan McCrory with item for Humberette, Ken Watts asking about membership, Motorola with information on two-way radios, Bicentennial Briefings, ; membership applications from Rod Stewart and Frank Wykman.

Exchange Magazines: Austin A40 Car Club of Aust., Austin Car Club of Aust., Chevrolet Car Club., C.H.A.C.A. Journal, Humber Car Club of South Australia, Standard Tribune, Rover Car Club, Sunbeam Talbot Owners Club News, Daimler Lancaster Club of Victoria.

OUT: application packages to Ken Watts, Lindon Ware, Robin Sheppard; to Chas Grimes of South Australian Humber Club with details of a prospective member.

Correspondence accepted on the motion of Tom McAlpine, seconded by Frank Stockwin.

BUSINESS ARISING: No business arising.

TREASURER'S REPORT: Brian Parkinson presented the report for the month ended 29th May.

Balance at 22nd April(fixed deposits)	\$5000.00
Balance at 22nd April(current account)	\$ 617.81
Receipts	\$1756.78
Expenditure	\$ 724.86
Accounts for payment	\$ 73.86
Balance (current account)	\$1575.87

Report accepted on the motion of Ron Hallihan seconded by Peter Sheldon.

EDITOR'S REPORT: Barry Bosnich reported that 186 magazines had been sent out. More material was requested for the magazine..

EVENTS DIRECTOR'S REPORT: Presented by Margaret Villmott.

Thanks given to Frank Stockwin for providing photographs of club rally at Swan Hill.

Point Cook outing reported on.

Apology for incorrect caption under Rally photographs.

Next outing to Phillip island on June 12th.

July outing suggested to Mitchelton winery.

TECHNICAL OFFICER'S REPORT: Tom McAlpine talked about Sears tyres made by Michelin. These are 195x15 steel radials with white walls and sell for \$5611. Contact Tom if you require any. Tom is also to provide a sheet showing how to diagnose engine problems using a manifold vacuum gauge..

AOMC: Rob Dunlop is preparing a detailed report for the magazine. The AOMC is preparing a booklet on club plate scheme. Some points need clarification.

BUSINESS ARISING Much discussion on whether a full Roadworthy Certificate is a better direction. Club is to purchase a copy of Road Safety Act 1988 No.29 and regulations.

Permit is to be carried plus proof of club outing.

Members opinions will be requested when details are published in the Humberette.

Barry Bosnich asked about keeping old number plates whilst on Club Plates. This was not considered to be feasible.

continued..

LIBRARIAN: Fred Pierson informed the members present that 5 books had been donated to the club by Ron Court of Marvell. The editor is to send Ron copies of the Humberette for next 6 issues..

CARS FOR SALE & WANTED:

Details provided of several items which will appear in next magazine.

GENERAL BUSINESS:

Geoff Webb mentioned that Shannons will give 20% discount on insurance for cars that do less than 8000 kilometres in a year.

The matter of trophies for annual concours was raised and Arnold Goldman put the motion that 'trophies should remain as trophies unless specifically agreed with the winners.' Seconded by Ron Hallihan. Carried unanimously.

The matter of entry rules for the various concours categories was discussed at length, and the proposed changes to the rules printed in the May Humberette were deferred to a later date after a diagram explaining the changes has been printed in the club magazine.

Following discussions on use of club fees, the motion that 'club funds be retained at present level to act as a buffer against inflation.' was put by Arnold Goldman and seconded by Bill Holmes. The motion was carried.

Brian Parkinson said that the proposal raised at the last meeting concerning changes to the financial year are not now considered necessary.

Bill Holmes asked that the Hall committee be complimented on the improvements to the hall.

Keith Villimott said that a spectator at Heritage Week gave him a photograph of a Humber and asked for information of the current ownership.

Meeting closed at 3:40 and a video of the Swan Hill rally was shown by Frank Stockwin.

Arnold Goldman
Hon. Secretary

SECRETARY'S SECTION

June 1988

Greetings one and all!

Unfortunately this month I shall have to be brief. 'What a relief', I can hear you say. The problem is one that faces all active club members at some time. I have several people making claims on my time and the order of priority is family, employer, others. You will realise that 'others' includes the Humber Car Club. At present I am in the midst of finding somewhere to live, having sold our house in Dandenong. We have decided to move to Mornington and open a shop as well, so you can imagine how busy we are. From July 10th I shall no longer be on the telephone number listed in this magazine, and at the time of typing this, I have no idea of where we will be living. If necessary, I can be contacted at work on 03 647 7511 or by mail to P.O.Box 669, Mornington, VIC 3931.

The information from Tom McAlpine about tyres is interesting. At \$56 they are cheaper than cross-ply tyres, and if they are made by Michelin then they can't be too bad. The main thing to watch for is the problem of driving to Moe to collect them. Dave Danner did just that with all manner of unpleasant consequences that he tried to blame on the tyres that were not even fitted at the time. Hope the hand gets better soon Dave, and perhaps you will not try emulating Superman and use a jack next time you want to hold up an engine. Needless to say it was not a Humber that could not stand the strain of a drive to Moe and back.

Best of luck, more next month.

Arnold Goldman, Secretary

NEW MEMBERS

Please welcome the following new members who have been added to the list in the last month:-

Frank Wykman, 23 The Ridge, Frankston, VIC 3199, tel 03 783 4060 who owns a Series III Snipe.

Rod & Bev Stewart, 1 Chicquita Place, Mill Park, VIC 3082, tel 03 404 2087 who own a Series III Snipe.

FOR SALES

Series IV S/Snipe complete, new exhaust and alternator, suit restoration or parts, no reg - \$100
Contact: D. Irvine, 1 Wallace Road, Wantirna, Ph: 221 8842.

1965 Series V S/Snipe, good condition, smoke green, reg 8/88, daily use, history available.
Contact: D. Kew, Ph: 850 1869.

1966 Series V S/Snipe, excellent condition, mech sound, 80,000mls, reg 8/88, deceased estate, garaged Bulleen - \$2,500 o.n.o.
Contact: F. Alloway, Ph: 850 6475 or 850 4326.

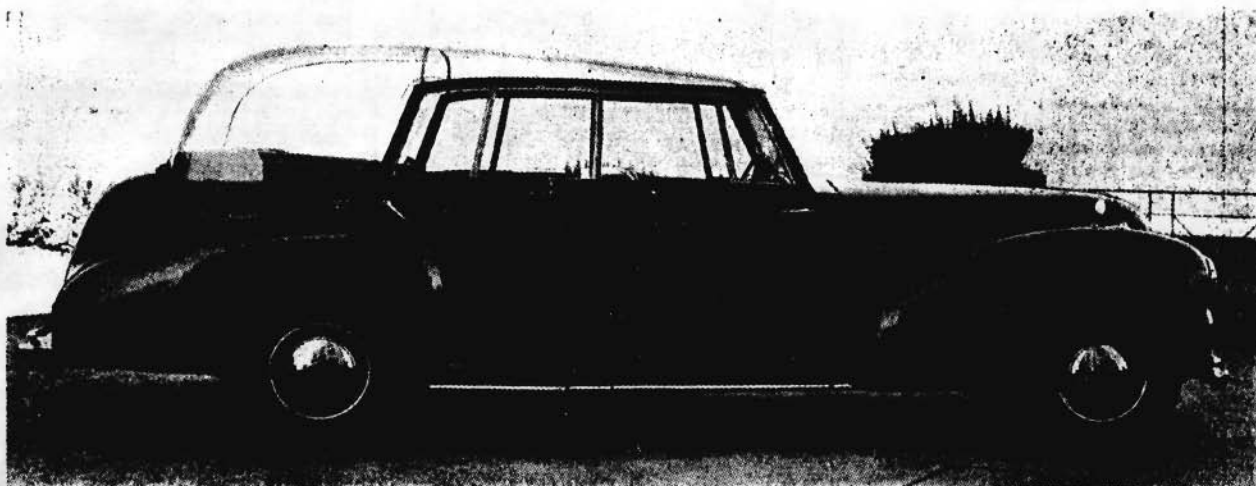
WANTED

GOING-OR-NOT-Old clocks, kero lamps, wind-up gramophones or bits and pieces of same. Also eight track players or recorders, old tapes.
Contact: Bob Kennedy, Ph: 789 5119.

Muffler to fit 1954 MK 4 S/Snipe or information regarding availability.
Contact: Barry Bosnich, Ph: (057) 83 1899.

Books in good condition on any topic, fiction or non-fiction, old or new. Fair prices paid and I will collect anywhere between Melbourne and Mornington.
Contact: Arnold Goldman, Ph: (03) 647 7643 (B/H) or (03) 795 4521 (A/H).

Vogue automatic in good condition with RWC. Will pay good price for reliable car with no work required.
Contact: Arnold Goldman, Ph: (03) 647 7643 (B/H) or (03) 795 4521 (A/H)



This is the type of car the Queen will be using during her Royal Tour of Australia. Pictured here is the Humber Pulman special-bodied saloon with a transparent "Plexiglass" top.

CLEANING VINYL INTERIORS

In most cases vinyl trim can be cleaned quite easily and satisfactorily with laundry soap and warm water. Use a soft nail brush to remove the inground dirt from the pleated, perforated or grained vinyl that is often used in today's cars.

Naturally there are stains that may need special treatment for removal. Perspiration, tea, sweets/lollies, ice-cream, fruit, grass, cocoa, coffee, milk, and wine stains can be got off with warm water and soap.

Chewing gum (first hardened with ice) and grease should be gently scraped off and then the residue cleaned off with a volatile cleaner followed by water and soap. Mildew, blood and nausea should be cleaned off with cold water and soap.

Shoe polish should be cleaned with methylated spirits followed by water and soap, while tar or bitumen should be smeared with oil and then treated with oleic acid or a volatile cleaner. Finally nicotine, which stains headlinings, can be cleaned with ammonia and copper sulphate, then hydrogen peroxide, and finally warm water and soap.

All the above cleaning tips involve chemicals available from chemists — and remember they apply to vinyl (pvc) surfaces.



The Prime Minister Sir Robert Menzies used a Super Snipe when in Great Britain to be installed as a Knight of the Thistle.

Humber Super Snipe

CHANGES made to the Humber Super Snipe are aimed at giving an even longer stride than it already possessed — and they also succeed in consolidating its claim to give real comfort and safety at a commonsense price.

The seven-league stride of the new Super Snipe comes from boosting the power-output of its 3-litre engine to 132.5 b.h.p. which is linked with a higher rear-axle ratio to make high-speed cruising as effortless as it is enjoyable. And, to extend the car's range, the petrol tank now holds 16 gallons instead of the previous 12½. Top speed remains the same at up to 100 m.p.h.

Another important under-the-bonnet change is the 9-in. diaphragm clutch which has proved to be stronger yet lighter in operation than a conventional clutch. A new design of recirculating-ball steering is fitted.

The safety factor has been raised by including a zone-toughened windscreen and a warning light on the fascia which tells when the brake fluid level is low (and also shows when the handbrake is not fully released). A headlamp flasher is incorporated into the indicator switch, and the screen washer is electrically operated.

Comfort has been improved in several ways. There are now two interior lights

in the rear compartment as well as one in the front, which can be operated either by opening the doors or by individual switches. The seat trim has been given a new style of fluting — and an outstanding comfort feature is the greater controllability of the heating and ventilation system.

A cigar lighter is fitted in the rear between the picnic tables.

At a glance the Super Snipe looks outwardly unchanged — but in fact it has a subtle new treatment of the windscreen surround and rear window emphasising its lithe looks.

JACK BRABHAM HAS THIS TO SAY ABOUT THE SNIPE

Stopping a big car like this sets the brakes people quite a problem, but the latest Super Snipe is very good in this department, with the well-proved servo-assisted front wheel discs and rear drum brakes used on the previous model.

I spent so much of my time driving racing cars, with the air — and, this year,

very often the rain — biting into my face, that I really appreciate comfort in my everyday motoring on public roads. Yes, I'm plumb lazy when it comes to normal transport. The new Super Snipe continues in the same successful vein of super-comfort, with all those important touches that make motoring like sitting in an armchair at home.

When I last tried a Super Snipe I raved about the ventilation system, with fresh air ducted in at each side of the fascia. How much better this is than having to open windows and suffer wind noise as well as draughts.

On the latest Super Snipe, the controls and air intakes of the heating and ventilation system have been redesigned, giving even greater efficiency, and there is a thermostat which regulates the temperature to the desired level.

There's a lot to be said for making steady, detailed improvements to an existing model which has already been proved in the hands of thousands of owners. This is the principle which Rootes have again stuck to with their Super Snipe, I'm glad to say. And after my trial in the latest model, I'm quite certain that it will pay off not only in good sales but also in an imposing list of satisfied — and well cossetted — owners.

GOOD POINTS

Equipment.
Brakes.
Instruments.
Driving Position.

DEBATABLE FEATURES

Heavy Steering at low speeds.
Large Transmission Hump.

SCORE CHART

Performance	8
Roadholding	9
Fuel economy	8
Styling	8
Interior Comfort	10
Overall Finish	10
Value	9

Motor Manual Road Test Digest

PERFORMANCE

Maximum Speeds — Flying Quarter Mile: Mean of four opposite runs: 94.7 m.p.h. Best one way time equals: 98.8 m.p.h.

Speed in gears: Low, 32 m.p.h.; Intermediate, 63 m.p.h.; High, 94.7 m.p.h.

Acceleration times from rest: 0-30, 5.3 secs.; 0-40, 8.3 secs.; 0-50, 11.7 secs.; 0-60, 16.1 secs.

Acceleration from constant speeds: 10-30 m.p.h., 4.4 secs.; 20-40 m.p.h., 4.8 secs.; 30-50 m.p.h., 6.5 secs.; 40-60 m.p.h., 8.0 secs.

Standing quarter mile: 20.9 secs.

Overall fuel consumption for 183 Miles: 19.8 m.p.g.

Touring range: 316 miles. Fuel tank capacity: 16 gallons.

SPECIFICATIONS

Car: Humber.
Model: Super Snipe IV.
Price: £1998 (inc. Sales Tax).

Engine
Cylinders: 6. Bore: 87.3 mm. x Stroke: 82.55 mm. Capacity: 2965 c.c. Comp. Ratio: 8.0 to 1. Valve gear: O.H.V. Maximum b.h.p.: 132.5 at 5,000 r.p.m. Carburettor: Zenith downdraught.

Transmission:
Clutch Borg and Beck 9 in. dia. single dry plate, hydraulic. Ratios: 1st, 12.77; 2nd, 7.34; 3rd, 4.55; 4th, Final drive. Hypoid bevel.

Suspension
Front: Independent with silico manganese coil springs, Anti-roll bar. Rear: Semi elliptic springs. Spring

dampers — Front: Telescopic. Rear: Telescopic.

Steering

Recirculating ball. Turning circle 37 ft.

Brakes

Method of operation: Front, hydraulic, drum; rear, as for front. Vacuum servo assistance on front and rear.

Exterior Dimensions

Wheelbase, 9 ft. 2 in. Length, 15 ft. 8 in. Weight, 30 cwt. Width, 5 ft. 9½ in. Height, 5 ft. 1 in. Ground clearance, 7 in. Wheels, 15 in. Tyres, 6.70 x 15. Petrol tank, 16 gallons. Track, front, 4 ft. 9 in. Rear 4 ft. 7½ in.



William Rootes (left) on board SS. Aquitania after a business trip to USA in 1936 and seen with his brother Reginald

The Classic Tycoons Part 4

William Rootes

by Graham Robson

If you are a vintage enthusiast, you probably continue to heap scorn on the name of William Rootes. If, on the other hand, you were dependent on Rootes for your job in the 1930's and 1940's, you probably praise his name and memory. For William Rootes was a businessman and salesman first, and a sentimentalist least of all. In 1928 the Rootes Group was no more than a chain of garages in the Home Counties. By 1936 it was a large industrial car making group which controlled four once-respected marques. In spite of all the derision aimed at the Rootes family for their expansion and rationalisation policies, it is a fact that they made huge inroads into the family car market during the 1930's, and became respected members of the industry's "Big Six" after the Second World War. But when William Rootes sold out to Chrysler, and retired, the decline was already under way. William, the first Lord Rootes, his family and his policies, are of enormous significance to "classic car" enthusiasts.

If this article was being prepared for the more sensationally-minded type of publication, its editor could title it: "The Rise and Fall of a Dynasty" — and there would be a good deal of truth in that. For the Rootes family started from nothing at the beginning of the twentieth century, and rose to great heights in the motor industry by the end of the 1930's. By the 1970's, however, only their name, and the memory, remains.

It was a dynasty affected throughout its life by William Rootes, later Lord Rootes, who ran it in characteristically flamboyant manner from the 1920's to the 1960's. By the 1940's, however, The Family (and I use capital letters advisedly) comprising William, Reginald, Geoffrey, Timothy and Brian were in control of a huge combine which thoroughly deserved its place as one of Britain's "Big Six" motor car manufacturers.

This, however, is not just a success story, for the Rootes Group which was formed in 1932 was in deep trouble by the 1960's, and lost its identity in 1970. There were several fateful dates, the family entered the motor trade in 1919, and took a stake in the industry in 1928. The Rootes Group became effective in 1932, and took over the last of their marques (Singer) in 1956. For all that, the single most important event which affected their future was the enormously damaging strike at a London subsidiary in 1961; after that, their finances were ruined, and a merger with a larger concern was inevitable. The first links with Chrysler were made in 1964, and the first Lord Rootes died only months later.

Throughout his lifetime's involvement with motor cars, no-one, I suspect, disliked William

Rootes for his energy, his drive, his salesmanship, or his business sense. On the other hand, he made many enemies due to his complete lack of interest in motoring history, and for what he did to the marques his Group took over. And here was the paradox. On the one hand, the Rootes Group provided work for tens of thousands of people who would surely have been thrown on to the dole without the intervention of Rootes; on the other hand, the traditions of the bankrupt companies which they loved were ruthlessly destroyed by that same thoughtless company. So whose judgement was right? Should we praise Lord Rootes as an industrialist with vision, or as a philistine only with a sharp eye for a profit?

Our story begins in Hawkhurst, Kent, where William Rootes' father, also called William, had a cycle shop. In this small town, in 1902, he decided to use the workshops as a base from which to sell cars. Meanwhile, his eldest son had attended Cranbrook school, and was then dispatched to Coventry, to serve an apprenticeship with the Singer Motor Co. The younger brother Reginald — later to become the restraining influence in the partnership — learned about all things financial and administrative.

William returned from Coventry to join his father in Kent and, after the intervention of the First World War, joined forces with his brother in obtaining agencies for the sale of US cars. By 1926 the brothers had established themselves in Devonshire House, in London's Piccadilly (opposite the Ritz Hotel), by way of garages in Maidstone, Rochester and London's Long Acre; by 1928 Rootes were the biggest distributors of cars in Great Britain.

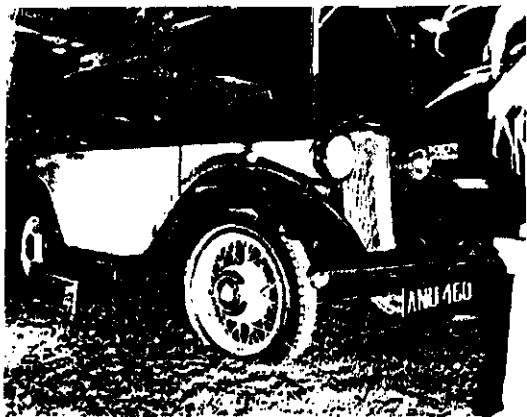
For William, however, this was not enough. He wanted to be as important, and as wealthy, as Herbert Austin and William Morris. There was no way that he could start from scratch in the motor manufacturing business (he knew that he was decades too late, the time for that having been *before* the First World War), so he would have to buy his way in to existing firms.

In 1928, it seems, he took the deliberate and long-term decision to establish his own conglomerate. His particular skills were as a salesman, and as a motivator of men; Reginald, his brother, was the administrator. As William was later to say on many occasions — he might be the power unit of the Rootes Group, but Reginald was the steering and brakes. The one had the bright ideas, and was for ever dashing off in a new direction, while the other made sure they could all work, and restrained his brother from excesses.

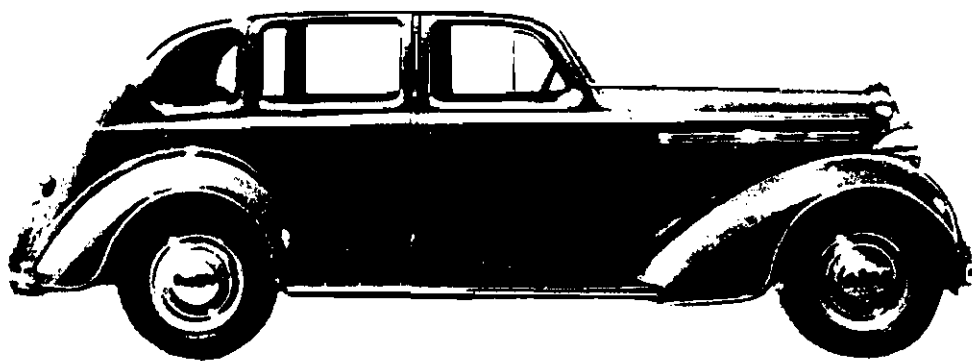
William's strategy was simple enough. He would look around for motor car manufacturing concerns which fell on hard times, move in with new finance, revitalise them, transform them, and mould them into an expanding group of companies. There was not enough Rootes money to achieve this, so the brothers turned to the City of London in the most orthodox manner and persuaded one of the leading insurance companies to back them; without this backing (thought to be from the Prudential Co.) there might never have been a Rootes Group.

In 1928, he made his first move. In Coventry, those close neighbours, Hillman and Humber, both found themselves in financial distress, and decided to join forces (Humber effectively being the dominant partner), and Rootes Ltd immediately took a sizeable stake in the new Humber-Hillman combine. It was indeed a happy accident that the two concerns were situated next to each other in Humber Road, Coventry, so that expansion and rationalisation could take place with the minimum of dislocation. In another place I have already suggested about the Rootes brothers that "their arrival in the Midlands hierarchy of motor industry tycoons caused about as much commotion as the introduction of a fox into a chicken coop", and this view has never been challenged. As I pointed out last month, the joint managing directors of Hillman — Jack Black and Spencer Wilks — both made haste to leave when they realised who their new masters would eventually be.

Within a year, "Billy" (for he was rarely

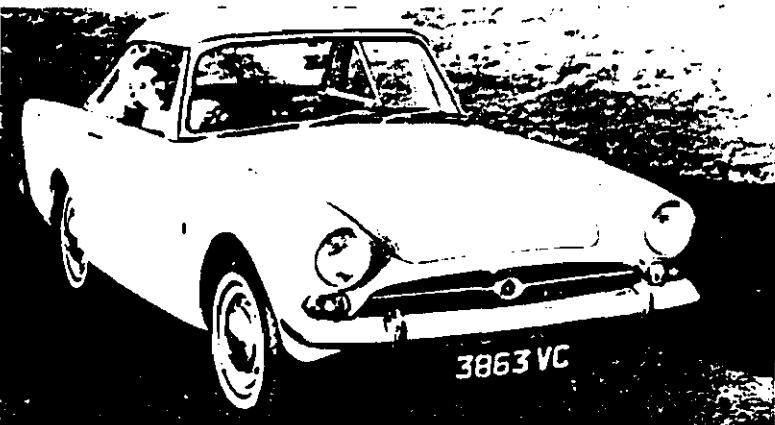
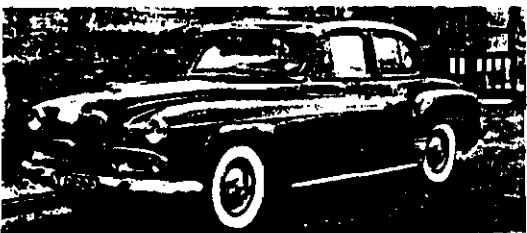


Above, the Hillman Minx (this one 1934) was Rootes' staple diet. Below, postwar Humber Super Snipe Mk IV.



Above, a Humber Super Snipe of 1939. Below, Sunbeam-Talbots made a name in '50s rallying.

Below, the Sunbeam Rapier derivative of post-war Minx



Above, Singer was Rootes' last big buy, here the Gazelle variant of the Minx. Left, the Sunbeam Alpine was a clever and popular confection.

known as anything else, even when ennobled in later years) had begun to influence future policy, and it was through him that Captain J. S. Irving was persuaded to abandon his love of designing cars like "Golden Arrow", to move to Coventry, and to direct the design and development of an entirely new small car — the Hillman Minx — by Arthur Booth. It was with the Minx, more than any other new model, that Rootes made their name in the 1930's.

Rootes Ltd took complete control of Humber-Hillman in 1932, following another serious financial crisis in 1931, at which point the Rootes Group really came into being. In the meantime, rationalisation was rushing ahead, and by the mid-1930's it was nearly complete. In 1930 there had been four different types of Humber and Hillman engines — "fours", "sixes" and "eights". By 1933 two new families of side-valve engines had appeared (one for the Minx), and by 1936 these were the only two types being made. By cleverly permutating four cylinder and six cylinder engine derivatives, and with different cylinder bore sizes, engines from 1185cc to 4086cc were built, for models as diverse as the Hillman Minx and the Humber Pullman.

By this time, however, Rootes had made the next great leap forward — by taking over the remains of Sunbeam, of Talbot, and of the commercial vehicle manufacturers, Karrier. Sunbeam and Talbot both "came on the market" due to the financial collapse of the Sunbeam-Talbot-Darracq combine at the end of 1934. It is worth recalling that Louis Coatalen, then the boss of S-T-D, took out a £500,000 loan in 1924, through an issue of 8% Guaranteed Notes to be payable on 30 September

1934, in order to finance his Grand Prix racing ambitions. When the time came to repay these Notes, S-T-D were quite incapable of honouring them, and were wide open either to bankruptcy, or to take-over.

In the early weeks of 1935, therefore, with the aid of their insurance company backers, the Rootes Group took over Sunbeam and Talbot separately. They never made any attempt to re-open car manufacture at Sunbeam's factory in Wolverhampton, but immediately ordered Talbot's Georges Roesch, in Ladbroke Grove, West London, to begin the design of a Talbot Ten (which was little more than a dolled-up Aero Minx), and to start using standard Rootes components in the existing Talbots as stocks of special parts ran out.

This, above all, was the period when Rootes, led by the irrepresible "Billy", made enemies among the enthusiasts, but industrially it was a time of great expansion for them. From making little more than 100 cars a week in 1930, Rootes became capable of building 1000 cars a week by 1939. Along with John Black's revitalised Standard concern, the Rootes Group made Coventry the true centre of the British motor industry by the outbreak of war.

In 1936 Rootes, like Standard and Rover whom I have already mentioned, and other car making companies including Austin and Daimler, joined the Air Ministry's new "shadow factory" scheme for making aircraft engines. For Rootes this meant that a new government-financed factory was built at Stoke Aldermoor, almost at the "back door" of the existing buildings, and that in 1940 an enormous new factory was completed at Ryton-on-Dunsmore, just outside the city, and

alongside the A45 Coventry-London road. As it had been with Standard and Rover, so was it for the Rootes family and their Group; these factories became the springboard for a big post-war expansion.

For his efforts during the war, "Billy" was knighted, and became Sir William, while his brother Reginald's knighthood followed somewhat later. By the end of the 1950's, The Family (almost a *mafiosi* emphasis, but only in the way in which they so diligently worked in the common interest) had five members in the Rootes Group: Geoffrey and Brian were William's sons, while Timothy was Sir Reginald's son. The last "independent" managing director/chairman to retire was Colonel Cole, who had been in charge of Humber in the 1920's when the Rootes influence began, and who retained his important position until retirement in 1943.

Final assembly of all Rootes cars had now moved to the redundant "shadow" factory at Ryton (just as Rover had taken over Solihull), which had much more space than any existing Humber-Hillman building. Talbot's London building had been turned into a massive service department, Sunbeam's factory had been sold off long ago, and Sunbeam-Talbot cars were merely badge-engineered Hillmans and Humbers, and built at Ryton.

More important was the arrangement for body supplies. Rootes, as did so many other independent concerns of the day, took mass-production bodies from the Pressed Steel company in Cowley, and some convertibles from Carbodies Ltd (owned by BSA) in Coventry. In the 1930's, however, Rootes had also taken over the long-established London coachbuilding concern of Thrupp and Maberly, and by now had set up another body-building plant called British Light Steel Pressings Ltd. Quantity-production Humbers might come from Pressed Steel, but the more magisterial Humbers, and the sporting Sunbeam-Talbots, came from one or other of the London-based concerns Rootes, like others, dearly wanted to

The Classic Tycoons

William Rootes

have his own pressings group, but could rely on Pressed Steel as long as they were independent, and was happy not to have to build up press-tool expertise, which would be both expensive and a lengthy business.

The Rootes Group now took over Tilling-Stevens (the commercial vehicle and motor bus manufacturers of Maidstone) in 1951, but their last major acquisition — that of Singer — came in the winter of 1955/1956. Sir William, of course, had been a trade apprentice at Singer at the beginning of the century, and when Singer fell into difficulties there were both commercial and sentimental reasons for a Rootes takeover. Singer, in fact, had expanded mightily in the 1920's, such that they were once the third largest car-making company in Britain (behind Austin and Morris), but an incautious expansion to Birmingham led to continuing financial crises thereafter. A projected merger with Rover never materialised, and in 1935 (following, among other things, the disastrous failure of the ugly Airstream model) the company's finances had to be reorganised, with a 37% reduction in the company's capital.

The company never recovered from this blow, even after enjoying a very busy wartime period. They were quite incapable of raising the money to replace or restyle the post-war SM1500 model, and could surely only have announced the interesting twin-cam engine of 1955 out of bravado. The merger terms, when made public in December 1955, made Sir William's deal look very cheap for Rootes. The company would pay a mere £235,000 and issue a bunch of new shares, though Singer's gross assets were claimed to be worth more than £2 million.

It was the start of yet another Rootes reshuffle, with the multi-storey Singer premises in Coventry Road, Birmingham becoming a massive Rootes spares department, and the Canterbury Street works in Coventry eventually being demoted merely to a component supply base for Ryton. A new Rootes "Singer Gazelle" was announced at the end of 1956, which was no more than a new Hillman Minx with a single overhead camshaft Singer engine, and some minor restyling. By 1959 even the engine option had been withdrawn, and the Singer marque became yet another "badge-engineered" Rootes marketing tool. Group production was now up to 4500 cars a week.

By the end of the 1950's, Rootes, and their chairman, Sir William Rootes, were at the height of their powers. When Sir William's appointment to the peerage — as a Baron, and

a hereditary title, at that — was announced in 1959, his cup was surely full? He now had, after all, a great industrial empire worthy of the name, a family dynasty with his brother and three younger relatives all controlling the concern, the obligatory yacht in hot climates, and he was also the owner of the splendid Ramsbury Manor, near Marlborough in Wiltshire.

Lord Rootes, however, was by no means ready to retire and become a country gentleman, even though he was already 65 years old when conferred with the Barony. It was still the same "Billy" Rootes who was as likely to descend on a styling department viewing, or on an engineering test appraisal, straight from a board meeting, as it was the Lord Rootes who might reasonably be expected to concentrate on his associates in the City. He was still the sort we might whimsically describe as "the salt of the earth", or a "card", and his terminology was easily understood by anyone of his workforce; he was, I am assured, a compulsive critic — something always *had* to be wrong. It would not be going too far to suggest that when it came to believing implicitly in his own opinions, and expressing them in the bluntest possible language, he was at least the equal, if not the master, of Sir Leonard Lord.

In the next few years, however, the Rootes Group began to make mistakes — big mistakes. The first was that it decided to expand into another geographical region, using someone else's (the taxpayer's) money, and the second was that it took on the unions in a wages struggle that it could ultimately not afford to lose. The move towards expansion in Scotland — actually, to Linwood, in Renfrewshire, across the road from the recently-established Pressed Steel factory — was forced upon it by the Conservative government, who forbade expansion in the prosperous Midlands so that new jobs could be created in depressed areas such as South Wales, Merseyside and industrial Scotland. Rootes, unwisely, as it turned out, had decided to face BMC and Triumph head-on with a mini-car of all-new design — the Imp project. Even that might not have been a tragedy if they had not opted for a rear-engine layout with an expensive and unreliable light-alloy engine which was a major redesign of the Coventry-Climax FWMA unit.

To do this Rootes took on board not only government assistance, but a huge government loan, and the losses and interest payments which piled up soon reduced the methodical Sir Reginald, "Billy's" brother, to great trepidation about the Group's future. The healthy profits of £3.6 million achieved in 1955 soon became nothing but a fond memory.

Building of the Linwood plant began in 1961, but later that year the company became embroiled in a long and bitter wages dispute at the British and Light Steel Pressings factory in Acton, who among other things were responsible for all the Humber Hawk and Super Snipe body shells, and who supplied important pressings and sub-assemblies to other factories for the Sunbeam Rapiers and Sunbeam Alpine

sports cars. This dispute progressively shut down much of the company's operations, and before long losses were piling up at an alarming rate. Not until December was the plant open again, and there was a huge hiatus in the 1962 sales plans, particularly of Sunbeam Alpines in North America.

The Linwood factory was ready by the end of 1962, and the Imp went into production, somewhat haltingly, from the spring of 1963, and instantly ran into unwelcome quality and reliability problems. At a time when the Mini was becoming a real cult car, and when Vauxhall were about to announce their stodgy but popular Viva, here was a technically-advanced car which didn't deliver what it promised.

For the Rootes dynasty, and probably for Lord Rootes himself, it was a bitter blow. Without making a link with a bigger partner the Rootes Group was probably doomed. Lord Rootes then redoubled the search for such a partner — something which had been going on for some years in a desultory fashion (Rootes, for instance, had talked at length with Alick Dick's Standard-Triumph concern between 1955-1957) — and soon astounded the motoring world by joining hands with Chrysler of Detroit. On 4 June 1964, in New York, Lord Rootes and his brother Sir Reginald announced that they were selling 30% of the Rootes Ordinary (voting) shares, and 50% of the "A" (non-voting) shares, which theoretically meant that the Rootes family would retain control, and that Chrysler's money would help lift the concern out of trouble.

It was, ultimately, a vain hope, but the first Lord Rootes did not live to see the collapse of his dynasty. In December 1964, only six months after the partial-merger, at the age of 70, he died, and the title was immediately transferred to Geoffrey Rootes. Geoffrey was already managing director of the car group, and became deputy chairman under Sir Reginald in 1965, succeeding him in 1967.

Did the first Lord Rootes die of a broken heart? I doubt it, especially as it is known that the Rootes-Chrysler merger was his own idea, and that he had great plans for its future. It is a blessing, however, that he died before the great decline began. Partial Chrysler ownership became majority control in 1967. Rootes (Motors) Ltd became Chrysler United Kingdom in 1970, by which time there were no more big HUMBERS, and the Singer marque name had been dropped. Humber and Hillman names lingered on until the late 1970's, by which time the British arm of Chrysler was in such desperate trouble that it was one factor in Chrysler selling out to the Peugeot-Citroen combine.

The Rootes combine we ought to remember is the rampantly virile and popular concern of the late 1950's, with four private car and two commercial vehicle marques on which to ring the changes, and a restless approach to change and product planning of which a North American car-making company would have been proud. For Rootes in the 1950's, like Rootes in the 1930's, kept many people happy while infuriating others. But who is to say that the first Lord Rootes' philosophy was not correct?

Contributed By Trevor York



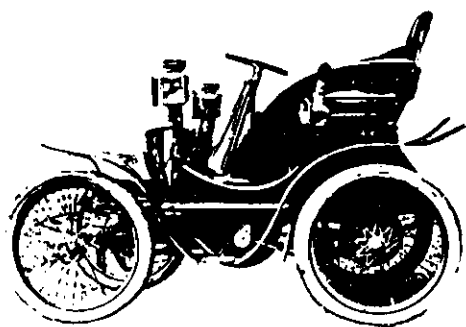
Above, a late Humber Super Snipe in Estate form — they were popular with early motorway Police crews. Right, the Hillman Imp was a brave attempt to oust the Mini.



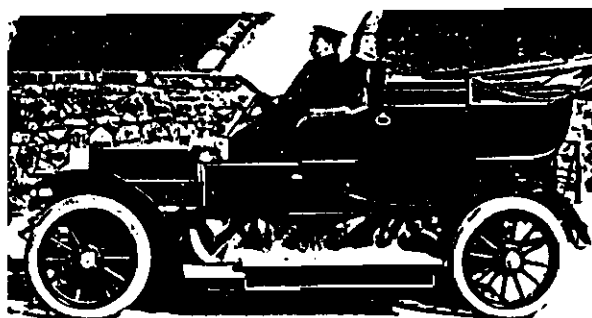


HUMBER HISTORY

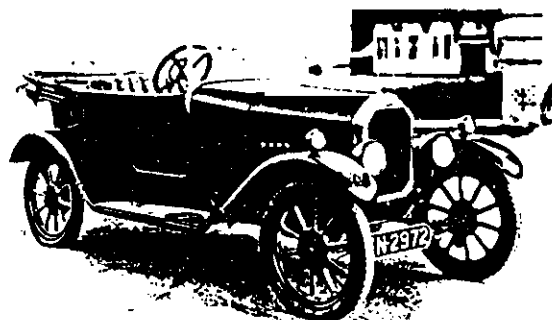
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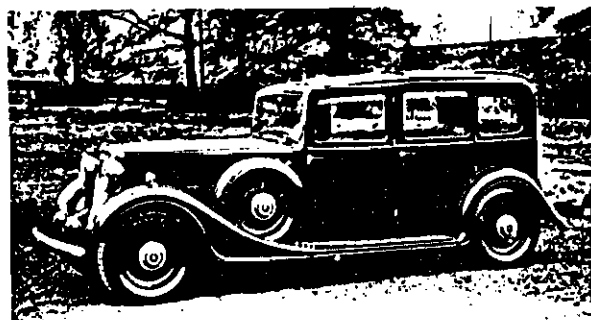
1899 Humber



1908 Humber



1923 Humber 8/18



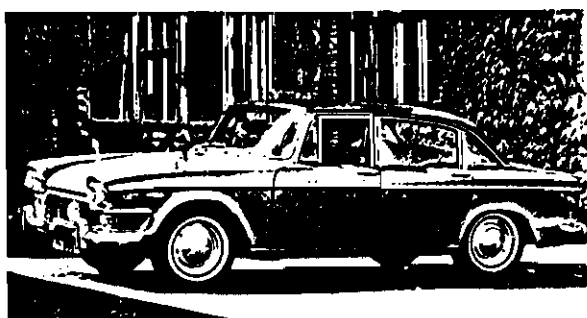
1933 Super Snipe



1947 Hawk



1952 Pullman



1964 Imperial



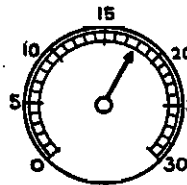
1967 Sceptre

Contributed By Jack Waring

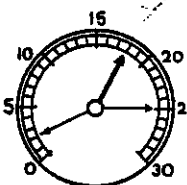
Instructions for Vane Model 25 Vacuum and Fuel Pump Pressure Gauge

Vacuum Gauge Readings

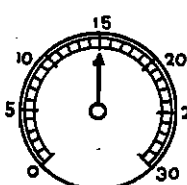
Screw adaptor into intake manifold and connect gauge to adaptor with tube supplied.



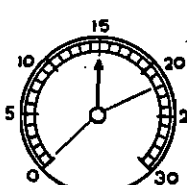
No. 1. An engine in good condition should have a gauge reading of 17 to 21 and hand should be steady. Also study illustrations No. 10 and 11.



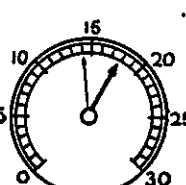
No. 2. When opening and closing the throttle quickly the gauge reading on an engine in good condition should drop to 2 and come back to 25.



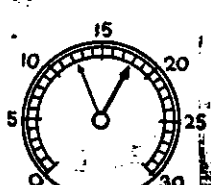
No. 3. A reading lower than normal and with the hand steady indicates that rings are in poor condition.



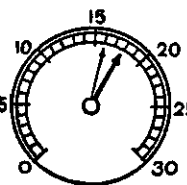
No. 4. To confirm a worn ring condition, open and close throttle, reading should drop to zero and come back to about 22.



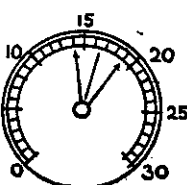
No. 5. When the hand drops occasionally from 3 to 5 points, from the normal reading, it generally indicates a sticking valve.



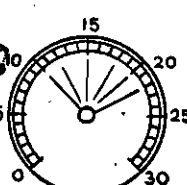
No. 6. A burned valve will cause the needle to drop back several divisions each time that particular cylinder operates.



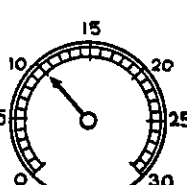
No. 7. Leaking valves also show up on the gauge by the needle dropping back 3 or 4 divisions whenever that valve operates.



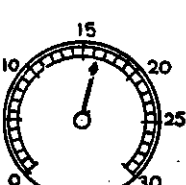
No. 8. When needle has a fast vibration between approximately 14 and 19 it indicates loose guides.



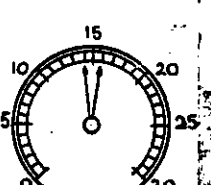
No. 9. With the engine racing, weak valve springs will cause the gauge needle to swing back and forth. The faster the engine speed the greater the swing.



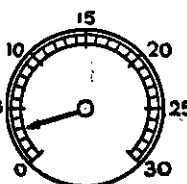
No. 10. When gauge needle is steady at about 8 to 14 it generally indicates incorrect valve timing. See also illustrations 3, 4 and 11.



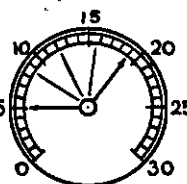
No. 11. A reading of 13 to 16 generally indicates incorrect ignition timing. See also illustration 10.



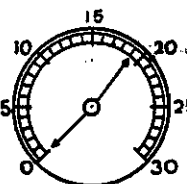
No. 12. When needle drifts slowly between 14 and 16 it generally indicates that points are not properly synchronized.



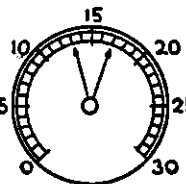
No. 13. A steady reading below 5 indicates a leaky manifold, manifold gasket or carburettor gasket. Also check heat riser.



No. 14. When hand drifts regularly between 5 and 19 it is generally caused by a compression leak between cylinders.



No. 15. A choked muffler or clogged exhaust system will result in a normal reading when the engine is started, but reading will soon drop to zero.



No. 16. Poor adjustment of the carburettor will cause the needle to float slowly between 12 and 16. See also illustration 12.

Pressure Gauge Fuel Pump Readings

For all mechanical type pumps, screw tapered adaptor into inlet side of fuel pump for pump vacuum and into outlet side for pump pressure.

Connect hose supplied to gauge and tapered adaptor. Start motor and note readings. Pressure should not be less than $1\frac{1}{2}$ lbs. or more than $2\frac{1}{2}$ lbs.

For Electric pumps connect adaptor to pump by means of rubber tube connecting piece fitted over threads of adaptor and fuel pump.

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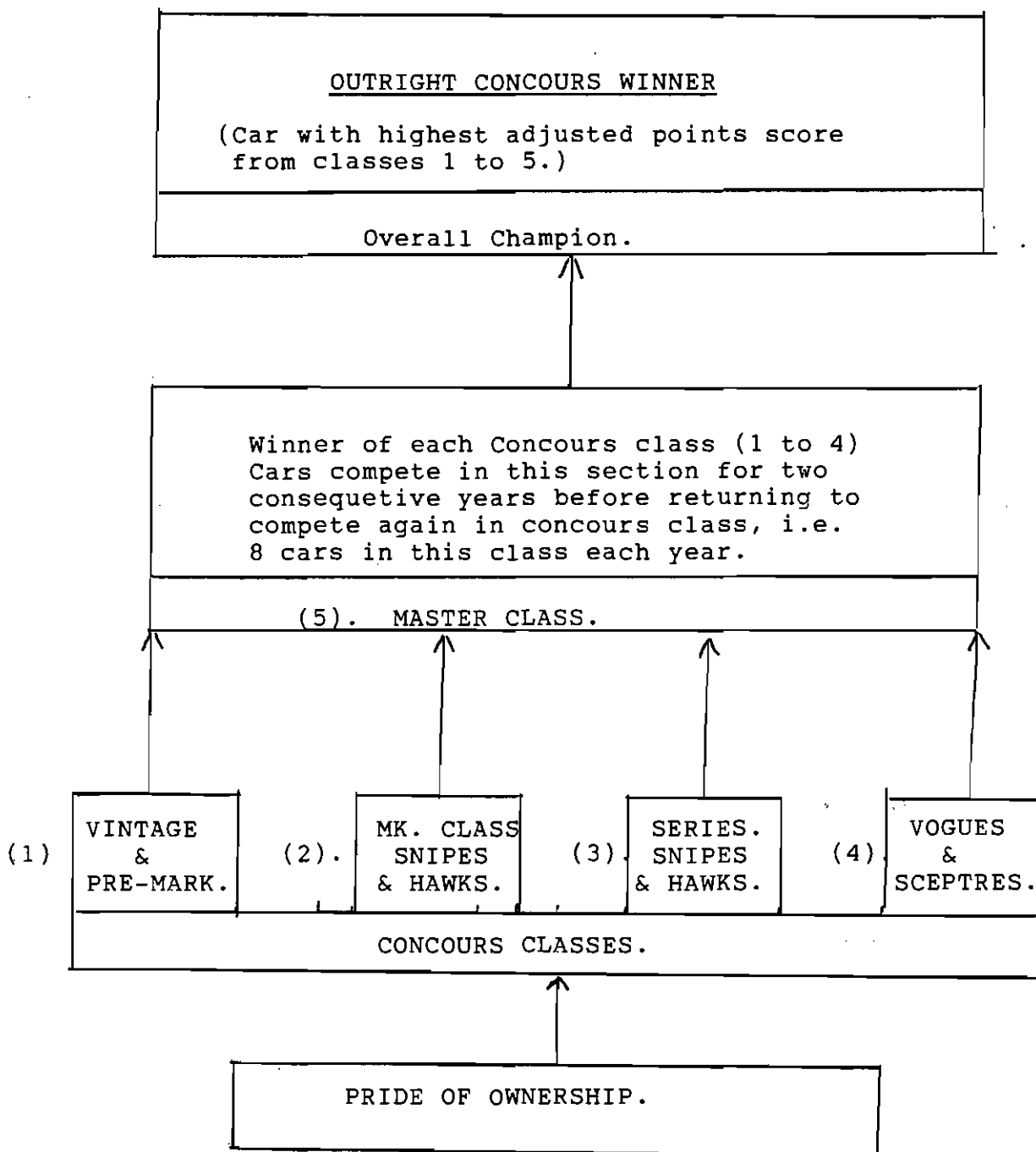
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SWAP MEET

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Melway Ref: Map 37, G.4

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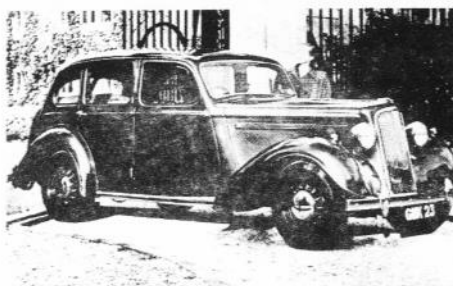
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