

June 1989

The **HUMBERETTE**



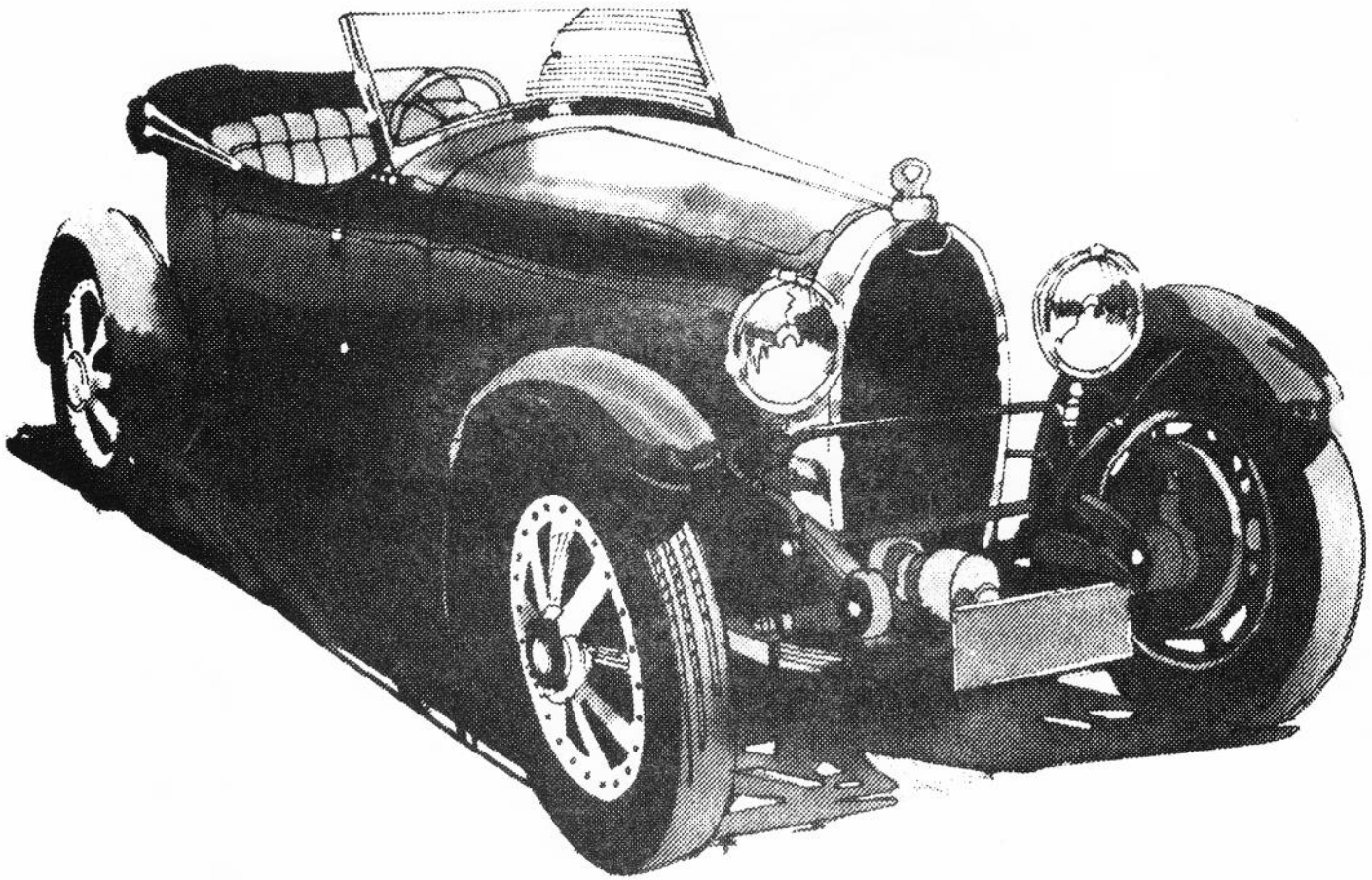
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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CALENDAR

THE HUMBERETTE.

JUNE 1989.

| | |
|-------------------------|--|
| JUNE 23RD. | GENERAL MEETING. DEEPPENE HALL. 8.00PM. SPEAKER: ? |
| JULY 16TH. | AMVC. ALL BRITISH AUTO-JUMBLE AT CHIRNSIDE PARK. |
| JULY 23RD. | MONTHLY CLUB RUN. QUEENSCLIFF & THE DRYSDALE EXPRESS. |
| JULY 28TH. | GENERAL MEETING. DEEPPENE HALL. 8.00PM. |
| JULY 29TH. | INTER CLUB DINNER DANCE AT ELTHAM NORTH HALL. RUN BY STANDARD/VANGUARD CLUB. |
| AUGUST 13TH. | LUNCHEON RUN TO WESTERNPORT PUB, HASTINGS. |
| AUGUST 20TH. | CHACA SWAP MEET AT CHIRNSIDE PARK SHOPPING CENTRE. |
| AUGUST 25TH. | GENERAL MEETING. DEEPPENE HALL, 8.00PM. |
| SEPTEMBER 24TH (SUNDAY) | GENERAL MEETING AND FAMILY DAY AT DEEPPENE HALL. |
| OCTOBER 27TH. | GENERAL MEETING. DEEPPENE PARK. 8.00PM. |
| NOVEMBER 5TH. | ANNUAL CONCOURS D'ELEGANCE. DEEPPENE PARK OVAL. |
| NOVEMBER 18TH - 19TH. | BENDIGO SWAP MEET. AGRICULTURAL SHOW GROUNDS, BENDIGO. |
| NOVEMBER 24TH. | FINAL GENERAL MEETING FOR YEAR. |
| DECEMBER 10TH. | CHRISTMAS DINNER AT ST. ANDREWS HOTEL. 12.30PM. |

QUEENSCLIFF AND THE DRYSDALE EXPRESS:

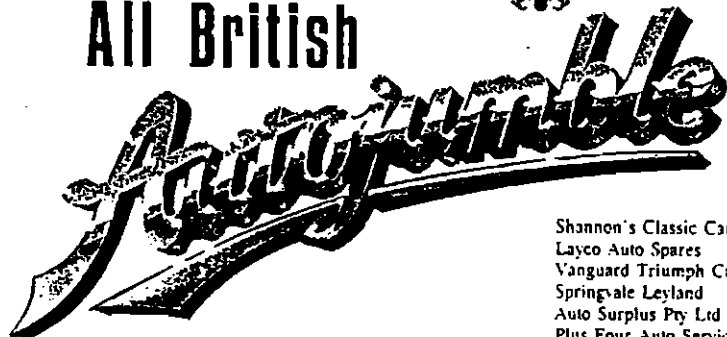
WHEN: Sunday July 23rd.
MEET: 10.30AM on the Geelong Road, main rest area outside of Lara.
Melway; map 222.
DESTINATION: Bellarine Peninsula Railway, leaves Queenscliff Station at 2.30pm
(be there by 2.15pm) for the 16Km trip to Drysdale and return.
Arrives back at Queenscliff at 4.15. Afternoon tea served on
train (extra cost).
FARE; \$8.00 adults; \$4.00 Child. 10% discount if group of 15 or more.
LUNCH: Picnic lunch at Queenscliff pier. BYO or purchase from local shops.

COMBINED HUMBER CLUBS OF AUSTRALIA - NATIONAL RALLY 1990.

LOCATION: COWRA, NEW SOUTH WALES.
WHEN: EASTER 1990, APRIL 13TH - 16TH.
ACCOMMODATION: VARIOUS; MOTEL, HOTEL, CABIN, ON-SITE VANS ETC.
PLEASE ADVISE REQUIREMENTS AS SOON AS POSSIBLE. FIRM BOOKINGS
AND DEPOSITS REQUIRED BY DECEMBER.

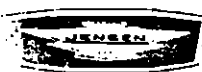
The Humber Car Club of Victoria meets on the 4th Friday of the month in the
Deeppene Park Hall, Whitehorse Road, Deeppene (Melway 46 A/7), at 8.00PM.
New members and visitors welcome.

All British



Shannon's Classic Car Insur.
Layco Auto Spares
Vanguard Triumph Car Components
Springvale Leyland
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ALL BRITISH AUTOJUMBLE
Austin Motor Vehicle Club (Vic) Inc.
P.O. Box 187,
KEW EAST VIC 3102

Enquiries: Hans Pedersen
Phone: 723 4838 A.H.

SUNDAY 16TH JULY, 1989

Chirside Park Shopping Centre
Maroondah Highway,
Lilydale
Melway Ref: 37 G4



Federation

OF VETERAN, VINTAGE & CLASSIC VEHICLE CLUBS

AUSTRALIA DAY BADGE DESIGN COMPETITION - 1990

For the past four years the Federation has organised and run the Australia Day Rally to WERRIBEE PARK, including the designing of the Rally Badge. The comments that we have received about the past badge designs have all been very positive and complimentary. However, we are running out of ideas and feel that it would be a good idea if the Entrants to the Australia Day Rally designed the badge.

We therefore propose to have a competition, the rules of which are very simple. You do not have to be able to draw in order to enter. If you have an idea for the 1990 badge, describe it in writing or sketch it and our artist will do the rest.

A substantial prize will be awarded for the chosen entry.

1. anyone can enter and there are no restrictions on the number of entries from any one person;
2. the badge can be any reasonable shape and should be approximately 4" x 3" in size and MUST contain the Federation logo (see the top of this letter) and the Australia Day emblem (see the 1989 badge). All other items on the badge are left to your discretion but generally speaking the design should not be "cluttered" and if possible contain some symbol or item relevant to historic motoring;
3. please restrict the design to a maximum of three (3) colors - two of them to be dark blue and red, the third colour is your choice. The background must be gold or chrome;
4. the Judges reserve the right to disqualify entries which do not meet the above guidelines;
5. the Judges reserve the right not to award a prize;
6. the Judges' decisions will be FINAL and no correspondence will be entertained;
7. entries must be sent to:

The Secretary,
Federation of Veteran, Vintage & Classic Vehicle Clubs,
P.O. Box 44,
BELMONT. Vic. 3216

to reach us no later than 30 AUGUST 1989

8. the winner will be notified by mail and advertised in the Vintage column of the Saturday Age as soon as possible after the closing date.

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1989-90

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



DEEPDENE PHOTO'S BY JOHN BERRY.



BARRIE TRUBIES VA AND ROY MEGG'S (ECHUCA) SERIES V.



ARNOLD GOLDMAN'S SERIES V AND RON FORTH'S BLACKHAWK.

PRESIDENT'S REPORT

Having just returned from a hectic 13 day business trip to various cities in America and Honolulu, I must confess that I haven't given much thought to Humbers during the past fortnight.

However, I did not see one Humber on the trip! Many cars in America are neglected. It was common to see badly rusted cars, bumper bars tied with rope to hold them in place and unrepaired body damage. It is hard to generalize, but I estimate at least 30% of all cars had some body damage. From the condition of the cars it appears that they are not regularly washed as the paintwork is very poor. Obviously cars on the sunny west coast were far better than cars in the north in towns like Chicago. The prices of cars were far cheaper. A Falcon type equivalent would cost around \$14,000. Currently Chrysler are offering interest free loans for four years or alternatively, \$2,000 reductions in pricing. The range of vehicles appears far greater than Australia which I suppose is directly related to the population difference between the two countries.

The interesting type of vehicles not seen in Australia is the larger than Mitsubishi Nimbus type vehicles. These vehicles are a cross between a station wagon and a light commercial van. They would make an excellent family vehicle, being larger than the Australian type station wagon, yet still provide relatively simple consumer transport. Petrol ranges from \$1.20 per gallon!

The current models of American cars were not particularly brilliant, typically soft suspension and to a British car enthusiast, lacked the touch of class. Stretch limos were fairly common particularly in Honolulu where many are being used as taxis.

What was surprising was the lack of motor enthusiasts type magazines. It is obvious that we are indeed fortunate in Australia with the numerous special interest vehicle publications.

Although my trip was busy and tiring, I was certainly glad to return to the best country in the world, my family and my Humber.

Geoff Webb

SOCIAL NEWS AND NOTES

Hello everyone! I hope your're all "keeping on your toes" these lovely crisp mornings and keeping your Humbers tuned up as well.

It's hard to realize that the year is half over already - seems no time since we were celebrating our Bicentenary and now we're fast approaching 1990. That means of course that our thoughts will focus on such events as the Concours d' Elegance, Presentation Day, Christmas Party etc, as well as the next National Humber Rally at Cowra over Easter 1990. Please give some thoughts to these events as we will be asking soon for expressions of interest, participation, assistance etc, at these functions.

June also means that membership subscriptions have expired for anyone who did not renew his/her membership following the February meeting. In case you are not sure, we are sending magazines this month to all 1988 members; included with the magazine will be a renewal REMINDER for those whom our books read as unfinancial. You have one month to redeem yourself before foregoing the pleasures of the Humberette.

Also in this Humberette are details of the Australia Day "Design A Badge" competition. As with everything else you've got to be in it to win it! Closer to home you still have an opportunity to win a Rootes Group Grill or Lapel Badge by delivering/posting the "Car" puzzle sheet from your May Magazine before June 23rd.

There's never a dull moment with the Humberette - so much variety - who could be without one!!

I have little news this month of our "Darwin Trippers" or of "Jenny" the Bourke to Broome Bush Mark IV Snipe. Hopefully more next month on both of these exciting activities. Currently tripping to Darwin in company with the S.A. Club are Victorian members Vic Wilson, Bill & Joan Holmes, Mike & Christine Fitchett and Tracey, Bob Kennedy and the McCorkelle Family. I hope I haven't forgotten anyone.

During my recent Queensland sojourn I managed to contact Laurie Bennett from the H.C.C.Q. Laurie has had crash pads for Vogues re manufactured which is good news to any Vogue restorer. I believe the cost is around \$250 and that Hillman Spares from Blackburn handled the sale of the first one - they may have access to more if you are interested.

Our next outing is to the Bellarine Railway at Queenscliff on July 23rd. We hope to have a speaker from the Society that runs this tourist railway at our June meeting. I hope to see you there.

Finally, on your behalf, may I welcome to the Club our newest "Humberette", Alexander Ian Foreman, baby son of Ian and Michelle. Congratulations from us all.

Unfortunately there are times when we must also lose respected members or friends of the Club and it is with deep regret that we say farewell to Pierrette York, loved wife of Trevor who passed away suddenly last month. Please accept our deepest sympathy, Trevor.

Tomorrow with a small group of Humber enthusiasts, I am off to Warnambool to participate in the "Wool Rally". I'll bring you news of this next month. Until then, cheers!

Margaret.

PHAST-TALK

with
DES JUDD

clearly denote the engine or chassis number where such changes occur.

When buying replacement parts it is advisable to take the old part with you to match up as it is not uncommon for car manufacturers to change various components throughout the run of a model. Humber spare parts manuals



The car shown is a 1925 15.9 H.P. Humber Sedan owned by my Dad. When he got it, in exchange for a 1930 Ford Lorry, it was using one gallon of oil per 100 miles.

I can remember doing up the engine and putting an oil ring inside the piston skirt having cut down the skirt about 1" or so thus allowing it to spread. This decreased the oil consumption to 800 miles per gallon. Dad also managed to cut petrol consumption from eight to 14 m.p.g. It was a crash gear box, no synchromesh which meant double de-clutching each time you changed gears.

Three levers were located at your right hand, the middle one for changing gear (I think it was known as a gate change - 4 forward plus reverse). On the right of that was the handbrake lever which pushed forward to move the headlamps down. This procedure allowed you to tip the headlamps to oncoming traffic. One other point, this car had no door on the driver's side and was standard production at that time.

The people in the photo from left to right are myself, my mother and my sister both of whom are still living. The others are family friends, the young girl still writes to us.

Jack Waring.



THE FINN'S WITH THEIR "SNIPE" PLATE SERIES III.



GOLDEN OLDIES.



CAR, 1966 MODEL,
OWNER, SOMEWHAT EARLIER.



TECH TIME.



SIDE VIEW OF SECRETARY'S
HANDPAINTED SUPER SNIPE.

MINUTES of Meeting held on Sunday 28th May 1989 at Deepdene Park

Meeting commenced at 2pm .

Present: 28 members as per attendance book.

Geoff Webb welcomed visitors to the club, Ruth and Geoff Webb. Also welcomed were new member Graeme Finn, and John Berry on a visit from Canberra.

Apologies: Margaret Willimott, Bob Kennedy, Joan & Bill Holmes.

Geoff Webb informed the meeting of the recent sad passing away of one of our members, Pierrette York, wife of Trevor York. Geoff and Vic Wilson had sent wreathes and messages of sympathy on behalf of the club.

Because of problems with postal services not all members had received the Humberette so Arnold Goldman read out the minutes of the previous meeting.

MINUTES OF THE PREVIOUS MEETING were accepted as a true record on the motion of Peter Davenport seconded by Tony Sheaffe.

There was no business arising.

CORRESPONDENCE: Letters received from James Kent and Pam Batten, renewal notices from several members, and a number of applications from new members. Magazines from Humber-Hillman Club of N.Z., Humber Car Club of Australia, Humber Car Club of Queensland, Sunbeam Talbot Owners Club, Chevrolet Car Club.

TREASURER: There was no treasurer's report.

EDITOR: Barry Bosnich reported that 200 magazines had been sent out.

EVENTS DIRECTOR: Keith Willimott presented information on the Hamilton Rally.

LIBRARIAN: Dave Denner explained that the loss of a manual reported at the last meeting was incorrect. He has now completed an update of the library list. Several requests have been received for book loans.

TECH. OFFICERS: Peter Davenport talked of the carburettors on Series V and VA Snipes. These are the Stromberg CD type. Some have internal vents and some have external vents. It is important to ensure that the passages are not blocked by gasket cement or dirt.

Keith Willimott mentioned that radiator caps vary between the models of car. The variation is in the length of spring to coincide with varied lengths of neck on the radiator. There should be some resistance when pressing down the cap. If not you have the wrong one, and coolant loss is inevitable.

FOR SALE AND WANTED: A number of items were mentioned and discussed. Members were requested to give information to Barry Bosnich for insertion in the magazine.

Question was raised about disc pads for the series snipes. It was stated that these are available from Hillman Spares at \$95 per set, and from Automotive Surplus at \$125 per set. A member claimed that it is possible to buy sets from K-Mart that can be filed to the correct shape. These are Ferodo pads for current model cars and cost around \$40 per set. No other details were available at the meeting.

GENERAL BUSINESS:

Barry Bosnich asked who has gone to Darwen.

No-one knew for certain but the following were known to be in the party:- Bob Kennedy, Joan & Bill Holmes, Tom McAlpine, Ian McCorkelle and Mike Fitchett.

John Berry asked about the origin of the picture of the bombing raid provided by Jack Waring.

Vic Wilson asked about "JENNY" the car in the NSW Rally. It was stated that the car was under way, painted bright yellow.

Barry Bosnich asked about discounts for members now that we have club membership cards to identify us. At present we do not have a list of suppliers, but it is known that Penrite Oil and Technical Book Shop offer 10% discount to members. Arnold Goldman said he would contact as many potential suppliers as possible with a view to providing a list in a future magazine.

Meeting closed at 2:45 pm for tea and a friendly chat.

Secretary's Section
June 1989

The intrepid travellers to Darwen are away, and I wish them well. I find it harrowing enough driving from Mornington to Port Melbourne once a week without contemplating such a mammoth journey.

It was good to meet John Berry at our last meeting. He had travelled from Canberra and is an ambassador for the Humber Car. The residents of Canberra must be aware by now of his rare old Humber dashing around the National Capital.

Following mention at the last meeting of inexpensive brake pads for the Snipe I had ascout around the Rosebud Super K-Mart. I could not find anything that came close enough to the correct shape for it to be a feasible home workshop modification. I am sure that if there was a simple low cost alternative available Jim Withers would have been on to it by now. I await with interest the full details from the member who wishes to remain anonymous for fear of upsetting Jim. I am sure that Jim would welcome a cheap source of spare brake pads.

With the dark wet nights here again it is brought home again that the electrics on old cars are not quite up to requirements. Perhaps I should not have installed a voltmeter on the panel to show me that with headlamps, blower and rear-window demister going there is not enough output from the generator to charge the battery. In idling traffic one can observe the battery voltage slowly declining. One of the consequences of this is that at the end of the journey the battery is not fully charged if one switches everything off on coming to a halt. A lead acid battery deteriorates whenever its voltage is higher than approx. 15 volts or lower than 12 volts. Most chargers aim to keep the voltage around 13 to 15 volts. So, overcharging reduces the life and leaving it overnight partly discharged also reduces the life. I always keep the engine running after I arrive at my destination until the voltage has risen to 14 volts and the ammeter has dropped from somewhere in the upper half of the scale to its normal position in the centre. Hopefully this will extend the life a little bit longer. No doubt the battery manufacturers are working on ways to overcome this careful attitude and incorporate other built in fault mechanisms that appear at 3 years and 10 days life.

Arnold Goldman

The New Humber Snipe Saloon

An 80 m.p.h. Car Capable of Maintaining High Average Speeds Without Apparent Effort

ALTHOUGH a new model in the sense, the 1938 edition of the Humber Snipe is backed by a wealth of experience obtained in the production of cars of similar type and specification.

The new Snipe is, then, a typical Humber product—soundly constructed of good materials, well finished and of modern appearance, whilst its performance, as will be seen from the tabulated data panel, leaves nothing to be desired. To obtain such characteristics a high power-weight ratio is necessary, and it is not surprising to find that the 3.18 litre engine develops 78 b.h.p., which, combined with an all-in weight of 30 cwt., accounts for the liveliness of the model on the road.

In the ordinary course of driving one requires only the top and third gears, each of which is practically inaudible, and as these two ratios are engaged through the medium of synchronizing cones, changing is merely a matter of pushing the lever over to the desired position after declutching. A normal cruising speed is anything between 30 m.p.h. and 70 m.p.h., the actual pace being determined more by road conditions than by the capabilities of the car. The engine appears to be perfectly happy up to the highest r.p.m., and what is more it maintains the mechanical and thermal quietness which are noticeable throughout the lower ranges.

On Brooklands track the new Snipe demonstrated clearly that the maker's claim that it is an 80 m.p.h. car is

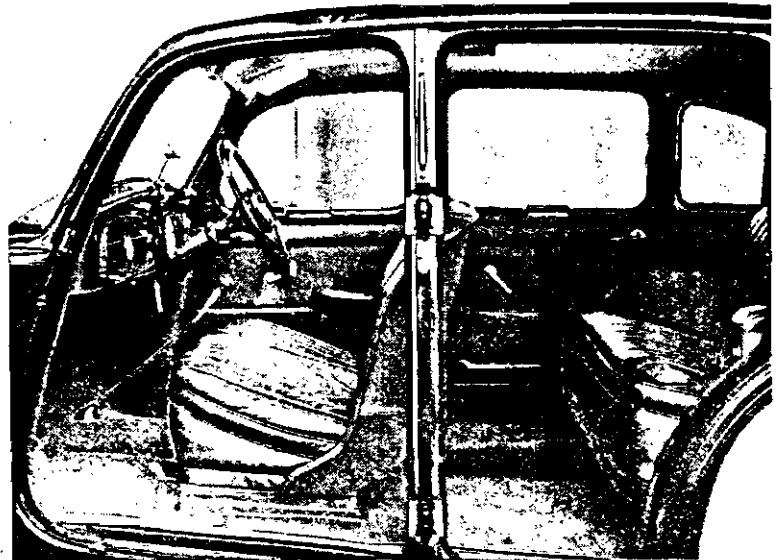
thoroughly justified, for on our first attempt at timing we reached this speed without difficulty. Subsequent tests proved that despite a rather low barometer a mean speed of practically 80 m.p.h. could be attained.

The bumps on Brooklands did not seem to be so pronounced as usual, showing that the suspension is above the average. This impression was confirmed later in the test when a series of cart tracks and primitive road surfaces were tackled at speeds varying from 10 m.p.h. to 35 m.p.h. The car rides very well over hummocks and potholes, yet remains quite controllable when an uneven surface is tackled "all out." The famous "Evenkeel" suspension

has been partly redesigned for the 1938 car, and our findings fully justified the new design, in which simplicity has been the keynote.

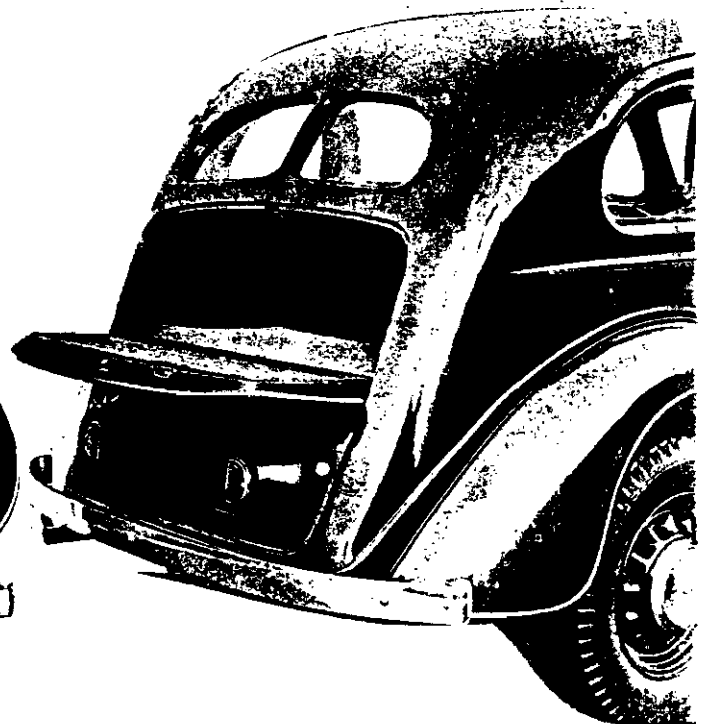
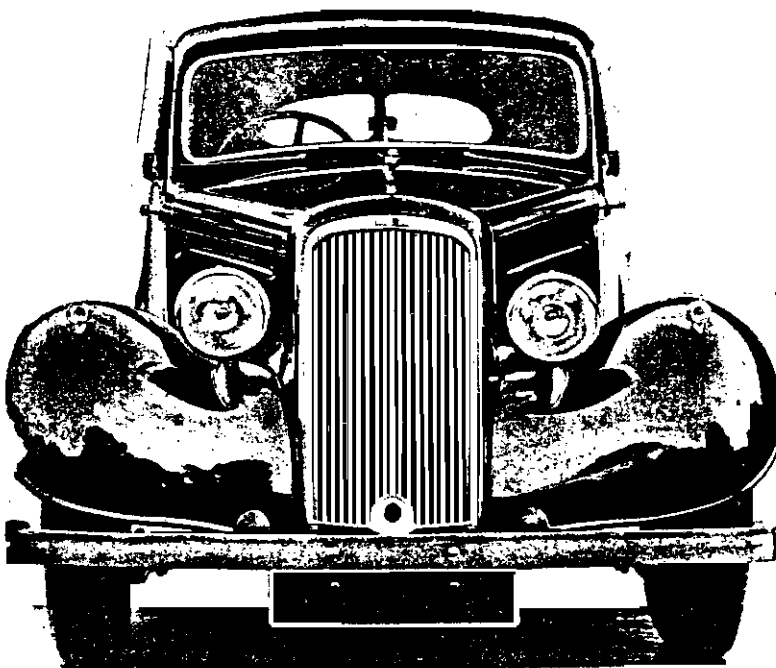
Returning for a moment to the question of performance. The acceleration figures give a clear indication of the capacity of the car for climbing hills, but may not convey an adequate impression of the ease with which most main-road activities can be tackled in top.

In traffic the car will trickle along with power in hand at speeds as low as 10 m.p.h. in top without the engine misfiring or becoming uneven, whilst in third it is possible to crawl behind a horsed-vehicle without the driver



(Right) Spaciousness, comfort, good vision and ease of entry, are features of the body.

October 26, 1937.



feeling that the engine might stop at any moment. To accelerate from such a low speed merely requires the foot to be depressed on the accelerator, for the carburettor is sufficiently responsive to take care of such vastly different engine demands.

We have already referred to the ease with which main road activities can be negotiated in the direct drive. It is worth noting that Warmington Hill (on the Southam-Banbury road), which is about 1,000 yds. long and has a maximum gradient of 1 in 8, can be climbed so fast in top that it is necessary to cut out for the bend near the summit. Another point of interest—Brooklands test hill can easily be climbed from a standing start in second, and with a rolling start at 25 m.p.h. in third the car will tackle the

final section of 1 in 4 at 18 m.p.h. As our performance details show, this Humber will accelerate on the 1-in-4 section when using the second speed of 10.62 to 1. This is an excellent performance, especially considering that the car in question has an "all-out" maximum of 80 m.p.h.

Although the car has a moderate wheelbase dimension the body is nevertheless really roomy—this without sacrificing the familiar Humber balance of bonnet to body length. The adjustable front seats and Bluemel adjustable steering column enable any size of driver to be comfortably ensconced at the wheel, whilst the dimensions of the rear seat cushion and squab are such that adequate support to the thighs and shoulders is assured.

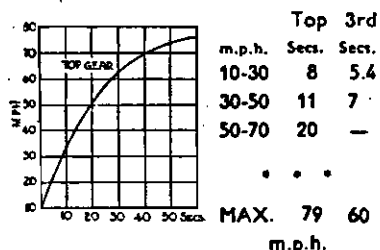
Full compensation in the actuating

mechanism of the Bendix-Cowdrey brakes enables the car to be pulled up all square without it being necessary to adjust the shoes to fine limits. The pedal pressure required for normal purposes of retardation is moderate.

Items in the specification worth noting are Triplex safety glass, D.W.S. hydraulic jacks, a Hardy Spicer propeller shaft, Silentbloc bushes for the rear springs, Lucas electrical equipment and an A.C. mechanical fuel pump.

Altogether, this new Snipe is a worthy successor to previous Humber cars. It has a very attractive appearance, a roomy interior and ample luggage space in the locker at the rear, whilst its excellent all-round performance does not require speedometer embellishment in the shape of optimistic readings.

ACCELERATION

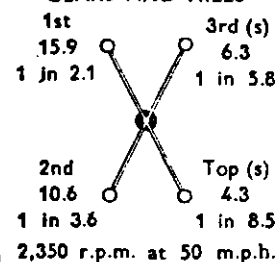


The Motor VISUAL DATA SHEET HUMBER SNIPE (Oct. 26, 1937)

SPECIFICATION: Six cyls.; 75 x 120 (3,180 c.c.); side valves; 20.9 h.p.; downdraught carburettor with thermostatic choke; 12-volt electrical equipment; box-section frame; independent front suspension; Bendix-Cowdrey brakes; 16 x 6 Dunlop tyres.

DATA: £345; 79 m.p.h.; 17.8 m.p.g.; weight (unladen) 30 cwt.; tax £15 15s.; turning circle, 39 ft.

GEARS AND HILLS



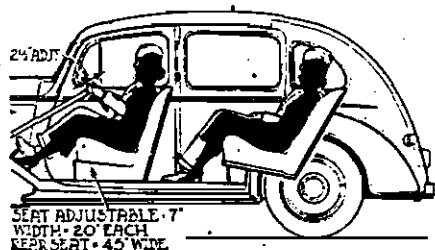
ACCELERATION FROM REST TO:

SPEED

TIME

22.6
secs.15.0
secs.5.8
secs.

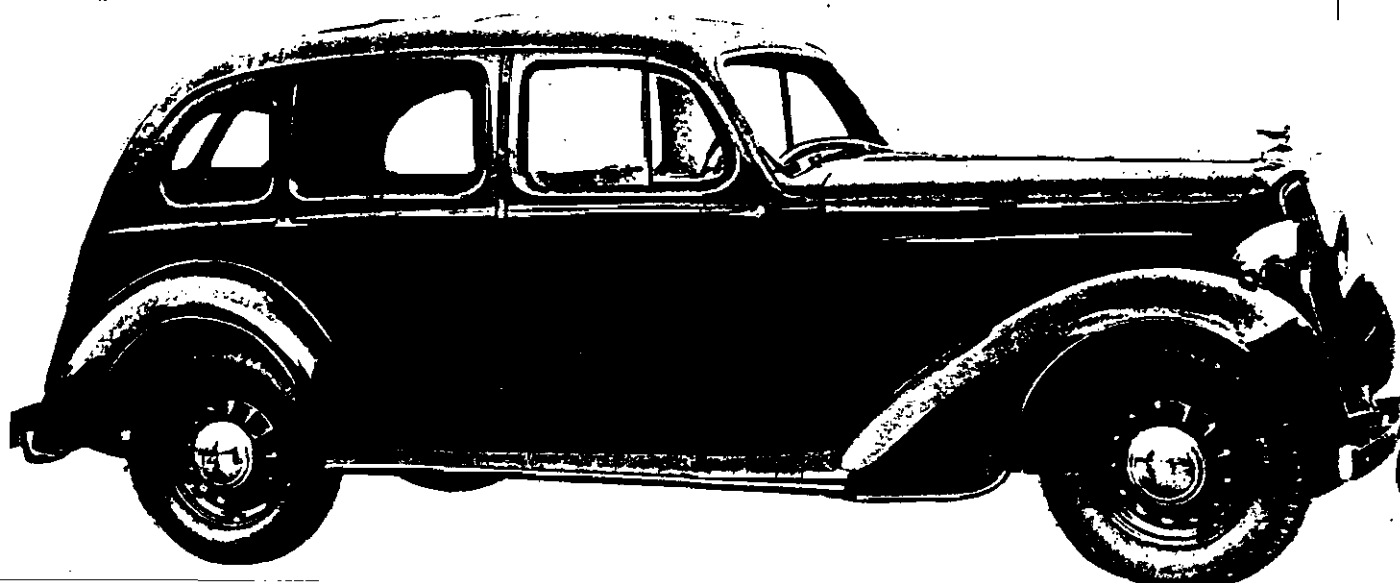
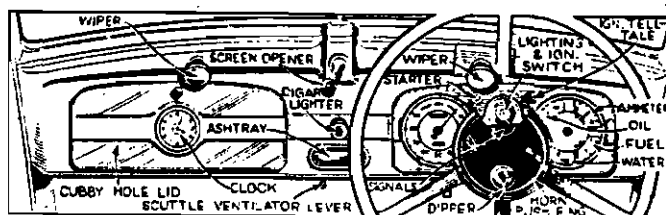
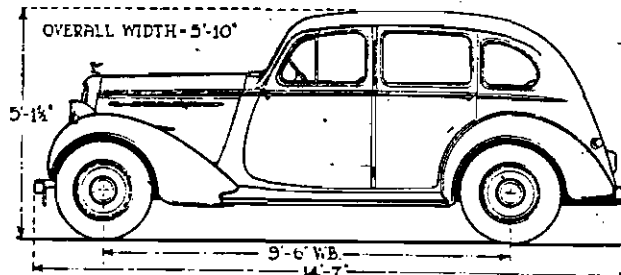
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SEATING.—Black figure portrays woman 5 ft. 5 ins. high, 26 ins. from hips. White figure shows 6-ft. man, 30 ins. from hips. Scale of drawings at actual size.

HILL CLIMBING.—Maximum gradients for each gear are shown. Where 1 in 6.5 is recorded the car will climb Edge, South Harting, Kinkstone and Rest and Be Thankful Hills. (S) means that the gear is synchronized.

BRAKES.—Scale gives distance in feet from 30 m.p.h. as determined by an efficiency meter. Pedal pressures needed to stop in shortest distance, in 60 ft. (normal short stop) and in 120 ft. or "slow up" are also shown. Average figures are 50 lb. for 60 ft., and about double for shortest; 100 lb. is the maximum pressure for average woman. If the 60-ft. and shortest-stop pressures are close together (e.g., 60 ft., 50 lb.—shortest, 72 lb.), the brake tends to sponginess.





new Humber Vogue

*more power • elegant new styling
luxury comfort*

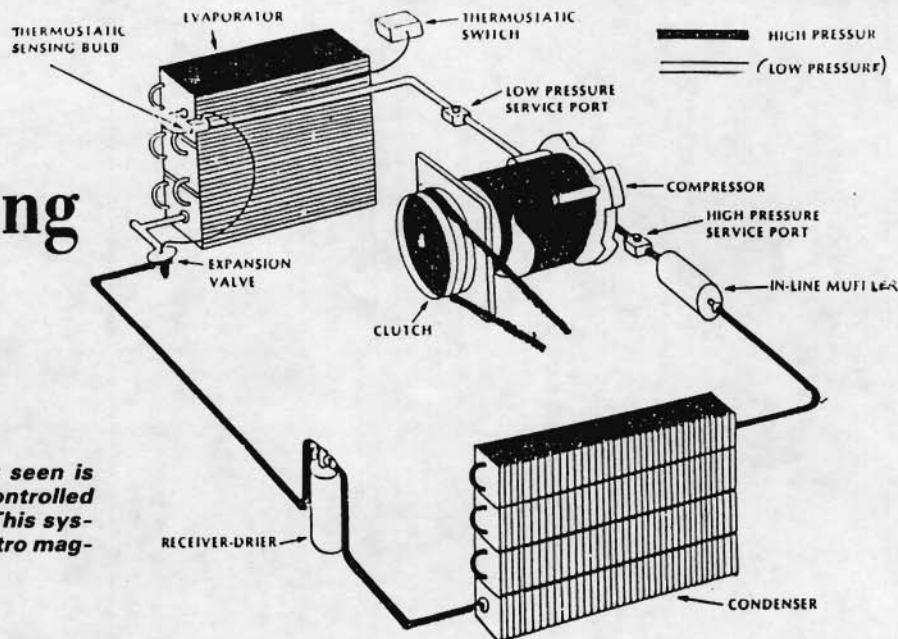
The splendid new Humber Vogue has new features throughout. A powerful new 1.6 litre engine giving brilliant, flexible performance, with speeds over 90 m.p.h. (145 km.). Elegant new styling, sleek and modern in line, increased visibility. Luxurious new individual front seats, fully adjustable, even to a full reclining

position. New ease of control, with a 4-speed all-synchromesh gearbox, diaphragm clutch and other advanced features. Borg-Warner fully-automatic transmission or Laycock-de Normanville overdrive available as an optional extra. This is a luxury car of distinction, quality-built and exceptionally fine value.

A ROOTES PRODUCT

Your car's air-conditioning system

The system most commonly seen is the recycling clutch type, controlled by the thermostatic switch. This system operates through an electro magnetic clutch.



WITH THE PASSING of the hot summer again, most car air-conditioners are switched off for long periods of time, sometimes for the whole of winter. This is not only detrimental for the air-conditioner, but for our environment as well.

Many people are unaware that the R12 refrigerant used in air-conditioners is another dreaded chlorofluorocarbon (CFC). Leaking CFC gases from cars are one of the contributors to the depletion of the earth's ozone layer, a problem that even Rip Van Winkle must be aware of by now. Even when the air-conditioning system is in good working order, it still leaks at a known rate, hence the need for regular recharging.

If you do not use the air-conditioner at all during the colder months, then you risk having the front seal of the compressor dry out and deteriorate. This is a major source of refrigerant leakage. Another problem is that the corrosive substances and moisture that have built up get a chance to corrode the system internally. Just activating the unit for 20 minutes a week would overcome this problem. Besides, the air-conditioner is a great dehumidifier that will clear fogged up windows in seconds.

It is rumored within the industry that our Federal Government, concerned about the ozone problems, will soon introduce tougher rules governing the use and servicing of car air-conditioners. You can look forward to the licensing of qualified service personnel and their premises. The spent refrigerant that is currently vented to the atmosphere when recharging will have to be recovered and stored and there will be other regulations, of course, but it all leads up to an inevitable increase in service charges.

Regular servicing is a prerequisite for efficient operation and reliability. Motorists should be wary of often advertised cheap air-conditioner services. The old adage 'you don't get something for nothing' certainly applies in this case.

The receiver-drier should be changed once a year. It is not merely a reservoir to store refrigerant; it has a filter to remove

impurities from the system and desiccant to absorb moisture. Once saturated, the receiver-drier no longer protects the system from deterioration.

Before topping up, the operator should evacuate the system, using a powerful vacuum pump. This usually takes half an hour and removes all traces of moisture and other contaminants. If the operator is competent, he will ensure that the high and low pressures are correct and in balance in accordance with the specifications for that system. Over-charging actually makes the system less efficient.

The system should be checked for leaks, the evaporator drain cleared, the AC belt inspected and the idler pulley bearings checked.

A lack of lubricating oil in the compressor (and there isn't much of it) is a major cause of compressor failure. Unfortunately, it is often overlooked because it is so congested under the bonnet of some vehicles that it is a very difficult (or impossible) task.

If, after servicing, the air-conditioner still does not cool the cabin sufficiently, there are a number of associated components that could be at fault. To accurately gauge the temperature, a special thermometer with a probe should be inserted into the main vent on the dashboard.

The thermostatic switch may be faulty or need resetting, the TX valve could be jammed or blocked, the under-dash ducting tubes may have come adrift, the heater hot water tap may not be closing off, the auxiliary cooling fan may not be operating, or the compressor itself may have failed.

If any major component needs to be replaced, shop around. Although there are many makes of vehicle on the road, the air-conditioners in them are often made by the same company, which means many of the components are interchangeable. For example, if the compressor fails on your Jaguar, it could cost you over \$800 to buy a genuine replacement. However, an identical after-market pump from a specialist will only cost \$300 and a rebuilt one only \$150.

It is inadvisable to tinker with the system yourself. It is best left to a specialist who has the right equipment and spare parts and who also knows that the pressurised R12 gas is very dangerous and can blind you if handled incorrectly. Unfortunately, there are do-it-yourself recharging kits on the market but, as any air-conditioning specialist will tell you, they are dangerous and there should be a law against selling them.

To begin with, the air-conditioner does not pump out cold air, it merely removes heat from the cabin. An important characteristic of the R12 refrigerant is its temperature-pressure relationship. As pressure drops within the evaporator, the refrigerant changes from a liquid into a gas. When any liquid evaporates it absorbs heat and this is what happens inside your cabin. When the gas reaches the condenser at the front of the car the opposite happens, the gas is now pressurised and condenses in the coils and disperses the heat into the airstream.

The compressor driven by the car's engine pumps the refrigerant around the system and pressurises the condenser side of the circuit. The receiver-drier stores refrigerant and has a filter and desiccant to remove impurities.

The expansion (or TX) valve is an important component. It converts high pressure liquid refrigerant into a low pressure vapour within the evaporator by restricting the flow with a small orifice within the valve. The pulling effect of the compressor assists with the pressure drop.

The refrigerant, now in a gas state, has absorbed heat and passes along to the condenser at the front of the vehicle via the compressor. Here, the pressure increase condenses the gas and it sheds its heat to the air passing through the radiator.

The temperature is governed by the number of times the pre-set thermostatic switch turns the compressor on and off. The compressor is fitted with an electro-magnetic pulley that just free-wheels when the compressor is not activated.

ALAN BOURNE

NOISY MINDER

Beeper makes sure you're ready

Here is another of those useful little devices that don't cost very much and

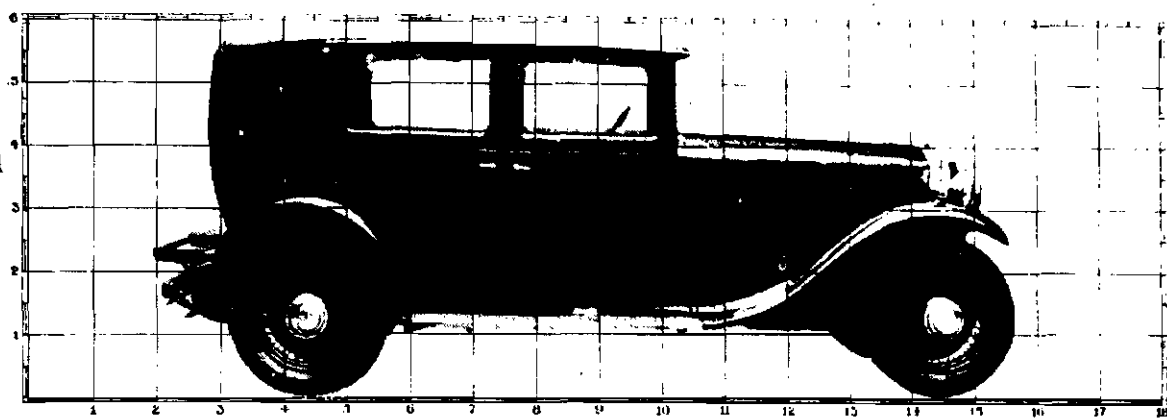
are simple as well as effective.

Called Tyre Alert, this one is from Eveready. It's a battery-powered electronic warning device that lets you know, in a way that's hard to ignore, when your spare tyre is becoming flat.

There's nothing worse than discovering, just when you need it, that your spare is as flat as the tyre you're replacing. However for between \$7-10 you can prevent this. Fitted onto the valve of your spare tyre the Tyre Alert will emit a

persistent beeping when pressure drops below the safe driving level of 24 psi, and it will keep this up for as long as eight days unless you relent and refill the tyre to its proper level.

The AUTO CAR ROAD TESTS



Contributed By Peter Davenport

The illustration above indicates the size, in feet, of the 16 h.p. Humber saloon

No. 629 (*Post-War Series*).—16 h.p. HUMBER SALOON *A Particularly Pleasant Car which is Easy to Drive*

WELL thought out in all its details, the 1931 model 16 h.p. Humber half-panelled Weymann saloon proves under test to be attractive from many points of view. The size of the car and its capabilities make it peculiarly suitable to the needs of the modern household, for either town work or for touring in the hands of any driver. It has a good all-round performance and is particularly easy to handle.

In appearance and general finish this car is undeniably handsome, and the good impression conveyed by a first sight is confirmed by experience. The spring suspension is a nice balance between easy riding and steadiness; it is flexible enough for complete insulation from road shock, yet not so flexible as to cause swaying at the higher speeds. This point, combined with effortless running, makes for care-free travel.

As to smoothness the engine leaves nothing to be desired, for vibration is at a minimum throughout the whole range, which, by the way, on top gear is from an easy walking pace to well over a mile a minute. There are no insistent mechanical noises, only a subdued rushing sound, noticeable between 20 and 35 m.p.h. The engine has overhead inlet valves and side exhaust valves, rather an unusual arrangement, but one which appears to give plenty of flexibility without "pinking," even with the ignition well advanced. A water-heated inlet manifold with a down-draught carburettor gives a good distribution and clean mixture, so that the response to throttle move-

ments is immediate and precise, which makes driving in traffic pleasant.

Besides the easy flexibility on top gear the car is possessed of a really quiet third speed, of which the value is brought into prominence by an exceptionally easy gear change. The central lever is not only long and convenient, but it is also rigid; the plunger springs of the selector mechanism in the gear box are not too stiff, and as a result the driver is given a sensitive control, so that he is able to master the gear change after merely a few minutes' practice.

The maximum on third gear is about 44 m.p.h., or normally rather less, since the ratio is not a high one, and is intended for hill-climbing rather than sheer speed. The cruising speed on top gear is an elastic quantity, for the mechanism as a whole remains happy either fast or slow. The gear change is ably supported by a clutch which is above the average for smoothness of take-up and for regularity of behaviour.

There is a high degree of comfort in the seating positions, and the driver finds the steering wheel not only well placed but with a specially shaped rim very convenient to the fingers. In the centre is a particularly neat set of controls for the ignition, hand throttle, lighting and dip and switch, together with the horn button which, when pulled upwards, operates the starting motor. The steering itself is light and low geared, with only a small amount of caster action.

In all normal circum-



"THE AUTOCAR" ROAD TESTS—(continued)

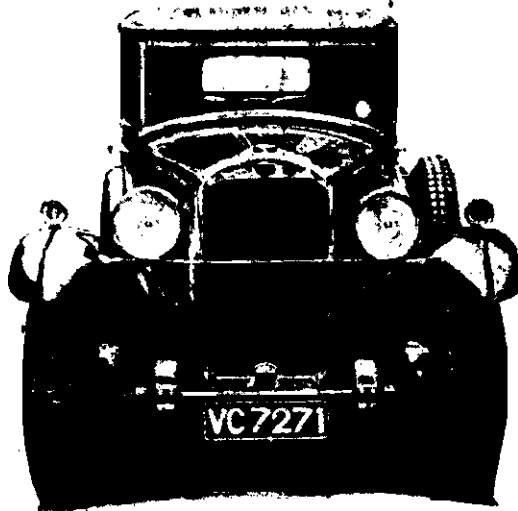
stances the brakes are light to operate and powerful. They need to be carefully adjusted to give the best results, and in an emergency must be treated with a certain amount of delicacy, for any sudden and heavy pressure on the pedal is liable to apply them too fiercely, with the result that wheels may lock.

A good point is the neatness of the instrument board, which carries in an artistically arranged group a fuel gauge, clock, and thermometer. On each side of the instrument board is a shelf.

As to the coachwork, the half-panelled Weymann saloon possesses four side windows and a sliding roof. The front seats are separate and immediately adjustable, and are arranged so that their backs contain concealed tables and foot-rests for the occupants of the rear seats. The rear seat itself is deep and comfortable, and will accommodate three people, or, if only two are using it, a disappearing arm-rest can be brought down into position. There are also side arm-rests of a pleasantly flexible variety.

The body is upholstered in pleated furniture hide, there is a pocket in each door, and the door handles have a strap operation convenient to reach from any position. A neat point about the sliding roof is that it can be unclamped and lifted very slightly up without being opened, so that a scheme of ventilation is brought into play without causing any notable draught. At the back of the body is a blind controlled from the driver's seat. Under trap-doors in the rear floorboards are lockers for tools and a compartment for the battery.

Accessibility has been well studied. The down-draught carburetter, complete with air cleaner, is high up in a position where it is easy to reach, and the contact-breaker and distributor unit is carried vertically, is close to the coil to avoid unnecessary wiring, and is driven from the distributor gearing and not mounted on the dynamo. The last-mentioned is carried fairly high up with the brushes reasonably easy to reach, and



has a fuse box mounted on it. Also on this side of the engine are the orifice for the oil filler and close to it the dipstick. At the front is a belt-driven fan, and the radiator shutters are controlled by means of a thermostat in the radiator header tank; this thermostat has a simple form of hand adjustment so that its work may be regulated to suit climatic conditions.

One very good point is the way in which the wiring for the lighting system is arranged with neat little spring-lidded junction boxes for each unit, each box containing its own wiring diagram.

Mounted on the engine side of the dashboard is the electrical cut-out, while the starting handle and the jack handle are carried there in spring clips. At the lowest point of the water pipe at the bottom of the radiator is a large drain cock for running off the water when the car is left standing at night in cold weather.

On the left side of the engine are situated the exhaust valves and their tappets are accessible through detachable cover plates. The inlet valves are overhead, as

already mentioned. The exhaust manifold is well out of the way and the exhaust pipe itself is carried at the front of the engine, well away from the ramp boards. At the side of the crank case are the mechanical fuel pump, an oil cleaner, and also an oil filter on the pressure side, which filter can have its gauze removed for cleaning without losing oil. The sparking plugs are easy to remove.

There is a neat metal tray over the petrol tank at the back, which adds to the appearance of the car, and the luggage grid is not obtrusive. Combined with the tail light is a stop signal brought into action by the brake pedal. Ventilators are provided in the sides of the scuttle, and the spare wheel is carried very firmly in its well.

Taken all the way round, the 16 h.p. Humber is a very attractive kind of car, well found in all its details, well thought out, practical, very comfortable, convenient, and good to look at.

16 h.p. HUMBER SALOON.

DATA FOR THE DRIVER.

15.7 h.p., six cylinders, 65 x 106 mm. (2,110 c.c.).
 Tax £16.
 Wheelbase 10ft., track 4ft. 8in.
 Overall length 14ft. 2in., width 5ft. 8in., height 5ft. 10in.
 Tyres: 8.5 x 19in. on detachable wire wheels.

| | | |
|------------------|------------------------|--------------|
| Engine—rear axle | Acceleration from | Timed speed |
| Gear ratios. | steady 10 to 30 m.p.h. | over 1 mile. |
| 20.95 to 1 | — | — |
| 14.0 to 1 | — | — |
| 8.31 to 1 | 9½ sec. | — |
| 5.66 to 1 | 12 sec. | 62.50 m.p.h. |

Turning circle: 38ft.
 Tank capacity 14 gallons, fuel consumption 20 m.p.g.
 12-volt lighting set cuts in at 14 m.p.h., two-rate charging.
 Weight: 30 cwt. 1 qr.
 Price, with half-panelled Weymann saloon body, £455.



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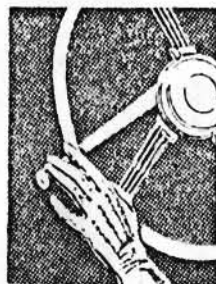
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HUMBER

The new 2 Litre Humber Hawk featuring synchromatic gear change.

Since it was reintroduced in England in 1945, the Humber Hawk has established a sound reputation, as a reliable, comfortable family car, with a satisfying, yet economical performance.

The Hawk is a big car with plenty of accommodation, for both passengers and luggage, and its appointments are of the same high degree of quality as its big brother, the Super Snipe. The engine is a four cylinder side valve unit of 13.95 horsepower, and as it develops 56 b.h.p. at 3,800 r.p.m., it is capable of a good road performance, coupled with unusual economy for such a big car.

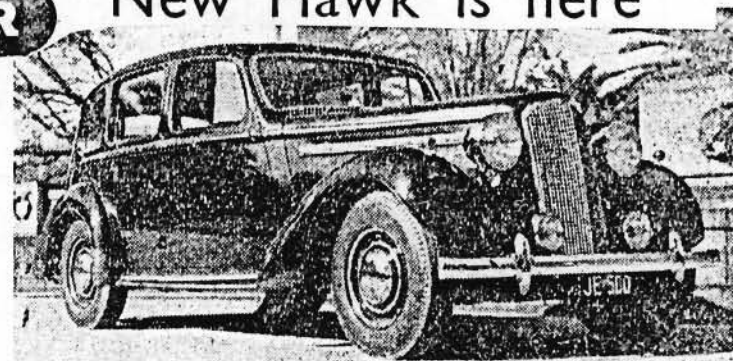
The Rootes Group, however, is constantly trying to improve its vehicles, and the new Synchromatic gear change, as fitted to the 1948 Hillman Minx, is standard on the new Hawk. This embraces a special new four speed synchromesh gear box together with a cleverly designed mechanical linkage which is connected to a small lever on the left of the steering column.

The lever requires only light pressure to operate it, and is definitely "crash proof," and the fact that it is fitted on the steering column, gives an unobstructed floor in the driving compartment.

"Even keel" Independent front suspension is used giving a very smooth ride, and the long semi-elliptic springs at the rear, are coupled to a torsion bar sway eliminator. Lockheed hydraulic brakes are fitted.

The new Humber Hawk, therefore, is from many points on view a good proposition, plenty of power, plenty of room, plenty

New Hawk is here



of comfort. It is easy to drive, and with its engineering following the Humber tradition, it should prove a very suitable car for Australian conditions.

SPECIFICATIONS.

Engine.—13.95 horsepower, 4 cylinders, 75 x 110 m.m. 1,944 c.c.s, side valves developing 56 b.h.p. at 3,800 r.p.m.

Transmission.—4 speed synchro gearbox with lever on steering column. Gear ratios, Top 4.73, Third 7.12, Second 11.81 and First 17.02 to 1.

Suspension.—Independent front suspension, semi-elliptic rear. Louvax girling dampers.

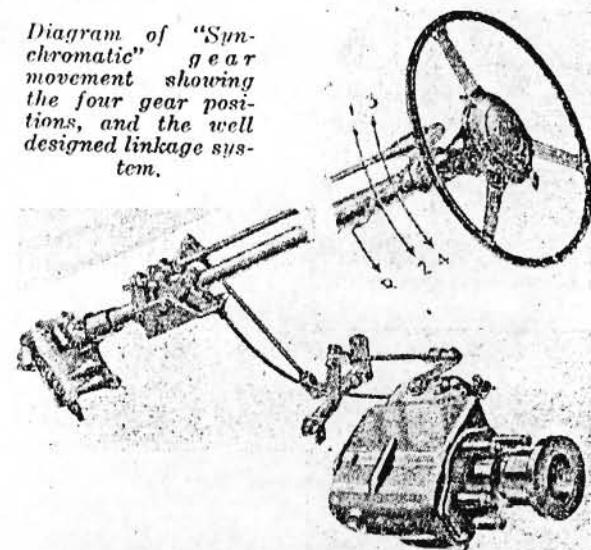
Brakes.—Lockheed hydraulic.

Steering.—Butman-Douglas worm and nut.

Wheels.—Pressed steel wheels with 5.75 x 16 tyres.

Dimensions.—Wheelbase, 9 ft. 6 in.; Tracks (front), 4 ft. 7 1/2 in.; (rear), 4 ft. 8 in.; Overall length, 15 ft.; Ground clearance, 7 1/2 in.; Weight 26 1/2 cwt.

Diagram of "Synchromatic" gear movement showing the four gear positions, and the well designed linkage system.



AUSTRALIAN MOTOR MANUAL—April, 1948.

READING THIS PAGE MAY SAVE YOUR LIFE! WE URGE YOU TO REMEMBER IT.

Airborne asbestos particles are now a recognized industrial hazard to humans, and prolonged exposure to this contamination may lead to pneumoconosis, a serious lung condition similar to silicosis, and in many cases to a particularly virulent form of lung cancer, mesothelioma. Asbestos particles from worn brake linings are a minor but nevertheless significant source of contamination. "Skinned'Knuckles" has on more than one occasion seen fit to warn its readers of the potential hazards when working on brake systems, but in light of information presented recently in a TV documentary, this admonition now assumes even greater importance.

Individual susceptibility to asbestosis apparently varies greatly. Some people may have worked in industrial environments containing asbestos for years without developing any symptoms of asbestosis. Others may suffer lung damage, even cancer, after only brief exposure. A case was documented where a youth contracted lung cancer from helping his father "fix brakes" only a few times. The common practice of blowing dust off brake drums, shoes and backing plates with compressed air is extremely hazardous. Apparently it is the invisible microscopic and submicroscopic particles which do the damage; visible dust particles are evidently filtered out by the body's normal respiratory protective system.

Every time you remove a brake drum for brake inspection or repair, to change a wheel bearing or oil seal, or to lubricate the wheel bearings, you are exposing yourself, and those around you, to potentially harmful asbestos particles. Backing plates, drums, shoes, and other parts may be found coated with a layer of black or dark grey powder as much as 1/8 inch thick, which according to reliable reports contains as much as 70% asbestos. Brushing or blasting this powder away with compressed air raises clouds of fine asbestos particles which can be deadly.

To avoid exposure, the safest practice, I believe, and one which we have recommended earlier, is to wash all the parts with a stream of water from a garden hose. The water coats the particles and prevents them from becoming airborne. If you wish to avoid the mess of having water underfoot, you may prefer to use the method which I like. Take a bucket of water containing a dash of household detergent, and with a soft bristle paint brush, scrub the brake parts and drums, catching the washings in a shallow pan under the brake backing plate. The detergent greatly aids the wetting of the fine dust. Result: no mess and no dust! The washings may later be flushed down the sewer. If there is a better, safer or more convenient method, we will appreciate learning it.

Please, if you do only one brake job a year, or one in a lifetime, use these recommendations. Play it safe! The same considerations will apply to clutch jobs, as clutch plates usually contain asbestos.

(Written by Bill Cannon in "Skinned Knuckles" Magazine, February, 1983.)

Contributed By Peter Davenport

175C.D.
internally
vented
carburettor
used on
Series Snipe's.

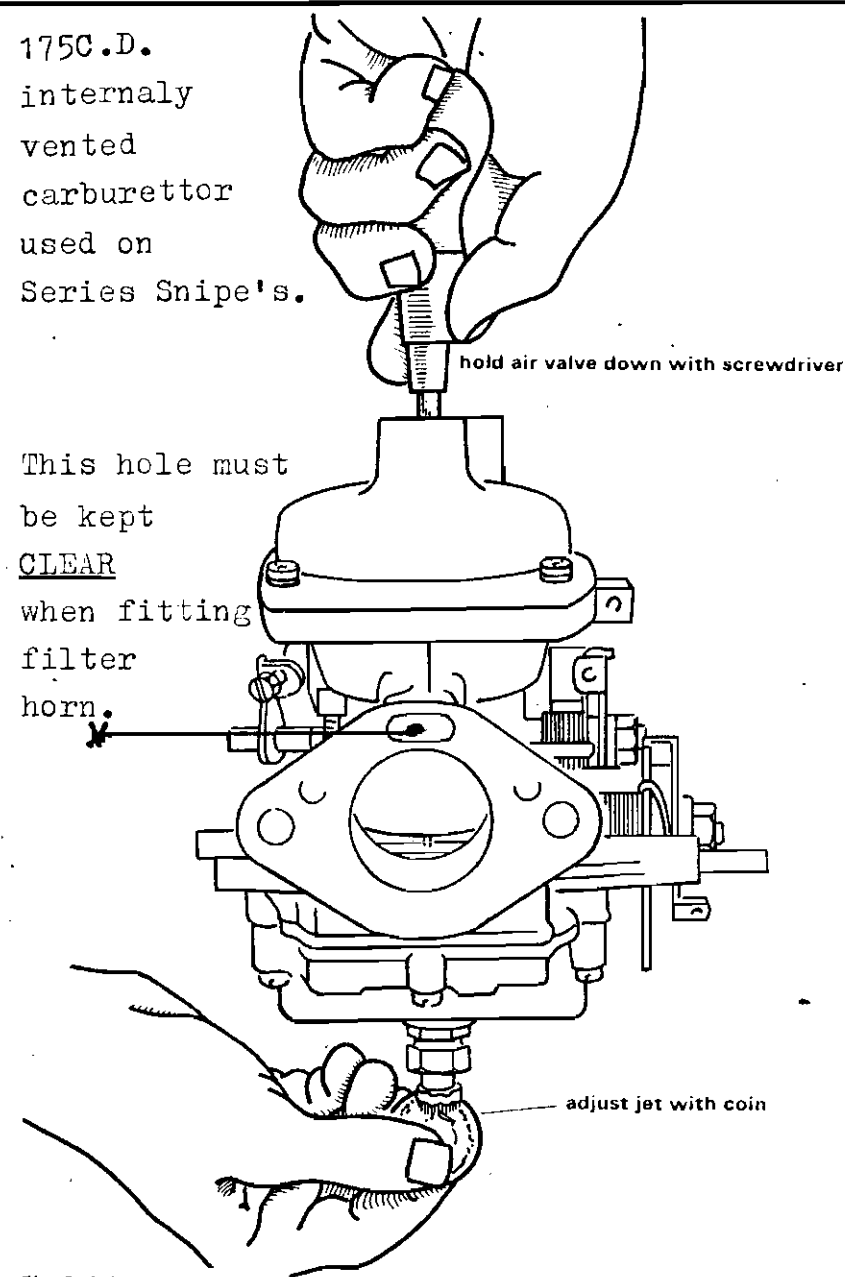
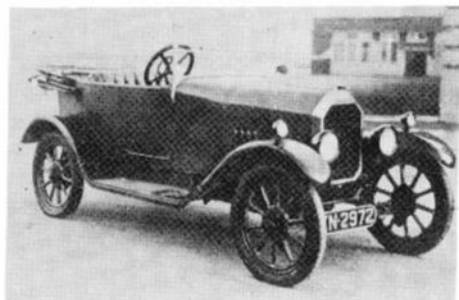


Fig. 9. Mixture adjustment

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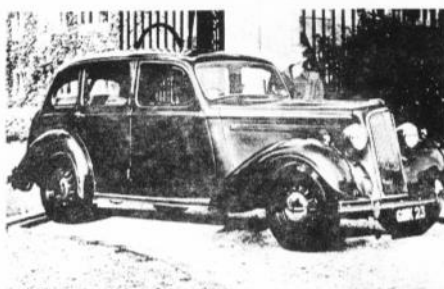
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