

March 1989

The **HUMBERETTE**



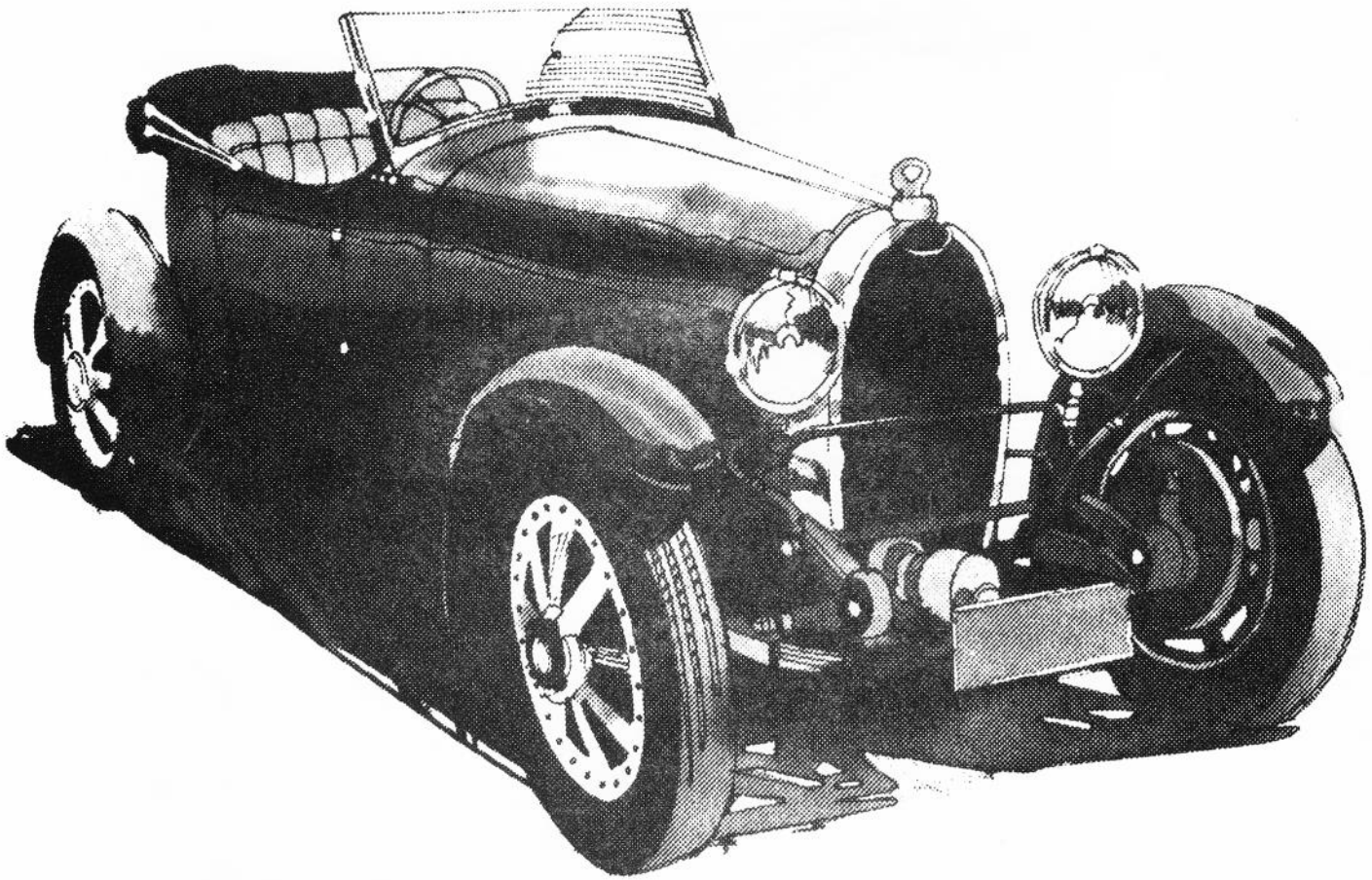
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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** MARCH 31ST.**

GENERAL MEETING. DEEPPENE HALL, 8.00PM FOLLOWED BY SUPPER AND A SOCIAL GET-TOGETHER TO MEET YOUR NEW COMMITTEE. CHECK OUT THE CLUB REGALIA; BROWSE THROUGH THE LIBRARY MANUALS, HANDBOOKS, PARTS LISTS ETC AND ENJOY THE PHOTOGRAPHIC RECORDS OF CLUB ACTIVITIES, CARS AND MEMBERS THROUGH THE YEARS.

PLEASE NOTE THAT THIS DAY IS THE 5TH FRIDAY OF THE MONTH DUE TO OUR USUAL MEETING DATE FALLING OVER EASTER.

APRIL 9TH.

ZEPHYR & ZODIAC CAR CLUB FAMILY OUTING AND DISPLAY DAY AT ELAINE RECREATION RESERVE. (MELWAY MAP 255 C3). Elaine is a small town on the Midland Highway midway between Geelong and Ballarat. It is approx. 120 Kms from Melbourne taking the Western Highway through Melton to Ballan then the Meredith turnoff to the Midland Highway. The day is designed to be a non-competitive, fun family day for all car enthusiasts. BYO lunch or refreshments on sale. Make your own way to the Elaine Reserve where we have reserved a number of spaces for Club Cars.

APRIL 16TH.

ANNUAL ROOTES "G-T" DAY AT 189 BELGRAVE-GEMBROOK ROAD SELEY. (MELWAY 124 C10). LOOK FOR SIGN AT ENTRANCE. 10.30AM ONWARDS. BYO PICNIC OR BBQ LUNCH. DRINKS AVAILABLE. CAR AND FAMILY COMPETITIONS, BIRTHDAY CAKE, ROOTES SERVICE SHIRTS AND RGCC BADGES ON SALE.

APRIL 28TH.

GENERAL MEETING. DEEPPENE HALL, 8.00PM. SPEAKER TO BE ARRANGED.

MAY 7TH.

MONTHLY CLUB RUN TO SCHRAMM'S COTTAGE AND WESTERFOLDS PARK. MEET AT SCHRAMM'S COTTAGE, RIESCHIECKS RESERVE, VICTORIA ST. DONCASTER (MELWAY 33J10) AT 11.00AM. LUNCH AT WESTERFOLDS PARK PICNIC AREA (MELWAY 33 E3).

MAY 22ND.

A.O.M.C. DELEGATES MEETING. CARNEGIE PROGRESS HALL, TRUGANINNI ROAD. 8.00PM.

MAY 28TH. (SUNDAY)

GENERAL MEETING AND FAMILY DAY AT DEEPPENE HALL.

JUNE 3-4TH

V.D.C. SWAPMEET. AGRICULTURAL SHOWGROUNDS. ASCOT VALE.

JUNE 10TH - 12TH.

QUEEN'S BIRTHDAY WEEKEND AWAY AT WARRNAMBOOL. DETAILS OF ACCOMMODATION, ITINERARY ETC. IN APRIL NEWSLETTER. IF INTERESTED IN ATTENDING PLEASE RING MARGARET ON 435 6354.

JUNE 3RD.

DARWIN ADVENTURE RALLY DEPARTS FROM PORT AUGUSTA.

JUNE 23RD.

GENERAL MEETING. DEEPPENE HALL. 8.00PM.

JULY 16TH.

AMVC. ALL BRITISH AUTO-JUMBLE AT CHIRNSIDE PARK.

JULY 23RD.

QUEENSCLIFF AND "PANCAKE EXPRESS" OUTING.

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.

HUMBER NEWS COLUMN.

Hello again, everyone!

Welcome to this issue of the "Clayton's" social news; -that is, the social news-letter that you get when you don't have a social news editor/event's director! I would be delighted to see the new social news editor step forward and identify him/herself; meanwhile I fear you're stuck with me!

The new Club year has got off to an exciting start with some different faces amongst the old Committee; I'm sure we'll all miss Bob K. from the front table but don't doubt that his wise cracks (oops! advice!) will still be there to keep the wheels turning smoothly forwards. With father, Barrie, now installed as the new Regalia Officer, young Harrison Trubie seems all set to become the best outfitted junior "Humberer" in HCCV. We always wondered what to do with those small sized T-shirts!

The Watsonia postie has been laden with HCCV Membership renewals lately. Please keep them rolling in; the next Humberette may be your last if you have not paid your sub. and at \$20.00 a year (or \$15.00, Country Membership) it is really excellent value for the 11 newsletters you receive, not to mention all the additional services that your Committee is so keen to offer!

This year, for the first time, a numbered Membership Identification Card (minus tax file and I.D. number!!) is being issued to each Club member. Unfortunately this won't gain you credit of the hard cash variety but may sometimes be useful for discount on parts purchase. When purchasing parts or service from any of our advertisers please remember to mention the Humberette; it helps to reinforce our appreciation of their support and makes their ad. worthwhile.

While still on the subject of Club membership, grand aim for the 1989 year is to reach the 200 members mark. We now stand at 174, Barrie Trubie was member no. 150 early last year, so with your active support the 200th member seems quite a reachable target for 1989.

I would like to bring to your particular notice two items reproduced in this news magazine. Firstly, please read the letter from the Humber Club of Australia re. the 1990 National Rally. Now that the question of host club and the venue has been settled, we will need to move smartly to secure satisfactory accommodation bookings. On your behalf I have tentatively requested 12 accommodation bookings for the rally encompassing a mixture of motel, cabin and on-site van style quarters. During the next few weeks I would greatly appreciate an indication of whether or not you plan to attend the rally at Cowra over Easter 1990. Final booking requirements and deposits are not required until December.

The second item concerns the new TRANSFER OF REGISTRATION procedures that are now operable. It is important both for your own protection (and for the image of the Club where the vehicle disposed of is a Club car) that you obtain a current road-worthy certificate for any vehicle sold privately whilst still under registration. To obviate the need for a R.W.C., the vehicle's number plates may be handed in to the RTA and the vehicle registration suspended (not CANCELLED). The vehicle may still be driven home (minus no. plates) by the purchaser who is then obliged to obtain the R.W.C.

The monthly club runs for this year have been set well in advance so this should give you a chance to organize your social calendar accordingly. April is a busy month with two very interesting outings to choose from. Both are geared towards family participation with a minimum of effort or expense. The purpose of the Zephyr and Zodiac Day is to assist the Elaine Historical Society raise funds to restore the Elaine Mechanics Hall. Entrants displaying vehicles will not be asked to pay an admission fee but the general public will be. A limited range of trophies is being awarded for display vehicles.

The annual ROOTES G-T DAY is always an enjoyable outing and is also an opportunity to check out the Humbers against the other marques manufactured by William Rootes. there is an added bonus this year in that it is the 30th year celebration of Rootes Car Clubs and the 5th birthday of the present Rootes Group Car Club. Come along to wave the Humber flag and help the RGCC enjoy their birthday cake and other "goodies".

Finally, I was flattered to find the Humber Bicycle article in last months magazine was credited to me. Although I greatly enjoyed reading it, I cannot claim credit for its contribution. Please let's know if you're the real author.

See you next meeting, Margaret.

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1989-90

PRESIDENT	Geoff Webb	235 6592
VICE PRESIDENT	Margaret Willimott	435 6354
SECRETARY	Arnold Goldman	(059) 75 6807
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	(057) 83 1899
EVENTS DIRECTOR		
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REGALIA	Barrie Trubie	890 2984
TECHNICAL ADVISORS:		
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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



TWO-NO 1.1/2 HUMBERS AT OAKLEIGH PAGEANT (RON FORTH).



MR WILLY'S WHIPPET AND "WE WILLIE" AT HANGING ROCK (PAM BATTEN).

PRESIDENT'S REPORT

In my first report as President, it would certainly be remiss of me not to acknowledge the work and contribution of the retiring past President, Bob Kennedy. I am sure all members appreciate the contribution the past Committee and Bob have made to the club over many years. On behalf of all members Bob, we express our gratitude and thanks.

Perhaps at the beginning of a new era, it is time to reassess our direction, to see if we can improve how we are performing as a club, but to do this we obviously need feedback and input from members. The numbers attending the monthly runs has declined and as we have not at this stage been able to appoint an Events Director, this seems to be the most pressing problem to overcome. Any volunteer would be most welcomed.

I welcome suggestions as to how we can improve our attendances. I would also appreciate suggestions for destinations or different formats for our social activities. If you have not been to a run recently, we would be more than happy to see you at our next function.

My aim as President is to encourage greater feedback from all members and to encourage greater participation from members in club activities, because without your involvement, we have no club. Should you at any time wish to discuss any matter with me please ring my home telephone number 23 3652 or during work hours (052) 43 8493.

I feel confident that with your support and growth of the club, we will continue to remain one of the best motor vehicle Clubs around.

Geoff Webb

FOR SALE

Series 3 S/Snipe, storm grey, red interior, body good, tyres good, has makings of a good car, has 'SNIPE' registration plate.

Contact: Bob Kennedy, Ph: 789 5119 for more info.

Series 5A, green, red interior, motor not going.

Contact: L. Ware or Bob Kennedy for more info.

1959 Series I Hawk at Westburn. Rob Dunlop has details. Bob Kennedy has workshop manuals for sale. Jack Waring has 1953 Imperial free to anyone willing to undertake complete restoration project.

KENNEDY'S KLANGERS

Well just when you thought you had heard the last of me, I crop up again with a few lines of my ravings. As you now know there is a new committee and I stood down from the chair. Jeff Webb is our new President and I know he will carry out the job very well, so all the best Jeff (you know my telephone number). I want to thank the 1988 Committee for all the effort they put in throughout the year, it was great to work with such a dedicated team.

For the next couple of months I will be putting my efforts towards preparing my vehicle for the Darwin run. Time seems to be flying past me lately, before I know it we'll be on our way.

Speaking of the Darwin run, I would like to add a few items to the list to carry with you. These are as follows:- tow rope, a box of matches and a torch. If you have a stone shield to put in front of your windscreen, please make sure it is on secure.

Well enough of this for now, all the best to each and everyone.

Bob Kennedy.

SECRETARY'S SECTION

Greetings one and all. Sorry I missed out on last month's magazine. We have had the Annual General Meeting from which everyone stays away to avoid getting elected to do something for the club. In spite of this I am still Secretary. We have a new President and Vice President and some new faces on the Committee. These will all be detailed elsewhere in the magazine so I shall restrict myself to commenting that we should all be extremely thankful that Margaret Willimott continues to put into the club all the effort that she does. We may pull her leg a bit at meetings about the amount she has to say but it is probably because she does more than most of us that she has more to report. On behalf of the members, thank you Margaret.

Today is my day for sitting in the bookshop and catching up on club secretary business in between customers. With all the rain this morning the gaps between customers have been quite long.

Remember last year when we discovered the RADSOK water filter to fit to our radiators. Well I fitted one, and some months later changed it over for a clean one. I then completely forgot all about it until recently when my top hose blew. It was still there, or at least the remains were. It had blown a hole in it exactly as the manufacturers said it would if left too long. It certainly did not block the flow of water.

Where was your Humber on wet Tuesday when the inner suburbs of Melbourne were severely drenched? It was my turn to drive on that day. With three passengers we sailed from Fisherman's bend to St.Kilda in one hour before parking on high ground like Noah and his ark. At times I felt that a sonar system would have been a benefit, or some better demisting system. With the engine idling, windscreen wipers going, headlights on, fan on high and a rear window demister operating, the electrical system voltage was down to 10 volts which doesn't drive the fan very fast. Anyway, the Humber survived as did all the passengers and a pleasant hour was spent in Leo's Spaghetti Bar in Fitzroy Street waiting for the roads to clear.

Now for some brain exercise for those with an interest in mathematics, or, as my mathematician colleague would call it, simple arithmetic!

1. Arrange four 4's to produce all the numbers from 1 to 10.

e.g.
$$\frac{4 \times 4}{4 + 4} = 2$$

2. Having done that, how about combining eight 8's to represent exactly 1000?

3. What is wrong with the following algebra?

$$\begin{aligned} a &= b \\ a \times b &= b \times b \\ \text{or} \quad ab &= b^2 \\ \text{subtract } a^2 \text{ from each side:} \\ ab - a^2 &= b^2 - a^2 \\ \text{factorising:} \\ a(b - a) &= (b + a)(b - a) \\ \text{divide by:} \\ (b - a) \\ a &= b + a \\ \text{if:} \quad a &= 1 \\ 1 &= 1 + 1 \\ \therefore 1 &= 2 \end{aligned}$$

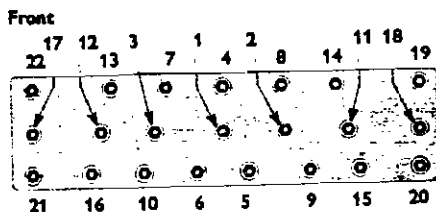
A \$10 book voucher from Mr. Suddaby's Bookshop goes to the first correct entry opened at the April General Meeting. So get figurising and send in your entries to the Club address.

Arnold Goldman

MANIFOLD GASKET

Would you please advise me of the correct procedure for tightening down and releasing the nuts on the cylinder head of my Mark 2 Humber Super Snipe? On the three occasions that I have had to remove the manifold from the engine, the manifold gasket has split through. Could you explain the reason for this and why none of the new gaskets I have purchased ever fit correctly?—A. Mason (Staffordshire).

THE diagram shows the tightening order for the cylinder head nuts. When releasing the nuts, the reverse order can be followed. When fitting a new gasket, the cylinder and manifold faces should be clean.



If there is a metal mesh in the gasket, this can be fitted to the manifold, not to the cylinder. No jointing compound should be used.

A manifold gasket is subjected to considerable heat, and so changes its nature in the course of use. If it breaks when removed there is nothing that can be done about it, although it may be possible to save the gasket for future use if care is taken when

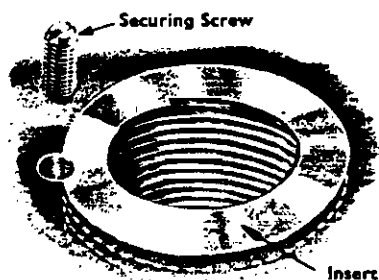
removing the manifold. It should be eased away slightly when loosened and a careful watch kept on the way the gasket is pulling. If it is coming with the manifold in one place and at another is adhering to the cylinder a steel rule could be slipped down to clear it either from the manifold or from the cylinder, so that it would either come away whole or stay on the block.

On many cars it happens that the manifold gasket does not match up very well to the ports. So long as there is no actual overlapping at one edge, however, it does not seem to be very important.

PLUG INSERTS

The cylinder head on my Mk. V Humber Hawk has been removed and in the process the plug threads were stripped. Inserts were advised by a garage and I had these fitted. Unfortunately, now when I remove one of the plugs the insert comes away, too. Would a gasket cement or one of the plastic metals secure it?—J. Rodgers (Coatbridge).

THERE would be no harm in fitting the inserts with a gasket cement or cylinder head jointing compound. It is not certain, however, that it will be entirely effective. The difficulty is that the head metal expands and contracts about the inserts, and as the plugs are fitted after the inserts there is always the possibility that the plugs are tightened more than the inserts, hence on removal, they come out together. We would expect the inserts to have been burled or riveted in the underside of the head in the



combustion chambers so it would be impossible in the ordinary way for them to come away.

Alternatively, a small hole could be drilled and tapped to engage the side of the insert and to prevent removal of the insert, a piece of screw $\frac{3}{8}$ in. diameter fitted and filed off flush.

OUR

CLUTCH TROUBLE

Approximately 2,000 miles ago I had a new clutch centre plate, thrust, and swivel pin fitted in my Mk. V Humber Hawk. A while ago I had to take all adjustment up on the clutch pedal, and the pedal itself has to be pressed right to the floor before a gear change can be made, and even then a noisy one. I do not drive with my foot on the clutch.—W. Chapman (Tinsley).

THE only external adjustment is to the pedal link, so it appears the gearbox will have to be removed to check the clutch. Perhaps the graphite release bearing has worn rapidly for some reason, or the release levers are out of adjustment. Before removing the gearbox, it would be wise to check the pedal link, and the engine and gearbox mountings.

To remove the gearbox, the engine should be supported under the rear end, and the propeller shaft disconnected. The speedometer drive casing is released, also the clutch rod and gear change rod. The selector cable conduit is taken from the abutment bracket. With the weight of the engine taken, the rear mounting member is detached from the chassis, and the bolts are removed round the bell housing flange. Then the engine is lowered until the gearbox can be drawn back and lowered. The centre floorboard should be taken out for access from above.

The clutch is a Borg and Beck type, with a typical arrangement of levers and thrust bearing. The graphite in this bearing should stand proud by about $\frac{5}{32}$ in. The levers are best set on a jig, or if there is doubt about the condition of the clutch, it can be exchanged for a service part which is ready to fit. The assembly is detached from the flywheel by loosening the screws round the cover evenly. In replacing, a mandrel is needed to hold up the centre plate on the flywheel, and when the assembly has been refitted the mandrel is drawn out.

EXPERTS

Access to trafficator switch on Humber

Question:

Would you please give me the correct procedure for gaining access to the trafficator switch which is mounted with the horn button on the steering wheel of my 1960 Humber Super Snipe, as there seems to be some slight obstruction that causes the switch lever to stick or jam occasionally.

ANSWER:

Disconnect the wiring at the junction box on top of the steering box. Attach a length of string to the wires. Unscrew the two grub screws situated in the side of the steering wheel hub, below the spokes of the wheel. Remove the controls complete with wires, drawing the string up the lower portion of the stator tube, which is inside the inner column, and then detach the string. The string can be used to pull the wires back

through the steering when reassembling.

The direction indicators are cancelled by two lugs cast in the inner surface of a die-cast sleeve (striking plate). This is secured by means of a grub screw in the top of the steering wheel hub. By slackening the largest of the three grub screws in the steering wheel hub, the sleeve can be turned in either direction, so causing its internal projections to cancel the indicators in the desired position.

HUMBER HAWK—ROLLING AT SPEED

I HAVE a Humber Hawk Mark VI, which has covered 41,000 miles, which I use for long Continental journeys, at high speeds. I find that on some German Autobahns there is oscillation rolling at a speed in excess of 55 m.p.h. All the wheels are dynamically balanced, and I have changed the front shock absorbers for a reconditioned pair, but without any improvement to stability. Is there a thicker liquid for Armstrong shock absorbers to improve the action during the hot weather? Would you advise me to screw up the the shock absorber vents say by one revolution?—B. J. Graff (London, W.5).

If the rolling only occurs on certain stretches of road, the inference is that it is caused by the surface, which may be undulating, perhaps from some feature in the laying, or by hammering by heavy vehicles at speed.

If two wheels on one side of a car pass over a series of undulations, there is certain to be some effect on the car and its stability; and if the hills and hollows are spaced so that at a certain speed they tend to coincide with the natural rate of oscillation of the springs, there can be a build-up of oscillations in the car suspension. Travelling slower or faster the effect might be reduced, if not eliminated.

The following are suggested. Higher pressures in the tyres for fast driving; this has now been generally "discovered" and recommended from experience on the M1 motorway. First it is suggested to bring the front tyres up from 2 to 4 lb.; and it may be found that for fast driving 30 lb. all round is best. Tyre pressure "recommendations" are only average and can be varied according to circumstances.

Attention should be given to the rear suspension—shackles and U-bolts; new rear shock absorbers might be advisable. It is not known where a heavier anti-roll bar could be obtained. Tracking of the front wheels should be checked—and also all the joints of the steering.

The propeller-shaft universal joints should be checked for wear and play, and the shaft carefully tested for wobble—a rear wheel jacked up and pointer brought close to the shaft. A vibrating shaft can sometimes affect steering—and it might be possible to run into a combination of circumstances in which a frequency phases with other frequencies. Heavier oil should not be used in the shock absorbers, though some experiments with adjustments might not be amiss. However, it is suggested to leave these until other points mentioned have been checked.

CLUTCH JUDDER

Ever since I have owned my 1955 Mk VI Humber Hawk there has been slight judder when reverse gear is used. It seems to happen without any special reason. It will judder just as badly whether reversing up an incline or down a slope.

I have replaced a worn rubber bush in the tie bar from the gearbox to the crossframe member, adjusting the bar as advised in the workshop manual. The rear axle "U" bolts and propeller shaft have also been checked.

Could this be a design fault? Other owners to whom I have spoken say that they have experienced this trouble too.—E. F. Humble (Watford, Herts.).

A CLUTCH may judder because of a faulty centre plate. This plate has a spring hub which can wear and become weak. Other possible faults are that the linings may have become dirty because of oil mist, or that the release levers are not evenly set. A combination of these defects could well cause judder.

In addition, engine and gearbox mountings must be in good shape. During reversing and on clutch pick-up there can be a rather delicate balance of forces operating on the car. This can be upset if the engine and gearbox mountings are loose or flabby.

Should inspection show that there is no fault here, the trouble must be internal, and the gearbox will have to be removed so that the clutch can be examined.

ADVISE

VINTAGE STUFF AT AUCTION.

COOLING OFF PERIOD FOR USED CAR BUYERS

When you buy a used car from a motor car trader there exists a "cooling off" period. A purchaser (not being a corporation) may, within three clear business days after the Agreement for Sale is signed, terminate the Agreement for Sale.

The cooling off provision does not apply to:

- The purchase of a new car.
- The purchase of a commercial vehicle, i.e. a motor car that is constructed principally for the carriage of goods, more than ten passengers or industrial or agricultural use, but does not include a utility, panel van or station wagon, providing that the carriage capacity is less than 1200 kg.
- The purchase of a vehicle at a public auction.
- Where a purchaser has taken delivery of the purchase vehicle and has signed a document acknowledging that the purchaser's right to terminate the agreement no longer applies.

It should be noted that the Notice of Termination must be signed immediately before the purchaser takes delivery of the purchase vehicle. It has come to the attention of the RACV Member Legal

Services that some motor car traders are asking purchasers of used cars to sign the document that revokes the purchaser's right to "cool off" at the same time that the Agreement for Sale is signed. In many instances the motor car trader insists that the purchaser cannot withdraw from the sale, even though the purchaser has not taken delivery of the purchase vehicle.

In these situations the document that revokes the purchaser's right to "cool off" is not enforceable by the motor car trader. The waiver of cooling off rights is only enforceable by the motor car trader if it is signed *immediately before* the purchaser takes delivery of the vehicle.

When a purchaser terminates an Agreement for Sale within the cooling off period, the motor car trader is entitled to retain from the deposit \$100 or one per cent of the purchase price of the motor car, whichever is the greater.

The motor car trader must not dispose of a trade-in vehicle during the cooling off period.

Edinburgh business man Tom Farmer paid £8800 for a 1930 Humber 16/50 four-door tourer at an auction of vintage and classic vehicles at Ingliston.

The car will be used for promotional purposes in connection with Kwikfit, the fast-fit autoparts business which he founded and of which he is chief executive, and for children's outings around the country.

A marquee was packed to capacity with more than 600 people for

the sale, which realised a total of £90,640.

A colourful collection of pre- and post-war vehicles ranging from a 1924 Buick Regent one and half ton van, a television "star" of such productions as "Dr. Finlay's Casebook" and "Murder Not Proven" (which sold for £6800) through a 1939 Austin hearse (£1300) right up to a "classic" 1974 Bentley T (£9500).

A rusty late 1930s Austin Seven, a "barn find" described by the auctioneers as "an excellent restoration project," sold to an enthusiast for £500.



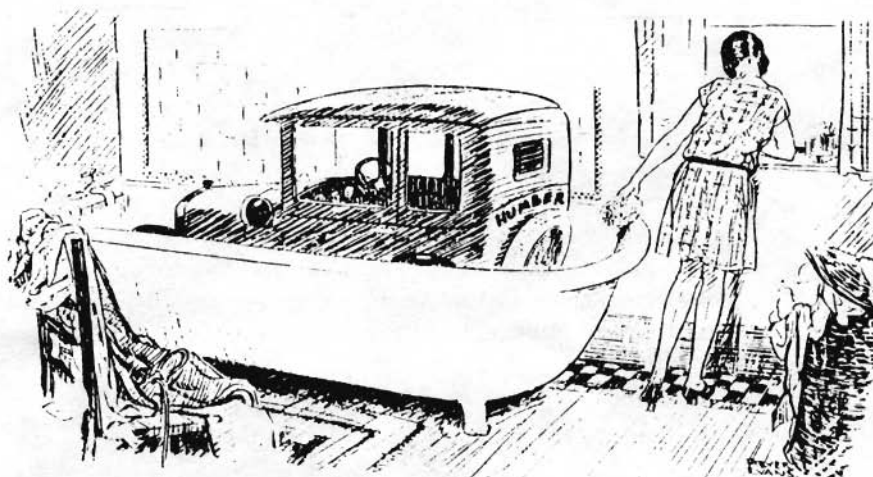
SIMPLY SUPER!

THE YOUNG WOMAN

Edwina Walsh, 24, works in the fashion industry in Melbourne and is unashamedly a '60s fanatic. "How can anyone not look back fondly on the 1960s? The music and the dancing were better, clothes were groovier and the movies were more romantic."

She also believes there is less emphasis on quality today compared with then. "For example, the cars had much more character and were made to last." (She owns a 1963 Humber Super Snipe.) "These days you can't tell cars apart — they all look like square plastic boxes and only last for half as long."

"The music today is also less exciting but, let's face it, how could you replace Elvis?"



'I can't come out yet, Deer. I'm washing the baby.'

AUSTRALIA DAY WEEKEND - A BUSY THREE DAYS

Day one a tour though time : and that's what it was. Thanks to Harold Paynting of the Vintage Drivers Club. We all met at the Home for the Aged, Meplan Street, Footscray. Picked up our rally packs and had a look around the Photographic Exhibition and brought a couple of books, followed by morning tea. There must have been sixty cars there from various car clubs though only two Humbers were there; The Old Black Hawk and a Vogue or Sceptre sixty two from the Classic Car Club. Well we set off for Government House, where we all lined up and had a good look around, we took a few photos but did not see His Excellency the Governor. It was time to depart, so we left in convoy and headed for St. Vincents Gardens, where on the way we must have turned when we should have gone straight, the cars behind must of thought we knew where we were going for they followed too. However after a couple of turns, there we were at St. Vincent's Gardens. We sat down for lunch after the tour of the old houses and the not so old cars. Time was getting on so we packed up and started for St. Kilda Road, to V.A.C.C. House, where we parked under the building in the car park. We then inspected the foyer and the history of motoring panels around the ground floor - no Humbers again! Then up to the seventh floor for afternoon tea thanks to the V.A.C.C.

DAY TWO - AUSTRALIA DAY CAVALCADE

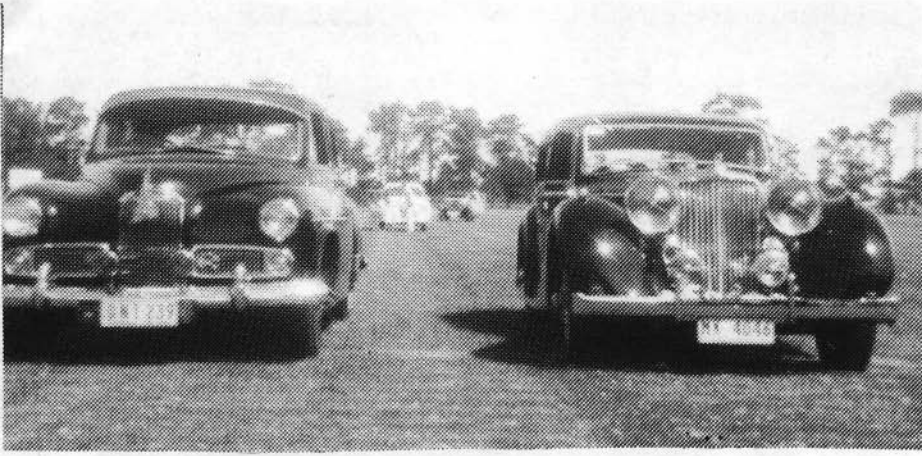
After a quick polish The Old Black Hawk was ready to go again, this time we cheated a bit and met the cars on the freeway just over the West Gate Bridge. As the Humbers came up, we cut in behind The Old Blue Series Three and followed into Werribee park. Parked in line with Cris Attwell's Series Three, (I can't work the numbers on the typewriter), and Geoffery Webb's Series Two. Only three Humbers again and maybe there was a Sceptre. Somewhere there also was Series Five or Five (A) in with the other cars. There we left Black Hawk and headed for the trees and a bit of shade and put the feed bag on. After lunch we had a yarn with Geoff and Jill Webb, I think they only wanted to see the new Humberettes Jessica and Rony. Then it was time for the walk around to see all the cars. I might be getting older but the walk gets longer. After that it was time for a change, so we went to the Zoo. A bus tour is the only way to see the whole park and all the animals (even had a lady driver!): Then it was time to put in the judging forms and collect our Cavalcade Badges. We then took a look at the mansion (I would like the Billard Room at home). Then it was time for a cuppa and to say good-bye and head for home.

DAY THREE - ALEXANDRA GARDENS DISPLAY

We rolled up in the Black Hawk at seven a.m., to find we were the first car there. However there was plenty of people there in the line waiting for the free breakfast courtesy of the Australia Day Committee so we joined the line. Other cars and people started to arrive as we were standing in line, a lady from Three, M.P (still can't work the numbers), came up to me and wanted a few words, I think my Humber Car Club jumper caught her eye. After a few words and a plug for the Humber Car Club, I started for breakfast again, this time it was a lady from A.B.C., another plug for the Club, by this time T.V. was there (nine and seven). They didn't want to talk to me and I noticed that they didn't worry about the cars that were there. Well we got breakfast at last and got our heads on T.V. for a few seconds, I tried to get my jumper on but no go. Bob Kennedy should have been there. Well by this time the cars had arrived, three Humbers again. Black Hawk, Cris Attwell's Series Three, (will someone show me the numbers), and Barry Bosnich's Mark four Snipe. There was plenty of activities going on in the gardens to keep everybody happy. It was too cold to go in the three mile super swim. As we had a look over the cars, Eleanor, Cris and Mrs. Forth Snr. walked into town to see the Australia Day Parade as seen on T.V. not enough people to watch I wonder why it was not mentioned on anywhere. We spent all day there, and when it was time to go the Black Hawk was the last car in Linthgow Avenue first to arrive and last to leave! As we were driving down Swanston Street we stopped at the lights where this young fellow stuck his head out the window and said "Hello". We sat there for five, no maybe two minutes till we woke up who it was. By this time horns were honking and though nothing in front of us cars were banked up behind. Then the penny dropped, Peter Kennedy, so a quick hello Peter and then we moved on and headed for home in the pride of St Alban's Black Hawk.

Ron Forth.

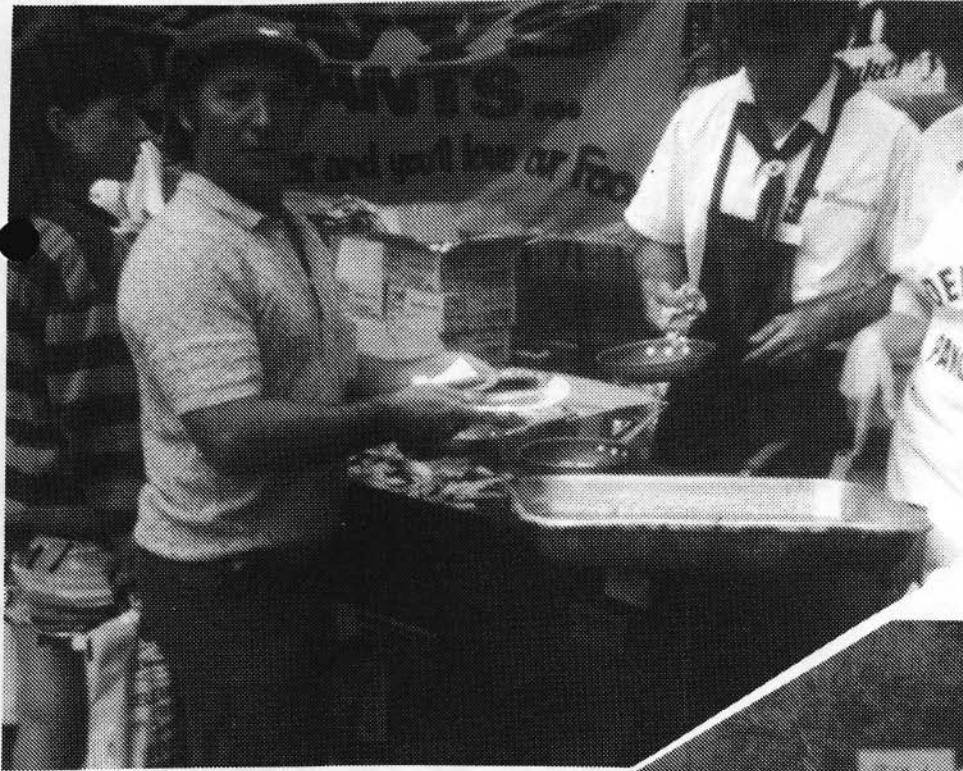




BLACKHAWK AND BLACK JAGUAR AT WERRIBEE PARK.



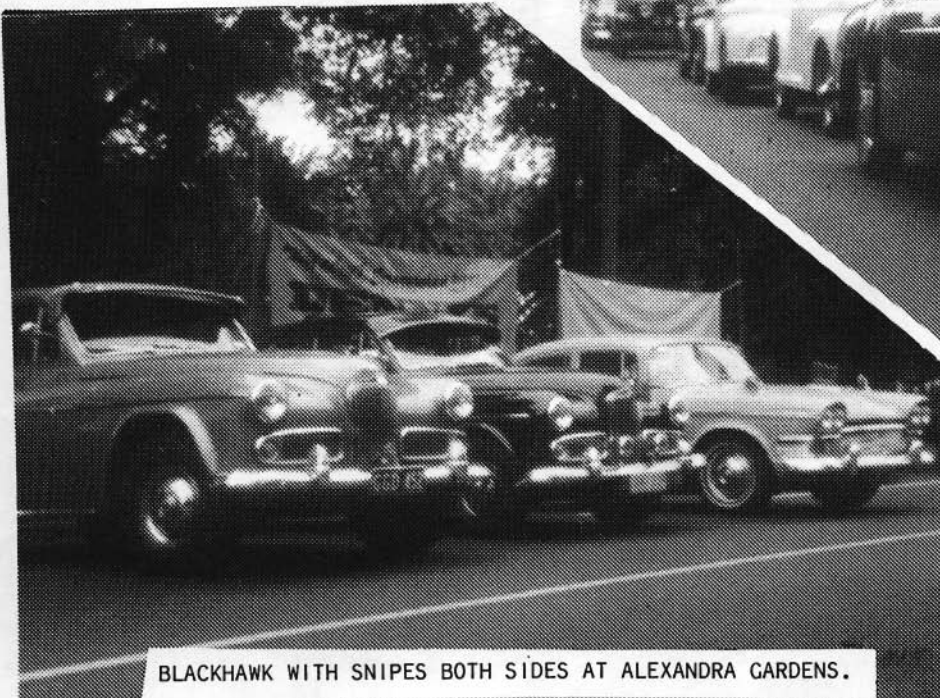
IS ELEANOR FORTH DOING HER MORNING EXERCISES OR PULLING HER HAIR OUT WAITING FOR BREAKFAST?



TREVOR ATTWELL IN LINE FOR THE THIRD TIME!



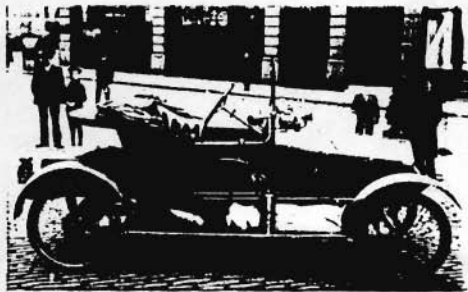
BLACKHAWK HEADS THE LINE AT ALEXANDRA GARDENS.



BLACKHAWK WITH SNIPES BOTH SIDES AT ALEXANDRA GARDENS.

HUMBER: England 1898-1976

Thomas Humber's bicycle business was established in Coventry in 1868. It was therefore no surprise that the company's first vehicles to be powered by an internal-combustion engine were tricycles and quadricycles. These led to the Humberette of 1903, with a tubular frame and a single-cylinder 5 hp engine. By 1905 the range of Humbers included two- and four-cylinder cars ranging from the 5 hp to a 10 1/2 hp four. A three-cylinder 9 hp put in a brief appearance in 1903-04. But from 1905 the



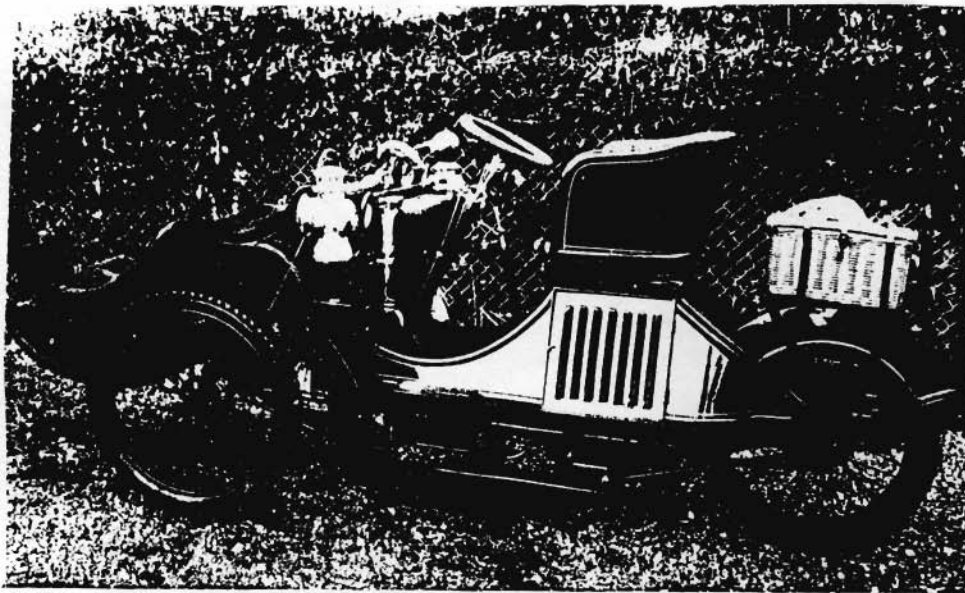
1913 8hp vee-twin Humberette cyclecar

two-cylinder cars were dropped, the range consisting of 10/12 and 16/20 models, with a 15 hp appearing in 1907. It was back to twins in 1908, and 1913 saw the Humberette name revived for an air-cooled vee-twin 8 hp (later examples were water-cooled). Mention should be made of the team of cars F. T. Burgess designed for the 1914 Tourist Trophy race. These used four-cylinder 3.3-litre twin overhead camshaft engines, but suffered teething troubles in the race and failed to show their mettle. The post-war years saw the company establish a reputation for themselves by producing solid, well-mannered cars. Side-valve engines were favoured up until 1922, but after this date overhead inlet/side exhaust engines appeared, the 8/18 of 1923 being a typical

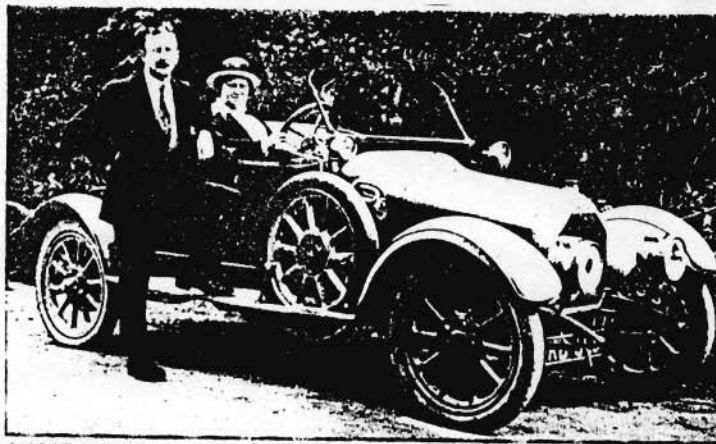
example. Other excellent fours, a 9/20 and 14/40 hp, consolidated the company's position by 1927, that year also seeing the appearance of a fashionable six: the 20/55 hp model. However, 1930 saw the take-over of the company by the Rootes brothers and the appearance of two more sixes, the 2.1-litre 16/50 and 3.5-litre Snipe. The final departure of the overhead inlet/side exhaust engine came in 1932, Humber settling down to their traditional role of providing cars for the upper middle classes. The following year came the 1.7-litre four-cylinder 12 hp, though by the end of the decade the company was only producing six-cylinder models, the 4.1-litre Super Snipe and its variants being made during the Second World War. After the war, production of

these side-valve sixes continued, the Snipe and 4.1-litre Pullman range being augmented by a 2-litre four-cylinder engine of Hillman origins in the Hawk. Overhead valves did not appear on the Super Snipe and Pullman until the 1953 season, while the Hawk did not acquire them for another year: 1959 saw the re-emergence of the Super Snipe (it having been dropped for a short time) with a 2.7-litre engine, though this was later upped to 3 litres. The ailing Rootes Group was taken over by the Chrysler Corporation in 1964, the Sceptre of that year being a more luxurious version of the Hillman Minx, this having a four-cylinder engine of 1.7-litre capacity. This was the only upholder of the Humber name, the re-styled Sceptre being phased out in 1976.

Contributed by Steve Ilic.



1904 Humber 5hp Olympia Tricar



A 1915 11hp Humber two-seater



c1921 15.9hp Humber Tourer



1953 six-cylinder Humber Super Snipe

Humber

Car Club of Australia Inc.

9 March 1989

Mrs Margaret Willimott, Humber Car Club of Victoria Inc.,
23 High Street,
WATSONIA VIC 3087

Dear Margaret,

This long overdue letter is firstly to thank the Humber Car Club of Victoria Inc. for their generous donation towards the running of 'Jenny', the bash car in the Bourke to Broome in May this year. You will be pleased to know that we have achieved what many said would be the impossible, that is to raise the \$8,000 entry fee for 'Jenny' and although we are still keen to get as much sponsorship as possible, we are certainly glad to have got over that hurdle. Another happy event for us has been the sponsorship of Veedol Oils who are supplying all the oil and petrol for the long journey to Broome and back. If you have been following the reports on 'Jenny' in the New South Wales magazine, you will have noticed that we have been very lucky with our sponsors who have been most sympathetic to our cause and most generous.

We will be painting your Club's name on the car as well as placing your window sticker on. Now that the pressure is off a little, I will try to keep you more informed of events as the next few weeks go by.

The second matter is that of the 1990 National Rally. We have received advice from the South Australian Humber Club that they are unable to hold the 1990 National Rally due to their Darwin trip and that the Queensland Club is also unable to hold the Rally.

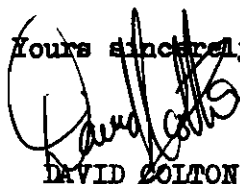
At our February General Meeting, our membership made a decision that they wanted to continue the National Rally on a two-yearly basis, and so, amongst all the Bash upheaval, our Club decided to hold the 1990 National Rally at Easter and the chosen location is the town of Cowra, New South Wales.

An advance party has already made enquiries and facilities appear to be excellent, with the number of motels, country clubs, hotel and caravan parks, giving a wide and varied price range which should enable us to find accommodation to suit every pocket. The Shire Clerk and Police have already expressed interest and the town is of reasonable size and close to many picturesque villages and tourist attractions which we feel will make it ideal.

Due to the late start with this venture, we need to know IMMEDIATELY if your members would be interested in attending this National Rally. We need to make accommodation bookings by Easter which is only two weeks away. An approximate indication of likely numbers would be sufficient at this time, just so long as we can hold some reservations in Cowra. Deposits on reservations would be required to be PAID BY THIS COMING DECEMBER.

We apologise for the haste in this matter, but if we are to get this event organised, we must act immediately.

Yours sincerely,



DAVID COLTON,
Honorary Secretary

Transfer of Registration...

...New Procedures.

Introduction

From March 1988 new procedures to transfer the registration of a used vehicle will be in operation.

Blue labels for the sale of unroadworthy vehicles are no longer available.

New requirements...

1. A registered vehicle can only be transferred with a current Certificate of Roadworthiness, or with the vehicle number plates removed and the vehicle's registration suspended.
2. The RTA may suspend a vehicle's registration if all transfer requirements are not met.
3. Suspension of the vehicle's registration is affected by returning the vehicle's number plates to any RTA office and applying for suspension of the registration.
4. Any application for transfer of vehicle registration must be forwarded to the RTA within 7 days of the sale of the vehicle.

Buying or Selling through a Dealer...

When purchasing a vehicle from a Registered Used Car Dealer the buyer must give to the dealer a completed Notice of Acquisition and pay the dealer the appropriate transfer fee and stamp duty.

The dealer must within 7 days send to the RTA the completed Notice of Acquisition and a corresponding Notice of Disposal, together with a current Certificate of Roadworthiness and the appropriate transfer fee.

It will be the dealer's responsibility to forward the appropriate stamp duty payment to the Stamp Duties Office.

When buying a vehicle from a dealer you should not take possession of the vehicle unless the dealer has in his possession a current Certificate of Roadworthiness.

Also selling a vehicle to a dealer you must be supplied a current Certificate of Roadworthiness.

Buying & Selling Privately...

When selling a vehicle to a person who is not a dealer, the person selling the vehicle must -

1. complete a Notice of Disposal and forward it to the RTA within 7 days of the date of sale; and
2. give to the buyer the Certificate of Registration and either a current Certificate of Roadworthiness; or return the number plates to an RTA officer and apply for the vehicle's registration to be suspended.

The person buying the vehicle must within 7 days from the date of purchase send to the RTA a completed Notice of Acquisition and a current Certificate of Roadworthiness for the vehicle. These are to be forwarded together with the appropriate transfer fee and stamp duty payable.

Auction Houses...

Most Auction Houses are Registered Used Car Dealers and generally act as clearing houses for the motor trade.

Where an Auction House disposes of a vehicle to another dealer, there is no requirement for a Certificate of Roadworthiness to finalise the Transfer of Registration.

Where an Auction House sells a registered vehicle to any person other than a dealer, a current Certificate of Roadworthiness must be supplied or the vehicle's number plates removed and returned to the RTA with an Application for Suspension or Cancellation of the Registration.

Use of Suspended Vehicles...

When the registration of a vehicle is suspended a purchaser is permitted to drive the vehicle from its place of acquisition to his/her place of residence. From that time, vehicles under suspension can only be used on a highway when travelling to and from a licensed tester or in the course of necessary testing, repair, alteration or renovation by a dealer or licensed tester. Under no other circumstances should a vehicle be used whilst its registration is suspended. Heavy fines may be incurred for failure to comply with this requirement.

HUMBER CAR CLUB OF VICTORIA INC.

ANNUAL REPORT 1988/89 - EVENTS & SOCIAL OUTINGS

The 1988/89 year has seen the Club continue to develop in a number of different ways.

We are now at our strongest ever in the member area with a total of 173 members excluding additional family members.

Following some very well supported fund-raising activities during the previous year we were able to cover the quite heavy expenses incurred in running the 6th National Rally and club finances are now also in a most healthy situation. This has allowed the Committee to recommend no increase in fees for the coming year. In fact it has been suggested that family subscriptions be slightly decreased in an attempt to encourage a greater family base for the club's social activities.

The traditional monthly social outing has continued to be run throughout the year with varying degrees of support. The tendency has been to combine forces with other classic car clubs for combined functions. This year we have had outings with the Daimler, Chevrolet, Rootes Group, Standard Vanguard and Austin Motor Vehicle clubs whilst other clubs sent representatives to our Concours Display Day.

Most popular events during the year were the Westernport Pub Day, the Picnic at Hanging Rock and the Christmas Break-up (Presentation Day).

The addition of a Spit-Roast Luncheon to the Concours program was an outstanding success and it's continuation should be considered for future years.

A major project during the year was the organization of the 6th National Humber Rally at Swan Hill. This was endorsed as an official Bicentennial activity and although total numbers were down on previous rallies there were participants from the 5 eastern Australian States. Overall winner of this event was Victorian member Bill Holmes with his Series II Snipe Estate car.

The Club has received a generous measure of public and media exposure during the year. Club cars were involved in filming of several TV series including "All the Way". Members' vehicles also participated in a variety of promotional videos, shows, parades and displays all of which gained us new members as well as valuable publicity.

The Committee's thanks goes to all who have generously supported outings, events and fund-raising functions throughout the year. A special thankyou must go to those ladies who have worked so tirelessly in the kitchen to provide supper after each meeting; the "friendly cuppa" we receive through the efforts of Joan Holmes, Pam Batten and Jill Webb is much appreciated. Thank you also to Club Photographer Frank Stockwin for his contribution to the recorded history of our activities.

Finally may I express my appreciation to Barry Bosnich for his untiring efforts in producing the fine Club newsletter, to Treasurer Brian Parkinson for his meticulous bookkeeping, to our President Bob Kennedy - "leader par excellence", to Secretary Arnold Goldman, a most methodical technician, and to all members of the Committee for their efforts in keeping the Club running smoothly into the 1990's.

Margaret Willimott

Margaret Willimott
Events Director/Social Secretary
24.2.1989

Coventry

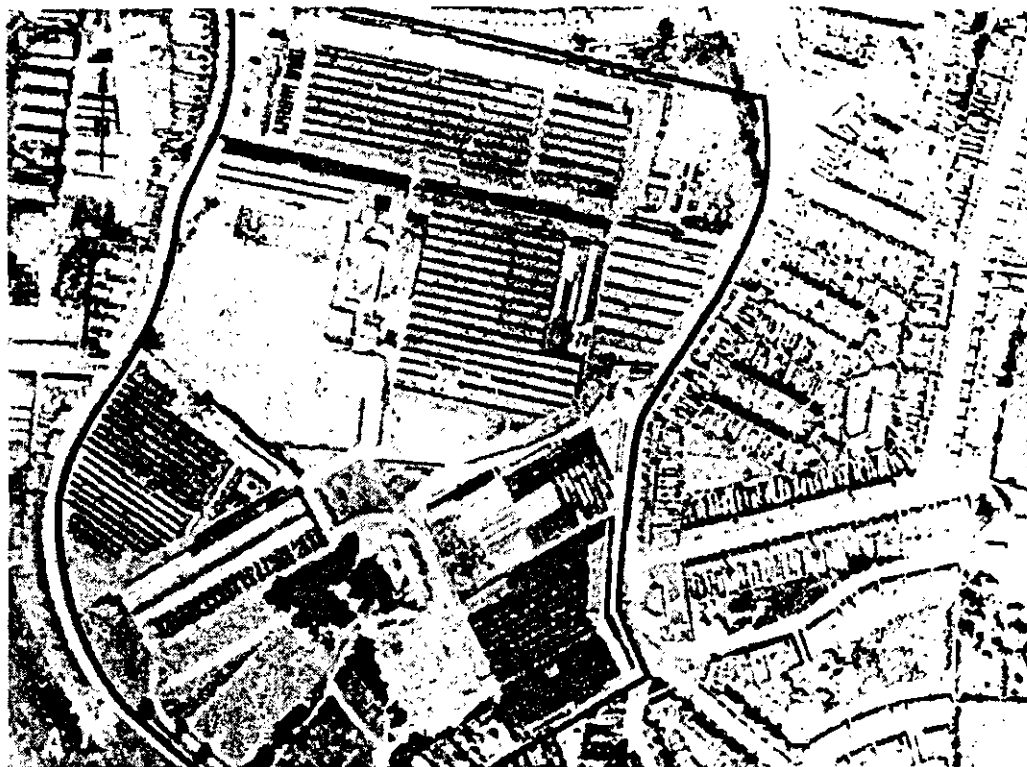
Werk für Flugmotorenteile Humber Hillmann & Co. Ltd. ○

Länge (westl. Greenw.): 1° 29' Breite: 52° 24'

Mißweisung: -11° 21' (Mitte 1940) Zielhöhe über NN 90 m

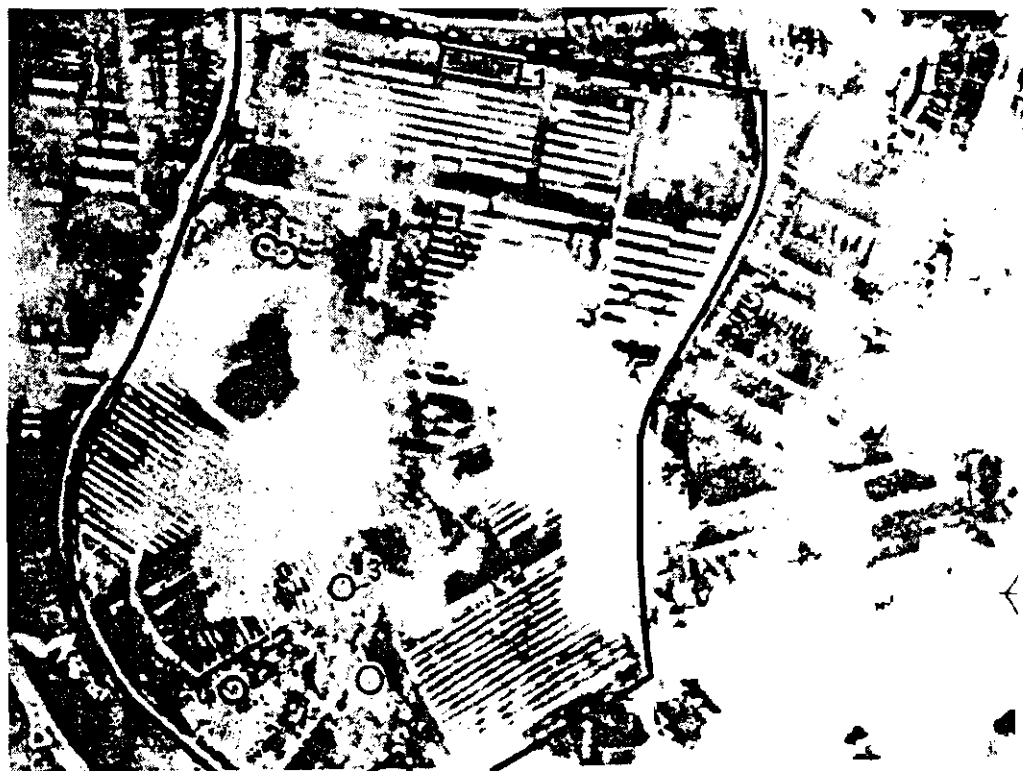
Maßstab etwa 1 : 5300

Lfd. Nr. 45
Genst. 5. Abt.
Dezember 1940
Karte 1:100 000
GB 23



Luftbild 468 R 10
vom 8. 9. 39

Vor den Angriffen



Luftbild 1036 b/40/384
vom 23. 11. 40

Nach dem
Groß-Angriff

☐ Zerstörungen:
etwa 1300 qm
○ Bombeneinschläge,
1) 2) 3) in Hallen

TARGET 738 HUMBER, HILLMAN & CO.

GERMAN AERIAL PHOTOS OF BOMBING OF HUMBER WORKS

Contributed by Jack Waring.

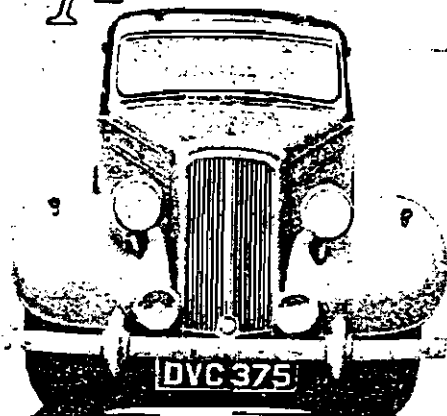
HUMBERING 50 YEARS AGO.

ROAD TEST OF A HUMBER SNIPE. IN JAN. 1939. J. BERRY

January 3, 1939.

The Motor

The Motor ROAD TEST



The

Humber Snipe

SPORTS SALOON

has a large container in the tail and if extra space is required the hinged lid can be fastened partially open so that with the waterproof cover in place everything is secure and dry without the necessity for a rear overhang.

Then there is the point that the passengers sit comfortably

suspended well within the wheelbase, so that the car can be taken over bad surfaces at speed without discomfort to the occupants. The degree of driving balance is such that is not often found in the more roomy family type of saloon body.

As to the engine, the successful Humber side-valve design shows up

A Car of Good Appearance: Fast and Quiet

THERE are few better-looking production models than the latest Humber Snipe Sports saloon. Modern cars are so well equipped and offer such good value for money that often there is little reason for paying a great deal more for specialized coachwork. The characteristic British love of individuality thus tends to find its outlet only when first cost is reasonably unimportant.

The Humber designers have shown their appreciation of this fact by introducing the Sports saloon throughout their range and it is this body fitted to the 21 h.p. Snipe chassis which is now under review. The fashionable treatment of the body and the general air of refinement which pervades the whole appearance of the car suggest something expensive, but in this case the finished vehicle costs only £43 more than the normal saloon, namely, £398.

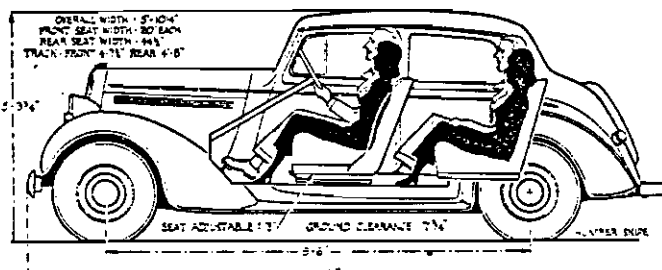
For an Exclusive Market

In some ways it might be argued that the Sports saloon is a less practical car than the lower-priced and more utilitarian version. The answer to such criticism is that no advantages are ever gained without attendant drawbacks and the Sports saloon is built specifically for a rather exclusive market. For example, the lid of the luggage boot does not turn itself into a platform and the transport of heavy trunks and perambulators might therefore be quite a problem. Similarly, it is impossible to wear a top hat inside the car and there are only four windows instead of six. None of these things matter particularly when the model is an alternative to a standard, more spacious saloon, but this sports model has also a number of appealing features entirely its own.

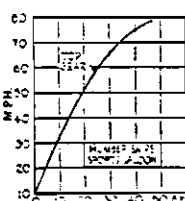
Take, for example, the question of luggage accommodation; anyone who is really keen on driving and who averages high speeds over long distances will agree that the proper place for passengers and baggage is as much within the limits of the wheelbase as possible. The Humber Sports

"The Motor" Data Panel (Humber Snipe Sports Saloon)

Price, £398; 18 m.p.g.; tax, £15 15s.; weight (unladen), 31 cwt.; turning circle, 40 ft.



ENGINE		CHASSIS	
No. of cyls.	6	Frame	Box girder, cross-braced
Bore and stroke	75 x 120 mm.	Springs	I.F.S. Semi-elliptic rear
Capacity	3,180.9 c.c.	Brakes	Lockheed hydraulic
Valves	Side	Tyres	Dunlop, 6.00 x 16
Rating	20.9 h.p.	Tank	13 galls.
B.H.P.	75 at 3,300 r.p.m.	Glass	Triplex



PERFORMANCE

	Top	3rd
m.p.h.	secs.	secs.
10-30	8.6	6.0
20-40	9.5	6.0
30-50	9.4	8.0
40-60	11.5	—
Max.	78.5	52

GEARS

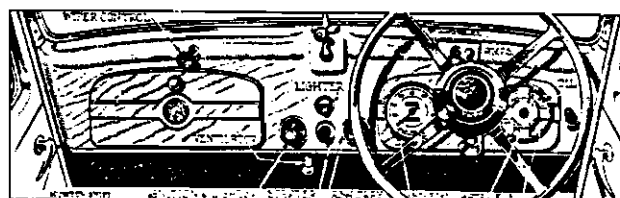
Top	4.3	Max. grndt. 1 in 8.6
3rd	6.3	Max. grndt. 1 in 6.0
2nd	10.2	Max. grndt. 1 in 3.6
1st	15.9	Max. grndt. 1 in 2.7
Engine speed, 2,670 r.p.m. at 50 m.p.h.		Pull, Tapley Q figure, 260.

HILLS

0-30 m.p.h.	6.5 secs.
0-50 m.p.h.	15.9 secs.
0-60 m.p.h.	24.0 secs.
0-70 m.p.h.	32.8 secs.
Standing 1/4-mile	22.4 secs.

BRAKES

30 m.p.h. to stop	1b. on pedal.
120 ft.	30
60 ft.	60
Best 32 ft. (92%)	82



SEATING.—Black figure portrays woman 5 ft. 5 ins. high, 25 ins. from hips. White figure shows 6-ft. man, 30 ins. from hips. Scale of drawing 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 Haring, Kirkstone and Rest and Be Thankful Hills. (S) means that the gear is synchronized.

BRAKES.—Table gives distance in feet from 50 m.p.h. as determined by a Ferodo-Tapley meter. Pressures needed to stop in shortest distance, in 60 ft. (normal short stop) and in 120 ft. or "allow 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 fierceness.

January 3, 1939

n21



Luggage accommodation is quite roomy and the spare wheel is housed outside under a neat metal cover.

well. There is power low down which gives the car a fine top-gear performance. The choice of gear ratios is consequent upon this flexibility and enables third gear to be designed for very rapid acceleration from speeds of less than 10 m.p.h. Second may be used for normal starting and general manoeuvring so that the lowest ratio is left for restarting on hills and in other ways coping with exceptional circumstances.

Both the engine and the transmission are exceptionally quiet throughout the range of speed and on account of the power available the Sports saloon becomes a lazy car in which to enjoy the averaging of very high cruising speeds.

The Humber type of independent front-wheel suspension with its transverse spring is widely known on account of its successful adoption throughout the entire range during recent years. Sufficient to say, then, that the car steers really well and that the suspension system is in every way admirable. It is important to keep the tyre pressures at the recommended figure because inattention in this respect tends to make the steering a little on the heavy side and might otherwise discredit the excellent road holding of the Snipe.

In keeping with the high quality of the workmanship used in the body construction of the Sports saloon are the interior fittings. The instruments are well placed and the seats offer real comfort and hold the passengers in position when travelling fast. The twin wind horns have the undoubted merit of volume without being offensive, while at night the system of extinguishing the head lamps with the dipper switch and bringing into action the special pass lamp on the near side has much in its favour. There is a specially controlled fog lamp on the off side and

tested from the customary 30 m.p.h., but they are equally good when used viciously at high speeds.

The Snipe Sports saloon is fitted with wheel discs which enhance the general appearance as well as making matters easier when the car is washed. The only criticism levelled against such wheel discs is that they have been known to restrict the passage of air around the brake drums and may cause overheating. This problem does not arise in the case of the Humber because during our test we carried out an interesting experiment which involved a

Interior equipment is good, the seats offering real comfort and hold passengers in position when travelling fast.



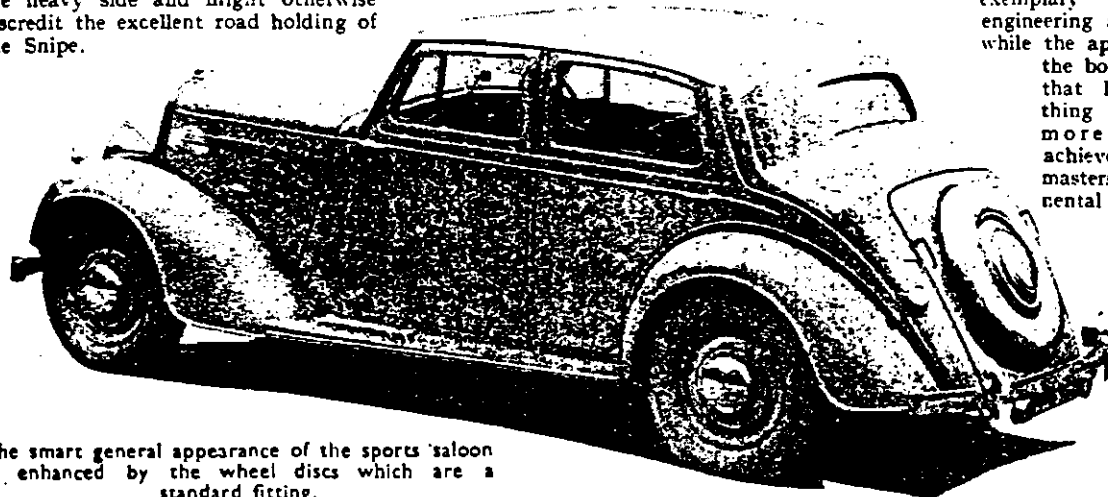
with this combination it is possible to put up good averages in all sorts of conditions. Independent reversing, stop and rear lights are fitted and there is a pair of useful ashtrays let into the backs of the front seats for the benefit of the rear passengers.

As the Snipe has a maximum speed of nearly 80 m.p.h. the question of braking power becomes important. The progressive action of the Lockheed hydraulic brakes contributes as much as anything to the high averages which can be achieved. Not only are these brakes calculated to show up well when

three-mile descent of the type of road more usually found on the Continent.

The car was driven really hard on this section and the brakes were used constantly and heavily. At the end of the run they were certainly warm but it was possible to rest one's hand upon any of the drums without discomfort; there was no trace of brake fade apparent at any time.

The Snipe Sports saloon is best summed up by remarking that as to acceleration and quiet running the car sets a high standard. Steering, road holding, brakes and lights are all exemplary of British engineering at its best, while the appearance of the body has just that little something which is more usually achieved by the masters of Continental coach craft.



The smart general appearance of the sports saloon is enhanced by the wheel discs which are a standard fitting.

buy a car made in the
UNITED KINGDOM



MINUTES OF GENERAL MEETING OF H.C.C.V. INC.
HELD ON FRIDAY 24TH FEBRUARY, 1989
AT DEEPDENE PARK HALL

Meeting opened by President Bob Kennedy at 8:25pm and a cordial welcome extended to all present.

President: Approximately 30 members as per attendance book.

Apologies: Received from Arnold Goldman, Nancy Kennedy, Andrew Scott, Ron Hallihan, Barbara Dunlop, Joan Holmes.

Visitors: None.

Minutes: Minutes of the previous meeting as printed in the February Humberette were accepted on the motion of Ray Webster, seconded Vic Wilson.

Business Arising: New A.O.M.C. delegate is Lloyd Hughes not 'Williams' as printed in Humberette. Alteration will be made.

Correspondence: (i) From S.A. Club re next National Rally. (ii) Southeby's re latest car auction 8th April. (iii) Austin Motor Vehicle Club with details of an all British Autojumble on July 16th (details from Hans Pedersen 723 4838). (iv) Zephyr and Zodiac Club re Elaine Display day. (v) Marque Publishing Co (NSW) details of their book 'Making Money from Collectable Cars'. (\$13 each if six or more copies are ordered through the club).

Exchange Magazines: C.H.A.C.A., SATOC News, Austin Motor Vehicle Club, Humber Car Club of S.A., Austin A40, Humber News, Wolseley Hornet, Chevrolet Car Club.

Correspondence accepted on the motion of Dave Denner, seconded Vic Wilson.

Treasurer's Report: Presented by Brian Parkinson. Balance at 1/2/89.

(Fixed Deposits)	\$5000.00
(Current Account)	\$1038.59
(Accounts for Payment)	\$ 431.24
(Balance - Current Account)	\$ 607.35

Report accepted on motion of Ray Webster, seconded Keith Willimott.

Editor's Report: Presented by Barry Bosnich. New covers are in use this month with some changes to the advertisers. 194 magazines were distributed during February. Articles and photos for publication always welcome; especially needed are articles/members accounts etc on Vogues and Sceptres.

Events Director's Report: Presented by Margaret Willimott. Club invited to attend Daimler Lanchester Concours at Deepdene on March 19th. Details of Rootes 'G.T.' and Elaine Display Day as per Calendar Page. Assistants needed for Classic Car Show stand on Easter Saturday, Sunday and Monday. Bob Kennedy gave information on Darwin Trip which departs June 3rd from Port Augusta.

Technical Officer: No report.

A.O.M.C. Report: Presented by Rob Dunlop. Delegates meeting Monday Feb 28th. American Motoring Show, Sunday 27th and European Shown/Delegates Picnic the following Sunday (March 5th). Due to the reduced numbers on A.O.M.C. executive they may be looking for alternative groups to run the motoring shows. A working party is enquiring into compulsory third party property insurance.

General Business: Peter Shelden commented on exhaust system layout not in Owner's Manual - Spare Parts Manual has it. Barry Bosnich has service schedules for give-away. Humbers recently featured in Weekend Australian, TV (Humber hearse) and on 3MMM radio. Jack Waring has movie camera for loan. Considerable discussion on next National Rally regarding time, location and host club. Following a poll of members present, the majority decision was that Easter 1990 be the preferred date with one club handling the organization at a central location such as Forbes. Alternative suggestion was for an informal get-together of all clubs at a central spot.

Meeting closed at 9:25pm.

Margaret Willimott
(Acting Secretary)

MINUTES OF ANNUAL GENERAL MEETING OF H.C.C.V. INC.
HELD IMMEDIATELY FOLLOWING THE GENERAL MEETING
ON FEBRUARY 24TH, 1989.

Rob Dunlop was asked to chain the meeting for the election of Office Bearers.

Elections: There being no written nominations received prior to the meeting, the Chairman called for nominations from the floor. Only one nomination was received for each position and the following were elected unopposed:-

President - Geoff Webb (nominated B. Kennedy, seconded W. Holmes).

Vice President - Margaret Willimott (nominated B. Parkinson, seconded V. Wilson).

Secretary - Arnold Goldman (nominated B. Kennedy, seconded B. Trubie).

Membership Secretary - Arnold Goldman (nominated V. Wilson, seconded R. Webster). Steve Ireland volunteered to assist Arnold where possible.

Treasurer - Brian Parkinson (nominated M. Willimott, seconded P. Batten).

Editor - Barry Bosnich (nominated V. Wilson, seconded B. Kennedy).

Events Director - Dave Denner and Peter Shelden were both nominated but unfortunately unable to accept. This position remains unfilled.

Regalia Officer - Barrie Trubie (nominated K. Willimott, seconded V. Wilson).

Librarian - Dave Denner (nominated K. Willimott, seconded F. Pietersen).

General Committee Member - Jill Webb (nominated M. Willimott, seconded B. Bosnich).

The Technical Advisors listed in the Humberette agreed to continue in those positions. Rob Dunlop, Lloyd Hughes and Margaret Willimott were appointed as A.O.M.C. representatives. Hall Committee representatives appointed were Peter Shelden and Graham Hardy. Rob Dunlop then handed the meeting over to the new President who continued with the business.

Minutes of the previous A.G.M.: Rob Dunlop moved that the minutes of the 1988 Annual General Meeting as published in the March 1988 Humberette be taken as read, seconded B. Kennedy. Motion passed.

Financial Statement: Presented by Brian Parkinson. A full report will be published in the Humberette following audit. Peter Shelden moved that the Treasurer's Report be accepted subject to audit, seconded Bob Kennedy. Motion carried. Mr. Ian McDonald was appointed as Auditor for 1989.

Annual Report: Copies were distributed to the meeting by Margaret Willimott and will be published in the next Humberette. Report received on motion of Brian Parkinson, seconded Pam Batten.

Fees for 1989/90 Club Year: It was moved by B. Parkinson, seconded B. Kennedy that the fees for 1989/90 as recommended by the Committee be accepted. These were City Membership (all categories) \$20, Country Membership (all categories) and Associate Membership \$15. After considerable discussion the motion was passed.

The new President then thanked retiring President Bob Kennedy for his many years of service on the club executive. Bob responded by thanking the members for their support over the years and wishing the new Committee well.

Meeting closed at 10:10pm for supper.

Margaret Willimott
(Acting Secretary)

WANTED

Series I to VA S/Snipe, must be in good restorable condition.
Contact: Jim Kent, Casterton, Ph: (055) 811 414.

* * * * *

WANT something to do on your days off? Come down to Tyabb, No. 1 Peacock Lane opposite the railway station. 50,000 sq ft of antiques and nostalgia. Buy at the dealers price at the Tyabb Antique Warehouse open seven (7) days a week. If you want to sell any old bits of furniture or other old bits and pieces, contact Nancy or Bob Kennedy on 789 5119 - Licenced Second Hand Dealer.

Water Temperature

By Maurice Rachow

Well, summer is with us again so I think it is time to examine how well we are cooling the engine of our cars. As I have spent a lot of time keeping the engine of my Series 5A cool I think it would be better if I told you what I did and you can decide just what you want to do with your car.

Firstly let's examine the 1st of the 5 components that go to heating the engine. Notice I said heating and not cooling the engine! First up is the temperature gauge. Most people will panic as soon as the needle goes into the Red Zone and start to blame the radiator, but wait, is the gauge reading correctly? Humber use a 10-volt system for the Fuel and Water gauges which takes its power from a small tin box screwed onto the back of the Dash above the cigarette lighter. This regulator is probably a bi-metallic vibrator, open-close-open etc., taking 12 volts in and giving 10 volts out. Now if the regulator, due to old age etc., gives out more than 10 volts, then the gauge reading will be high. How do you check it? Two ways, first on a cool day the temperature needle should be dead centre of the gauge, or second, put a multimeter on the gauge and read 10 volts if you're lucky. If you are satisfied your gauge is O.K. we will move on to the water pump. Unlike the Rover which had an aluminium Impellor which used to corrode away and so did not pump a good flow, the Humber has a Cast Iron Impellor and should last a lifetime, so scratch the water pump and move onto the Radiator.

The Radiator is the most ignored but easy component to fix; if you do not know when your radiator was removed and stripped by a radiator shop, do it now. If you have or had rusty water showing in the radiator you could have blocked core tubes and an overheating problem. Believe me it is no good just cleaning the radiator with a garden hose. The top tank should be removed and the tubes cleaned out by an expert. I have mine done about every 3 years or so, even when I use an Inhibitor in the water.

Next on the list is air flow. I have fitted a second fan blade to the water pump pulley as I consider the 2-bladed fan which may be good in a cold climate is not good enough in our hot climate, so we have now increased the air flow at slow speeds or at idle in traffic, so what's next. The Series 5A has a gearbox which cools its oil through the bottom tank of your radiator. This again may be O.K. in the cold but is murder out here. So what to do? Why, fit an external oil cooler and stop trying to overheat your engine water by feeding the heat from your gearbox into your radiator.

Now that you have decided to fit the oil cooler, the question remains, where? Most people fit it behind the grill and in front of the radiator. Not I! I am trying to keep the radiator as cool as possible, so where to put it? I simply fitted it on the right hand side of the engine, attached to the mudguard so it would be in the air flow of the fan.

So, we have checked the gauge, pump, radiator and gearbox. What's next? It's a funny thing called a Thermostat.

The Thermostat. Over the years I have heard some funny stories about thermostats, and have come to the conclusion that most people just do not know what it's for. Can you answer that question? Yes, it is to keep the engine HOT not cold. Some people seem to think the engine will run cooler if the thermostat is removed. What do you think it's for?

Let's start with the basics. The engine is designed to run at a certain temperature. The engine will not run properly until this temperature is reached, the thermostat remains closed until our required temperature is reached and then it opens about $1/8"$ to allow a Controlled Flow of water to circulate. If the radiator is a good one, and you remove the restrictor called a thermostat, then the water will flow too fast through the radiator to cool it. Remember the radiator is a heat exchanger, to transfer the heat from the engine water to the air. The design is such that the size of the radiator, the flow of the water pump etc., and the thermostat control a flow rate of water through the system, and to cool the engine. Some of you may remember the early Rolls Royce cars that had a vertical plate in front of the radiator, this was thermostatically controlled and remained closed until the engine warmed up and then this opened to control the water temperature.

Now here is a tip that even I use sometimes when I am caught in heavy traffic on very hot days. Open your windows, select Hot on your dash lever, select Car on the other lever, and switch On your hot air fan to High if you have a 2-speed fan. Why can I ask? Well, apart from cooking yourself, you are putting into your cooling system another small radiator, and when you switch on the fan to increase the air flow through the radiator (unfortunately into the car), you are simply increasing the area of the heat exchange in your water system. So when you speed up out of the traffic jam, select cold, close off the air supply and be thankful you may have saved your engine from overheating.

Now for those who wish to overhaul their cooling system — here's how.

Editor

Cooling System Series I to V & Imperial — similar basics apply to Mark model Humbers.

General Description (see Fig. 1)

The cooling water is circulated by an impellor type water pump of which the housing and mounting is an extension of the timing case. This pump is driven by the vee belt that also drives the generator. The radiator cooling fan is bolted to the pump driving pulley on the pump spindle.

The cooling system is not required to come into full operation until the engine has reached its normal working temperature and after starting a cold, or partly cold engine it is desirable to reach the working temperature as quickly as possible.

To accomplish this, a thermostatically operated valve known as the thermostat, is mounted in a cast body at the front end of the cylinder head. This body forms part of the hot water outlet pipe which is connected to the radiator top tank by a rubber hose.

When the engine is cold or partly cold the thermostat valve remains closed, and the water pump can only circulate the water through the cylinder head, around the cylinder jackets, into the

inlet manifold jackets, and back through a small pipe to the intake side of the water pump.

After starting the engine the water temperature will rapidly rise, but circulation of the water does not commence until the thermostat opens and water commences to flow through the radiator. For operating temperatures see General Data.

When the engine is hot, the thermostat is open, and water is drawn from the radiator bottom tank by the water pump and delivered into a long gallery on the top left-hand side (nearside) of the cylinder block. From this gallery water is fed up to the cylinder head through six cast holes in the cylinder block and cylinder head so positioned that the water flows around the exhaust valve seat jackets. Six cast holes in the side of the same water gallery feed the water around the cylinder barrels after which it enters the cylinder head by 6 cast holes that pass the water around the inlet valve jackets.

Water leaves the cylinder head at the front end through the thermostat housing and passes to the radiator top tank through the top water hose.

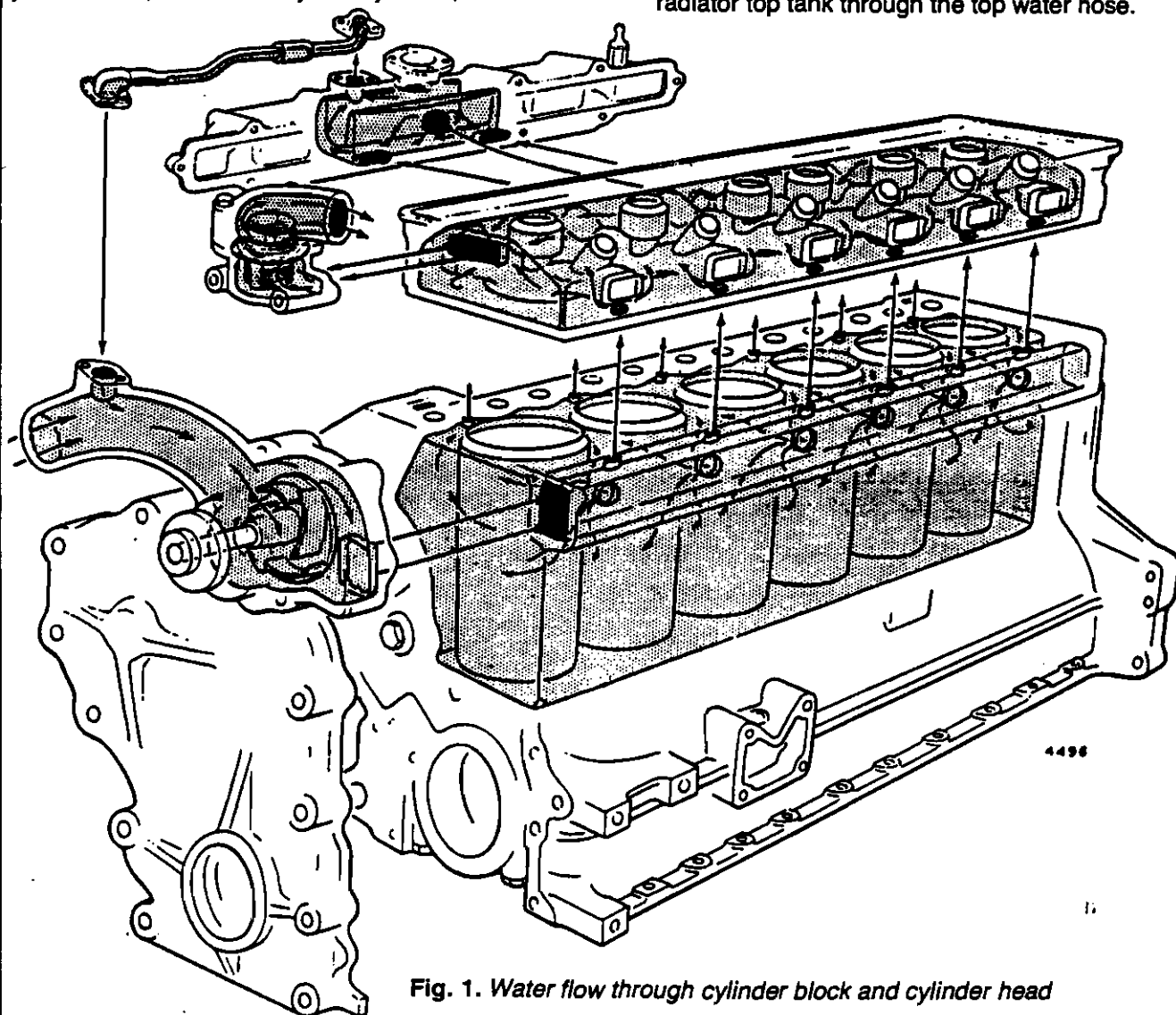


Fig. 1. Water flow through cylinder block and cylinder head

Remove the radiator filler cap.

Open drain tap in bottom tank of radiator (or preferably remove the tap complete), when engine is still hot; also open or remove tap from left-hand side of cylinder block.

Allow time for engine to cool after all water has drained off. When cold, flush radiator through to remove all loose sediment by means of a hose inserted in the filler neck.

Fill system to normal level with a solution of flushing compound (several reliable brands of which are available) and run the engine as directed by the makers of the compound.

It is important to drain off the flushing compound directly it has been used for its recommended period.

Finally, flush the system thoroughly with running water by means of a hose, turn off drain taps and fill system to normal level with soft water or anti-freeze mixture as required.

When using flushing compounds it is important to avoid splashing the paintwork of the car as they can have an injurious effect.

In very dusty conditions, and where insects are numerous, the radiator tube system should be kept clean by blowing through with compressed air from the engine side.

RADIATOR

To remove and refit

Drain cooling system.

Disconnect top and bottom water hoses.

Remove six fixing bolts that secure radiator to the baffle plates. There are three bolts each side.

A furred radiator which is removed from a vehicle during overhaul should not be allowed to dry out, as when this occurs, the deposit inside will set hard and will not soften when the radiator is refilled and used again. Always cleanse the radiator immediately and whilst still wet inside, or seal up the apertures and fill with water pending treatment. Alternatively, the radiator can be left immersed in a suitable tank of water.

Do not invert the radiator or lay it flat as this allows any sediment which has accumulated in the bottom tank to pass into the cooling ducts. Always store the radiator in its normal upright position.

Replacement is made in reverse order. Fixing bolts and their cage nuts should be lubricated with thick oil to prevent rusting of the bolt threads.

THERMOSTAT

To remove and refit

Drain radiator to below thermostat level.

Disconnect water hose connecting thermostat housing to radiator top tank.

Remove two nuts securing thermostat cover housing and lift out thermostat.

If the thermostat valve is found open, it may be assumed that it is defective and a new one should be fitted.

When refitting, a new joint should be made between the thermostat cover housing and the housing into which the thermostat is fitted.

To Test

Suspend unit in a vessel of water with a thermometer.

Heat the water slowly, noting the thermometer reading and stirring the water continually.

For thermostat valve opening temperature see General Data.

Thermostats are sealed and their setting at manufacture is specialised work. Always in doubt exists. If a replacement is not immediately available, it should be left out, as a failure can cause serious overheating.

WATER TEMPERATURE GAUGE

This instrument is electrically operated and consists of two units, which are the temperature element in the thermostat housing and the temperature gauge in the instrument panel. The units are connected by a single insulated lead to the wiring harness, and temperature is recorded when the ignition is switched on.

It is most important that the interconnection between the gauge and the temperature element should be shorted to earth when the ignition is switched on. If this occurs the temperature gauge winding will burn out and for this reason the gauge should be disconnected or the end of the lead insulated when it is removed from the terminal.

Removal of Element

Drain the radiator low enough to allow removal of element without loss of water or anti-freeze.

Disconnect battery.

Pull the insulated lead off element terminal.

Unscrew, and remove element.

Removal of Temperature Gauge

Two electrical leads have to be disconnected. Remove the two knurled instrument fixing nuts from the instrument head to allow the instrument head to be fitted into the instrument panel.

To Check Temperature Gauge Reading

Remove the temperature element and connect the outer body to the thermostat housing and screw into the ignition. Immerse the element in a vessel of almost boiling water and note the temperature of this water with a reliable thermometer. A comparison of the gauge thermometer reading with the instrument thermometer will show if the latter is reasonably correct.

WATER PUMP

Reconditioned water pumps are available.

To remove and refit

Drain cooling system and remove radiator.

Slacken generator mounting bolts and remove fan belt.

Remove the four bolts securing fan blades and fan pulley to the pump spindle boss.

Disconnect heater hose (if fitted).

Disconnect bottom water hose connected to the pump inlet.

Disconnect by-pass pipe by removing the two nuts holding the pipe flange to the pump intake.

Remove bolts and nuts securing water pump to timing case and remove water pump.

To dismantle

A sectional view of the water pump is shown in Fig. 3. The impellor and fan pulley centre are a press fit on the pump spindle which forms part of a specially constructed shaft and bearing unit.

The bearing unit is lubricated in manufacture only.

There is no provision for renewal of the lubricant in service. It is therefore most important not to wash the complete pump in petrol (gasolene), paraffin (kerosene) or any other form of cleaning fluid, as these would enter the bearing and destroy the lubricant. Cleaning of the pump body should be left until the pump is dismantled.

The pump should be dismantled in the following manner:—

1. Remove bearing locating screw. See Fig. 3.

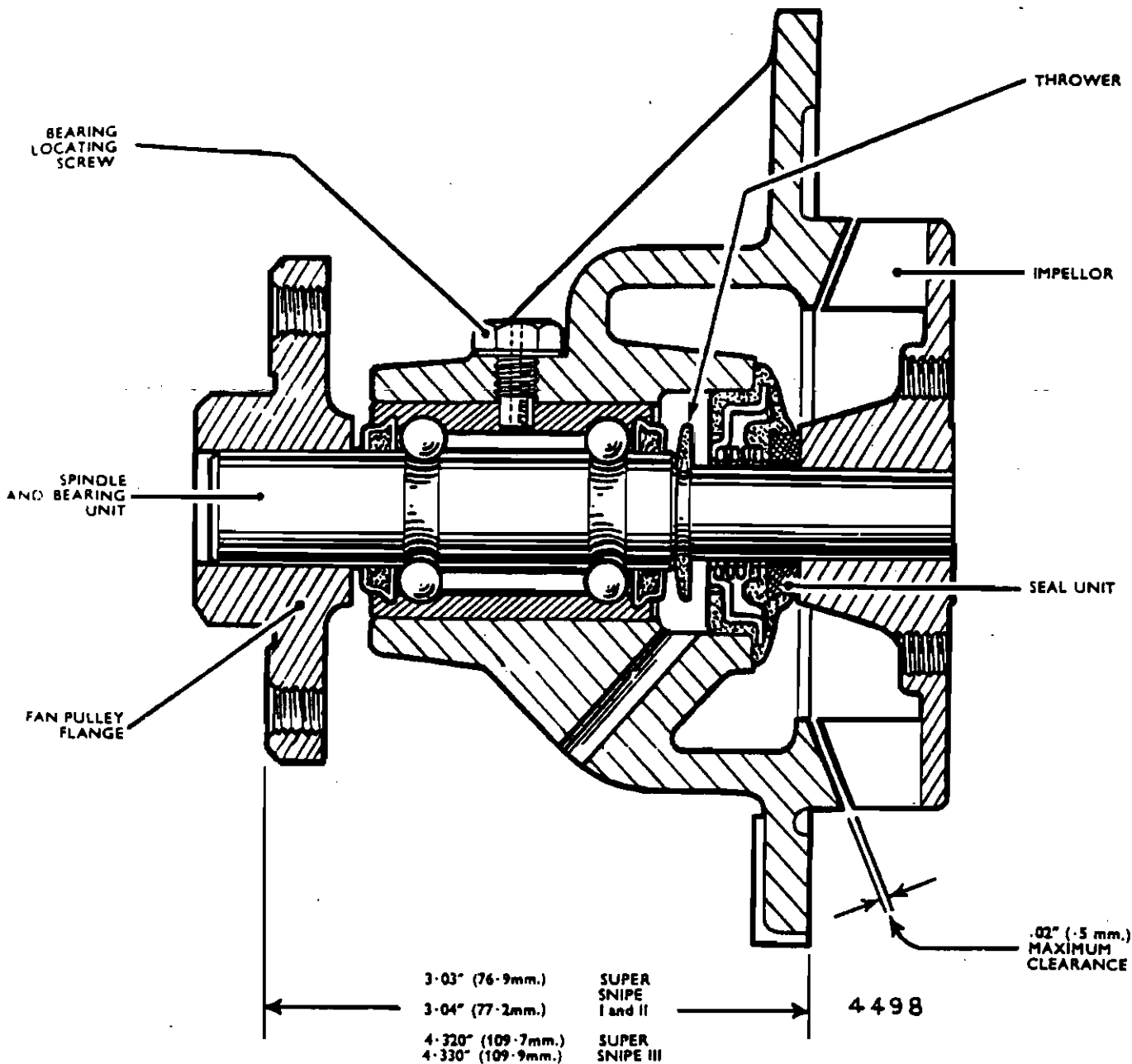


Fig. 3. Sectional view of water pump

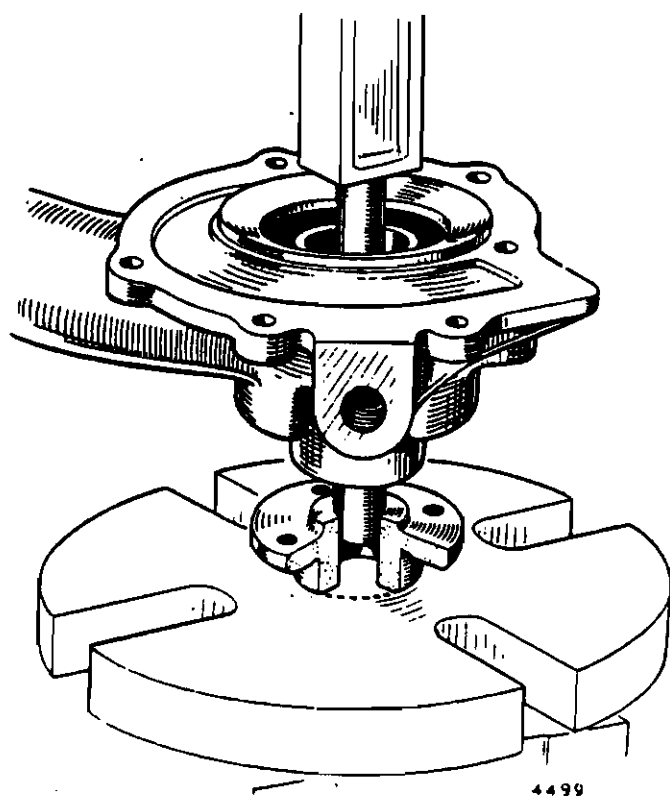


Fig. 4. Pressing pump spindle into fan pulley centre

2. Support pump body and press on spindle at the impellor end. This will bring the impellor against the pump body and allow the spindle to be pressed out of the impellor and housing leaving the water seal in position.
3. Lift the water seal out of the pump body.
4. Carefully examine the spindle and bearing unit. If the bearing shows any signs of wear, or roughness when rotated, the fan pulley centre should be supported on its underside and the spindle pressed out.
5. Clean out all deposits from the pump body and inspect this item. If there are any signs of wear or deterioration in the bearing bore, or the face immediately behind the impellor, the housing should be renewed.

The water seal has a carbon face mounted in a rubber housing. This face is held against the machined face on the rear of the impellor by a spring in the rubber housing of the seal. If either of these parts are worn, or if the pump is leaking these parts should be renewed.

It is most important to have a smooth flat face, square to the axis of the spindle, on the part of the impellor in contact with the carbon face of the seal.

To reassemble

Place the bearing unit in the pump body with the larger diameter of the spindle to the front of the housing, lining up the locating hole in the bearing with the threaded hole in the pump body.

Replace the bearing locating screw in the top of the pump body.

Place the fan pulley centre on a press table and press the larger diameter of the spindle into the pulley centre, as illustrated in Fig. 4, until the front face of the pulley is positioned as shown by the dimension in Fig. 3. This position ensures the correct alignment of the fan pulley to the crankshaft pulley.

Place the thrower disc in its groove on the spindle.

Place the water seal on the smaller diameter of the spindle with the carbon face towards the back face of the water pump, and push the seal firmly into the housing. See Fig. 3.

Support the pump spindle end inside the fan pulley centre as shown in Fig. 5 and press the impellor on to the shaft until the impellor is in the position shown in Fig. 3. It should be noted that .02" (.35mm) is the maximum clearance.

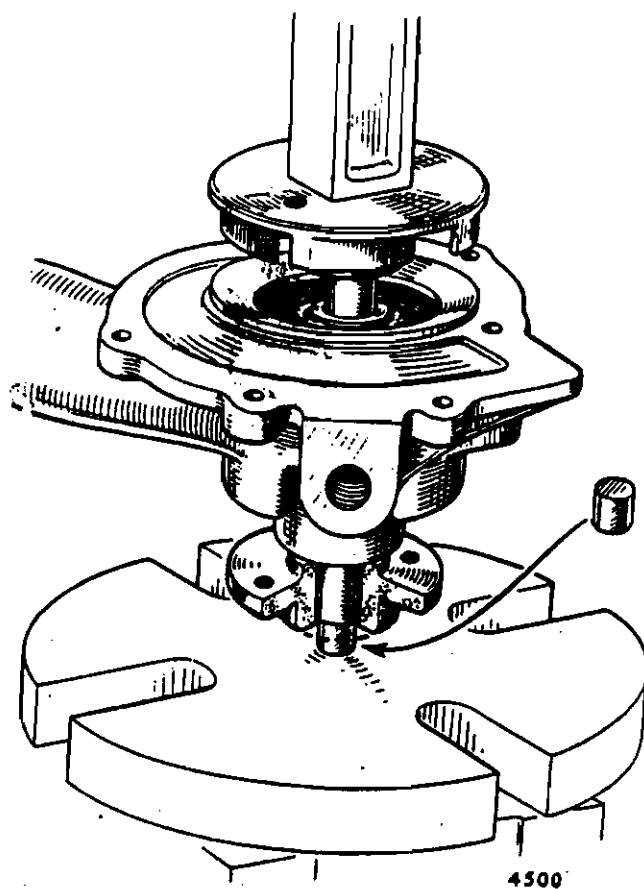


Fig. 5. Pressing pump impellor on to pump spindle

Radiator Relief Valve (see Fig. 2)

Incorporated in the radiator filler cap is a spring-loaded relief valve which prevents water loss through the overflow pipe when the water is at normal level.

In addition this valve allows a small pressure to build up in the cooling system, which raises the boiling point of the water. This is a great advantage at high altitudes and under tropical conditions.

For pressures see General Data.

As the system cools down a partial vacuum is formed and this is relieved by entry of air through the overflow pipe and the vacuum release valve, which is built into the pressure relief valve.

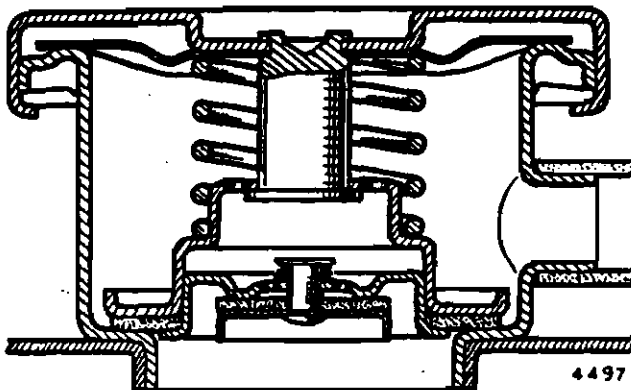


Fig. 2. Radiator relief valve

Draining the Cooling System

The radiator drain tap, and cylinder block drain tap are situated on the right-hand (offside) of the engine. The cylinder block drain tap must be opened as the block will not drain with only the radiator drain tap open. Where a car heater is fitted the temperature control should be set to the HOT position.

Refilling the Cooling System

Whenever possible, clean rain water or softened water should be used in preference to tap water.

As the car heater unit is higher than the radiator filler cap level the following precautions are necessary when refilling a completely empty cooling system.

The temperature control must be set to the HOT position and the radiator filled in a normal manner.

The engine should then be started and the heater outlet pipe connection slackened off on the water control valve to allow air to be displaced as the heater system fills. Immediately water appears at the slackened connection it should be tightened.

Finally, the radiator should be topped up to replace the water that has filled the heater system.

FROST PRECAUTIONS

Without using Anti-freeze

During frosty weather the cooling system must be drained if the car is left in an unheated garage,

care must be taken to drain the cylinder block as well as the radiator.

When the car is used in very cold weather without anti-freeze in the cooling system, great care should be taken to ensure that the radiator is warm before attempting to drive the vehicle. If this is neglected there is a danger that the radiator may freeze if the car is driven in temperatures below freezing point before the thermostat is open. In cold weather the bottom of the radiator should be blanked off so that bottom tank keeps warm, because it is here that freezing commences.

Using Anti-freeze

To avoid the possibility of the cooling system freezing whilst the vehicle is stationary, or whilst being driven in very cold weather, it is recommended that an anti-freeze mixture is used, and added in the quantities recommended by the anti-freeze manufacturers.

We recommend anti-freeze mixture based on inhibited ethylene glycol. Mixtures using alcohol as a base are not suitable, as this will cause loss of anti-freeze by evaporation.

Before putting anti-freeze compounds of any kind in the cooling system, it is imperative that the cylinder head and all hose connections should be checked for tightness, as these compounds have a very searching effect and should any leak into the sump, very serious damage may occur owing to the possibility of engine seizure.

Cars with anti-freeze in the cooling system should have a label attached to the header tank of the radiator, under the bonnet, to indicate the fact.

The following precautions are necessary on cars so marked:—

- Never fill the radiator up to the overflow. Leave space for the natural expansion of the mixture to avoid unnecessary topping up and consequent dilution. Top up when the system is warm.
- If the cooling system has to be emptied, run the mixture into a clean container and use again.
- If for any reason the mixture is lost and the system is filled with water, REMOVE THE ANTI-FREEZE LABEL ON THE HEADER TANK.

Heaters

Where a heater unit is installed, a reliable anti-freeze mixture must always be used, because even when the cooling system is drained, a small amount of water remains in the heater unit. If this water freezes the heater will be seriously damaged. (See also under "Refilling the cooling system".)

COOLING SYSTEM

To Clean

Periodically the entire cooling system should be cleaned, particularly in districts where, contrary to instructions, water having a high content of lime has been used for replenishing the radiator.

Remove the radiator filler cap.

Open drain tap in bottom tank of radiator (or preferably remove the tap complete), when engine is still hot; also open or remove tap from left-hand side of cylinder block.

Allow time for engine to cool after all water has drained off. When cold, flush radiator through to remove all loose sediment by means of a hose inserted in the filler neck.

Fill system to normal level with a solution of flushing compound (several reliable brands of which are available) and run the engine as directed by the makers of the compound.

It is important to drain off the flushing compound directly it has been used for its recommended period.

Finally, flush the system thoroughly with running water by means of a hose, turn off drain taps and fill system to normal level with soft water or anti-freeze mixture as required.

When using flushing compounds it is important to avoid splashing the paintwork of the car as they can have an injurious effect.

In very dusty conditions, and where insects are numerous, the radiator tube system should be kept clean by blowing through with compressed air from the engine side.

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To remove and refit

Drain cooling system.

Disconnect top and bottom water hoses.

Remove six fixing bolts that secure radiator to the baffle plates. There are three bolts each side.

A furred radiator which is removed from a vehicle during overhaul should not be allowed to dry out, as when this occurs, the deposit inside will set hard and will not soften when the radiator is refilled and used again. Always cleanse the radiator immediately and whilst still wet inside, or seal up the apertures and fill with water pending treatment. Alternatively, the radiator can be left immersed in a suitable tank of water.

Do not invert the radiator or lay it flat as this allows any sediment which has accumulated in the bottom tank to pass into the cooling ducts. Always store the radiator in its normal upright position.

Replacement is made in reverse order. Fixing bolts and their cage nuts should be lubricated with thick oil to prevent rusting of the bolt threads.

THERMOSTAT

To remove and refit

Drain radiator to below thermostat level.

Disconnect water hose connecting thermostat housing to radiator top tank.

Remove two nuts securing thermostat cover housing and lift out thermostat.

If the thermostat valve is found open, it may be assumed that it is defective and a new one should be fitted.

When refitting, a new joint should be made on the thermostat cover housing and the housing in which the thermostat is fitted.

To Test

Suspend unit in a vessel of water with a reliable thermometer.

Heat the water slowly, noting the thermometer reading and stirring the water continuously.

For thermostat valve opening temperature see General Data.

Thermostats are sealed and their setting by manufacture is specialised work. Always check if doubt exists. If a replacement is not immediately available, it should be left out, as a faulty thermostat can cause serious overheating.

WATER TEMPERATURE GAUGE

This instrument is electrically operated and consists of two units, which are the temperature element in the thermostat housing and the temperature gauge in the instrument panel. The units are connected by a single insulated lead to the wiring harness, and temperature is recorded when the ignition is switched on.

It is most important that the interconnection between the gauge and the temperature element should be shorted to earth when the ignition is switched on. If this occurs the temperature gauge winding will burn out and for this reason the gauge should be disconnected or the end of the lead insulated when it is removed from the gauge terminal.

Removal of Element

Drain the radiator low enough to allow removal of element without loss of water or anti-freeze.

Disconnect battery.

Pull the insulated lead off element terminal.

Unscrew, and remove element.

Removal of Temperature Gauge

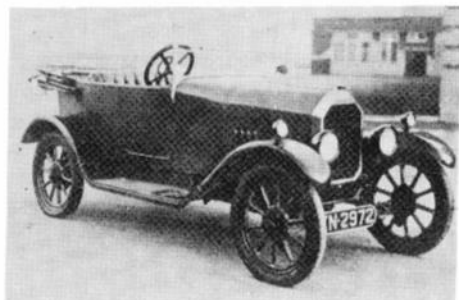
Two electrical leads have to be disconnected and the two knurled instrument fixing nuts removed to allow the instrument head to be fitted into the instrument panel.

To Check Temperature Gauge Reading

Remove the temperature element and connect the outer body to the thermostat housing and connect to the ignition. Immerse the element in a small container of almost boiling water and compare the temperature of this water with a reliable glass thermometer. A comparison of the glass thermometer reading with the instrument reading will show if the latter is reasonably correct.

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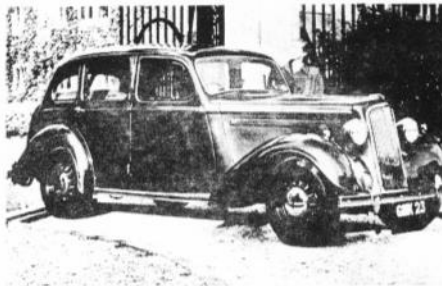
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