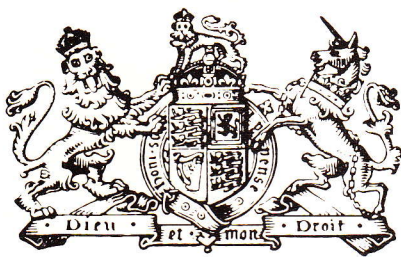


May 1982

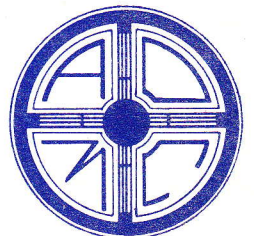
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

P.O. BOX 35, FRANKSTON, 3199

COMMITTEE 1982/1983

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Lloyd Hughes	877 3208
SECRETARY	Des Judd	783 9743
TREASURER	Peter Sheldon	818 5829
SOCIAL SECRETARY	April Beardsmore	762 4180
ASST. SOCIAL SECRETARY	Margaret Willimott	435 6354
EDITOR	Nancy Kennedy	789 5119
ASST. EDITOR	Denise Judd	783 9743
TECHNICAL OFFICER	Herb Perkins	781 3078
LIBRARIAN	Paul Carter	—

SOCIAL CALENDAR 1982

Sunday March 21st	British Motoring Show Mornington Racecourse	August	Open
April 9th to 12th	Easter National Rally South Australia	Sunday September 12th	President's Run Mystery Trial
Sunday May 16th	Picnic Run — Gumbuya Park, Pakenham	Sunday October 10th	Mitchelton Winery
June 12th to 14th	Weekend at Indented Head	Sunday November 14th	H.C.C.V. Concours
Saturday July 17th	Roast on the Spit	Saturday November 27th	Annual Dinner and Presentation Night
		Sunday December 12th	M.G. Club Concours

The Club meets on the Fourth Friday of the month (except December) at 8.00 p.m., in the Deepdene Park Hall, Whitehorse Road, Deepdene.

FOR EXPERT HUMBER SERVICE

CARR'S MOTORS PTY. LTD.

(BOB THWAITES, Manager)

17-27 COTHAM ROAD, KEW, 3101 Telephone (03) 861 7612

HILLMAN — HUMBER — COMMER SERVICE

Automobile Engineers — New and Secondhand Spares Available

Experienced former Rootes Group Dealers

Golden Fleece Service Station

PRESIDENT'S REPORT:

Greetings to you all. We have just returned from a very good outing to "Gumbuya Park" out at Tynong and it was a well attended outing by club members. The weather turned out fairly good after a cold night, the day was pleasant to say the least. All the members that attended filled the day in very easily walking around the complex at the park, looking at all the different birds, feathered and non feathered types.

I for one was surprised at the size of the park, the modern amenities catered to all types. The large number of different birds and fauna were a sight to see and handle.

Talking of birds the other week in our local paper I see an add for a "Pleasant Pheasant plucker to work on a Pheasant Farm", I dare you to say that ten times very fast.

Our "Indented Heads" outing is just around the corner so hope you have booked in for an extra good weekend. It's not all that far away and there is plenty to see and do. If you missed out last year and want to go next month, don't hesitate to phone April or Margaret and make your booking before the end of May.

The cold weather is starting to nip at us so now is the time to check the hoses on the car, also fan belts and battery, dead batteries on a cold morning are not the way to start the day off.

Our trading table certainly is reaching new heights each month, last meeting it brought in just over \$40. The members who brought along items for the table surprised me with the vast variety of bits and peices. I heard one member say, it was one way of clearing out the garage and the back room.

Last month I mentioned my Series 5 which is fitted with LP gas. My weekly fuel bill has dropped from \$20/\$25 per week to \$9/\$10, that is quite a large saving.

By the way I drove it on the outing to "Gumbuya Park" and it will be a sad parting, but as mentioned before it was put on the road so that I could finish off the body of one of my "Estate" Cars (for the uninformed - Station Wagon.)

In the last newsletter we mentioned two members on the sick roll - Adelaide and Les. Well I would like to report that both are up and about and feeling much better.

Here is one for you to sleep on, don't sling off at those Hillman cars because they are very closely related to our beloved Humbers - more than you would dare imagine.

Well enough of this raving, till next we meet, all the best to each and every one of you.

Bob Kennedy

Life for some folk is to sow wild oats during the week and go to church on Sunday and pray for a crop failure.

MINUTES OF GENERAL MEETING HELD 23RD APRIL, 1982.

The President opened meeting at 8.10 p.m. before 29 members, including 6 committeemen.

1. Bob welcomed members and visitors including Vic Wilson Series IV Snipe, Matt Holmes Series V and Bob Bruce.
2. Apologies:- Graeme Miles, Adelaide Underwood, Brian Beardsmore, Peter Schofield, and Herb Perkins.
3. Minutes:- passed as read Peter Davenport.
4. Correspondence Inwards:- Lake Goldsmith re - steam rally.
Clyde Barr re - membership
Ian Foreman - New address and dues
Matt Holmes - Dues
Outwards - Acknowledged above.
Phone calls -Sullivans Agent re - use of pre 1947 Humber. Graeme Miles Super Snipe accepted and shot. (in movie).
5. Treasurer's Report: Peter announced credit balance \$948.35 as of 22nd. April. Peter also stated that the Club's auditor was not able to balance books due to mix up of cash received and receipts issued. Peter apologised for lateness of statement. Total discrepancy of \$6.00 has been recorded. Treasurer's report adopted. H. Underwood.
6. Social Secretary's Report: April gave a brief resume of the Humber Easter National Rally, Tom McAlpine won a Trophy for most desirable car. April then went on to give results of Sports Day at Emerald Lake with Wolseley C.C.. Next outing to Gumbuya Park.
7. Bob Kennedy stated that plans are being made for outing next year with Wolseley C.C. at Baxter for a Carkhana.
8. Technical Officer's Report: Nil
9. Librarian's Report: Nil
10. Editor's Report: Nancy announced that the April Humberette cost \$66 to be typed and printed by Peninsula Office Service plus \$13 - postage. Can anyone do it cheaper?
11. The President read out a letter from Ross Bromley (Tas.) who is needing a Series V diff. Ross also has for sale a manual gearbox to suit series cars and would like members to send some photos to him of your cars.
12. Norm Watt stated that he would enquire on H.C.C.V.'s behalf about cheaper printing costs. Norm also announced that his car might be ready for the next run, and he was able to donate parts to the trading table, which were ex - 1946 snipe.
13. Harold Underwood reminded the President about booking for Indented Heads. Bob gave a brief resume of last Queen's Birthday Weekend and asked for a show of hands of those wishing to go this year. Bill Holmes needs to know a definite number by next months newsletter.
14. Garry Rowlands has sun visor (external) to fit Mk IV for sale. Garry requires an "owner's" hand book to suite Mk IV.

MINUTES OF GENERAL MEETING - Cont..

15. Bob then handed the meeting over to guest speaker Bill Holmes who gave a talk on National Humber Rally.
 16. Meeting closed at 9.30 p.m.
-

SOCIAL SECRETARY'S REPORT

Humber & Wolseley Car Club's Outing to Emerald Lake

Sunday morning we met the Wolseley Club at Knox City car park and ventured onto Emerald Lake for a barbecue and fun day with the children. The weather was very cold, so we huddled around barbecue's to keep warm. Members mingled and discussed cars, while the children enjoyed the paddle boats and Puffing Billy. Later on in the afternoon we had events for the children and the adults, Humber Club against the Wolseley Club.

Childrens Race Open - 1st. Bronwyn Hughes (Humber Club)
Ladies Race - 1st. Carmel Carter (Humber Club)
Mens Race - 1st. Wolseley Club
Tugawar Ladies - Humber Car Club of Victoria
Tugawar Men - Wolseley Car Club
Boot Throwing Ladies- Bronwyn Hughes (Humber Car Club)
Boot Throwing Men - Wolseley Club

MEMBERS WHO ATTENDED WERE:-

Bob & Nancy Kennedy & Family - Super Snipe Series IIII Estate Car
Brian & April Beardsmore & Family - Super Snipe Series I
Paul & Carmel Carter & Family - Vogue
Lloyd, Pam & Bronwyn Hughes - Mark VI Humber Hawk
Keith & Margaret Willimott - Series II Vogue
Jack & Sybil Waring - Super Snipe Series IIII
Tom & Lynn McAlpine - Super Snipe Series IIII
Des & Denise Judd & Family - Super Snipe Series VA

Looking forward to our next outing at Gumbuya Park, Pakenham.

HUMBER CAR CLUB - EASTER NATIONAL RALLY SOUTH AUSTRALIA

Friday 9th - Started off at 9.00 am.m. Friday morning and arrived at 9.00 p.m. Friday night. We had a very good run except for a retread which started peeling off at 80 m.p.h. The Wirrina resort was in a lovely valley on its own, away from all the hustle and bustle, the motel and rooms were very well set out and the service was excellent. Breakfast was served from 8 till 9 and a hearty one at that, even hot cross buns every morning (for the easter spirit).

Saturday after breakfast the men all got the Humber ready for the concourse and barbecue lunch.

Concourse time arrived, all the cars lined up in their categories, starting with the marks, the series and the vogue's all in order, our members were:-
Tom and Lynn McAlpine - Series VA Super Snipe (Bill & Joan Holmes with McAlpines)
Keith & Margaret Willimott - Series 2 Vogue
Brian & April, Kelly Beardsmore - Series I Super Snipe.

Presentations were at the dinner dance Saturday Night. Tom McAlpine came home with the prize for the Most Desirable Car. "Well Done Tom" Other winners were from the S.A. Club. Jack Green (outright winner) S.A. Ken Beardsmore (best in the series) S.A. Series 3 Super Snipe.

On Sunday some members went to Birdwood motor museum, others went on the rally along the coastal beaches. One of the questions on the sheet was to collect:- a pine cone, piece of slate, frog and live ants. A couple from S.A. caught a

SOCIAL SECRETARY'S REPORT - Cont...

real live frog, never-the-less, Sunday night at dinner, the frog goes missing, Ladies start "screaming" its under the table amongst people's feet, finally it was found and a sigh of relief.

Monday Morning, farewells and off home. Thank you very much to S.A. Club for a lovely well organised weekend at Wirrina.

April Beardsmore

INDENTED HEADS - QUEENS BIRTHDAY WEEKEND - 12, 13, 14TH JUNE.

It's imperative we get the names of those people who wish to attend the Indented Heads weekend by next meeting, or if you wish, ring myself on 762-4180 or Margaret Willimott on 435-6354 to make a booking. We have, three houses booked at the moment, thanks to the Holmes and Humphrey's families. You will need the same things as last time, which will be:- Sheets & pillow slips (or sleeping bags), towels and toilet requisites and food. The houses at Indented Heads have their own china and cutlery, bring blankets.

For the beach front flat you need china and cutlery and blankets, there are a few blankets there. A fan heater or radiator would be handy in case it's cold. There is a restaurant nearby, where we will be having dinner on the Saturday night.

SECRETARY'S NOTES

No doubt you have read the latest R.A.C.V. report on the cost of owning and running a car these days. They state up to \$95.00 a week for a V-8 commodore fitted with auto trans and air conditioning which are very good ingredients for high running costs unless you only do country trips in a car of this type, which is now considered a large car by to-days standards. What a joke! They are hardly medium sized. Now don't go running out and selling that Humber for a Ford Laser or one of those other little Nippon Denso's for they will cost you (apart from a 7 grand outlay) \$65.00 a week. A large slice of those figures is based on depreciation which is hardly a worry with Humber's. They have none anymore! Another slice is cost of comprehensive insurance which is based on market value, so a car costing 7 grand can be insured for that amount. I believe 3 grand is tops you can get as agreed value on even the latest Humber so insurance on our cars could not be as high as on a new car even if the tin and plastic thing could fit in a Humber's boot. Therefore, with your permission, may I write what I firmly believe in? That a big old car, well cared for and looked after is far better than a new modern car of today. Whether the car be a Humber or Hudson, Daimler or Dodge, Bentley or Buick, if you care for it, join the club that caters for the Marque and participate in that club then you're riding high. Such R.A.C.V. Reports will never "frighten" you out of a car seat into a tram or bus seat. If you have two minutes to spare, sit down and work out your Humber's costs per week. You should find it to be half that of a Ford Laser despite the extra fuel consumption.

See you on the 28th.

Des Judd.

*** WEDDING BELLS ***

Congratulations are extended to John Browne who now resides in South Australia. John and Faye are getting married this month but we don't know the exact date. Good luck and every happiness to you both from committee and members of H.C.C.V.

GUEST SPEAKER FOR MAY

Mr. R. B. Jones, Deputy Manager, West Gate Bridge Authority, including 30 minute film on background of the Westgate Bridge. Also lecture and question period.

EDITORS NOTES -

The last pages in this news letter I hope will tickle the memory buds. Have run off copies of a series of pages on advertisements etc. from "Practical Motorist" dated 1954/55. Just happen to have in the Kennedy archives a number of copies from the fifties which are in excellent condition, and will endeavour to add a page or 2 of these to our letter each month. Hope you all enjoy our "Memory Lane" section.

Nancy Kennedy

She: "Do you want to see where I was operated on?"
He: (eagerly): "Yes!"
She: "Well, we're just 2 blocks from the hospital."

FOR SALE

- * Sunvisor made by "Weathershields Ltd." suite Snipe Mark IV \$20 o.n.o
Contact: G. Rowland, 21 Purinuan Road, Reservoir.
Phone: 460 2302
- * Manual Gearbox Complete for Series I
Contact: Ross Bromley (Tas.) Phone: (003) 39 2939.
- * Series I and II Spares - Doors, windscreens, boot lids, bonnets, bumper bars, front end shockers, horns, heaters, various interior trim and other parts too numerous to mention.
Phone: 846 3714
- * Humber Super Snipe (about 1960) suitable for restoration or parts. Open to offers as this car must go.
Contact: Mrs. Pennell, Phone: 337 8124.
- * Series IV Super Snipe. In same family since New 5,000 miles only on reconditioned engine and transmission. Red interior - dark grey exterior E.C. Goods tyres plus spare new recaps. 9 months registration \$990 o.n.o. Spare engine & transmission. (will separate)
Contact: Mr. Ritchie , Phone: 29 3869

WANTED TO BUY

- * Owners Manual for '53 Mk IV Snipe

Contact: G. Rowland, Phone: 460 2302

- * Heavy duty diff. for Series V in good condition. (Will pay freight)

Contact: Ross Bromley, Phone: (003) 39 2939

- * Clocks - Grandfather, wall, mantle & carriage clocks etc., going or not going.

Contact: Phone: 789 5119.

- * Series I Humber Hawk. Must be in top condition.

Contact: Mrs. Jean Stirling, Phone: 592 3770

- * Australian and Overseas number plates. Any condition.

Contact: Des Judd, Phone: 783 9743

- * Bonnet pull cable. Inner and Outer.

Contact: Des Judd, Phone: 783 9743

Small Boy: "I'm not afraid to go into hospital Mother. I'll be brave and take my medicine, but I'm not going to let them palm off a baby on me like they did on you. I want a pup."

CARS I HAVE OWNED (continued)... Part 3

by John Browne

The Paint was approx 1/16" in thickness and wouldn't respond to paint stripper so the rolling "shell" was sent to the sandblasters, the MG had alloy doors, bonnet and bootlid and I was afraid the sand blaster would ripple them so these were done by hand.

The wiring was so bad that I bought a new loom and rewired one whole car, all instruments needed re-calibrating, wire wheels needed truing, this coupled with new chrome, new leather, new carpets, new tyres, new rubbers and about 10 coats of paint hand rubbed between the final three coats eventually produced a fine MG. During the restoration I decided to purchase the wife's half of the house so the MG had to go; the car was sold just as I was finishing the final touches - so I didn't really get to drive and enjoy it. The guy I sold the car to lives here in Adelaide and drives it daily averaging around 20,000 miles in the last year without any major mishaps. The MGA is quite a practical/sun sports car giving sporty though not 'fast' performance.

With the MG gone it was over to house renovating until the "bug" bit me again. This time another sports car an Austin Healey Sprite MKIII. This was a 1964 model with 1100 CC motor. The car originally belonged to my brother who bought it as his first car. Well he drove it in a most "spirited fashion" so that it continually broke down and yours truly was continually seconded to fix it. You name it and I probably fixed it. In the end I had "had enough" and the car sat for about 12 months in my garage, so I decided to buy it. The engine was making noises so I removed the engine, had new rings, bearings, timing gears and chain replaced by an engine rebuilder. The sprite 1098CC motor is basically an enlarged Morris Minor motor with twin SU's, higher comp. ratio and sporty camshaft. The

....cont...

CARS I HAVE OWNED ...Cont..

engine was finished so I put the unit back into the car started it and no oil pressure and bags of smoke from the exhaust. After much haggling with the rebuilder I didn't pay the balance of the bill and decided the only way to do it properly is "do it yourself". Well upon inspection the oil pump was worn, there was gasket sludge jammed into the orifice hole to the oil filter (that solved the pressure problem) the oil control rings were not fitted correctly (that cut-down the smoke) Well after putting it back together it ran quite well although still a little smokey. I suppose I should have checked the lot as I now know the valve guides need replacement.

Now the Sprite's engine was good, the brakes were overhauled with new hydraulics and linings, new bushes in the front end and a RWC put the car back on the road again. Sprite's handle exceptionally well with pin point steering, firm suspension and good brakes. My particular car has widened wheels and numerous performance items to the motor such as high comp. flat-top pistons, full balancing of crank, rods and pistons, warm camshaft, Weber carby, port and polished head, extractor type exhaust system and a modified distributor set-up. Nothing much happens until 3,000 R.P.M. then its all go to 7,000 R.P.M. A very quick car point to point and a delight to drive, in fact probably an ideal sportscar that's cheap to run (over 30 m.p.g.) and relatively cheap to buy as good examples are available between \$2,000 - \$3,000. I've still got the Sprite and I intend keeping it until the Daimler SP250 is restored.

Yes, now back to Daimlers; on moving to Adelaide I decided that a company car was not necessary as the car allowance was more preferable so I decided to buy a sedan car. I considered virtually everything under \$5,000 and finally settled on a Daimler 250 sedan. This is the MkII Jaguar bodied car with the Daimler 2.5 litre engine. After owning the car for about 3 months or so it is an absolutely brilliant automobile and the more I drive it the more it "grows on me". The engine is a Daimler 2.5 litre V8 with alloy heads twin SU carby's and puts out a healthy 140 BHP DIN. The motor has almost turbine like performance being incredibly smooth and free revving, the tachometer is red lined at 6,000 R.P.M. and it will easily pull this in top gear. The top speed is supposedly 112 m.p.h. with slightly faster acceleration than a Snipe to about 50 m.p.h. then the power seems to come on tap and it pulls quite strongly up to 90 m.p.h. which it will comfortably cruise on (especially the highway from Melbourne to Adelaide!) The car has a beautiful walnut and leather interior, full instrumentation and wilton carpets so the driver is most comfortable. An unusual feature (well for 1965) is four wheel disc brakes and although power boosted they still require a fair degree of pedal pressure. The car has the Jaguar rear suspension set-up, this being quarter ellipsics which let the car down somewhat as the rear suspension has almost a wooden feel about it. The ride is firm and the car corners with almost no body roll, this coupled with reasonably sharp steering make it an easy car to drive on the "twisty bits". In case you're wondering, over the last three months the fuel consumption has averaged 22½ m.p.g. with mostly city driving. I have no intentions of selling the "Dame" and during this Xmas I intend to have new carpets, new seat facings and a paint job so this should make the car nearly pristine. Well that's all the cars I've owned to date and I intend to keep the SP 250 Sports, the 2.5 litre Sedan and of course the MkII Humber Tickford DHC which I feel should give me an exceptionally fast sports car, a quality and nimble sedan and a luxury convertible. Summing up the cars I've had I have listed below my comments "off the cuff".

1955 Hillman Minx	- slow, ugly and reliable
Wolseley 24/80	- ugly, comfortable, reliable
Austin A95	- two toned ugliness
Austin A99	- quality but prefer Wolseley version
Ford Zephyr	- good car except for gearbox
1957 Chev.	- gigantuan floating monster

continued....

CARS I HAVE OWNED (Cont.....)

- Vogue Sports - small car luxury though not really "sports"
- Vogue/Toyota - Yellow "terror"
- Daimler SP 250 - fast, heavy steering, - very desirable sports car
- 1955 Vauxhall Velox - ugly, little power, no brakes, ultimate in reliability and cost.
- Ford Escort - buzz box on wheels
- Datsun 120Y - buzz box full of plastic
- 1934 Vauxhaull - not my style at all
- Snipe Mk II & III - greatest Humber ever built powerful, comfortable, luxurious
- Snipe Ser. IV - good family car offering reasonable quality for low price.
- Snipe Ser. VA - as per Ser. IV but the "glass house" gives better vision.
- Toyota Corona - yawn, yawn, yawn.
- Snipe MkII Imperial - a true limousine
- M6A - attractive fun car with modest performance - yet feels faster.
- Austin Sprite - lively little fellow excellent "first" sportscar, cheap to run.
- Daimler 250 - stylish enjoyable motor car.

An now some of the cars I've driven yet never owned.

- Holdens - no style good for those who view motoring as just going A to B.
- Falcons - as per Holden but they float along
- Jaguar Mk8 - lumbering and fast gas guzzler
- Jaguar Mk2 - as per Daim 250 except heavier steering less m.p.g.
- Jaguar XJ6 - very nice, no "excellent" but usual Jag complexities.
- Jaguar MkV - looks better than it goes, has almost vintage feel prefer Mk III Snipe
- Datsun 2000 Sports - quick but the Japs just can't seem to get the right "feel"
- Datsun 200B - ordinary plastic car
- Daimler Majestic - limousine that surprises with good handling and excellent brakes.
- Daimler Consort DB 18 - Plodder
- Humber MK IV - truck like gas guzzler
- Snipe MKI - better than MkIV not as good as MkIII
- 1934 Snipe - after driving one I sold mine looks good but "trucklike" in road manners.
- Triumph Herald - bone jarring rattler
- Triumph Spitfire - bone jarring rattler
- Triumph TR7 - couldn't pull the roof off.
- Falcon GT - frightening
- Fiat 1500 - sporting 4 cyl.
- Fiat 1100 - unreliable but good road manners.
- Fiat X1/9 - Made for midgets who like driving a mobile sauna
- Mercedes 230 SE - comfortable quality car.
- Morris Minor - one drive was enough - yawn.
- Morris 1100 - shopping baskets only
- Austin 1800 - good for Granddad
- Austin A60 - good for nothing
- Volkswagon - good for students with no money
- Cortina Gt - doesn't deserve the Gt badge
- Mazda 323 - good ladies car but a buzz box
- Wolseley 6/100 - underrated quality car
- Vanguard - the original fast-back noisy and ugly
- Humber Hawk - prefer Snipe
- Rover 90 - prefer Snipe

Of course there are cars that if I could afford, I would own, I love the style of the BMW 3.0 CS Coupe and for sportscars an Allard J2 however its a question of value for money which I suppose is what Humber's give plenty of. Cars to me are a beautiful, moving, mobile form of art and not just a method of transportation, so you can see why I'mm addicted to them.

Happy motoring.....

JOHN BROWNE

CARS I HAVE OWNED ...Cont..

engine was finished so I put the unit back into the car started it and no oil pressure and bags of smoke from the exhaust. After much haggling with the rebuilder I didn't pay the balance of the bill and decided the only way to do it properly is "do it yourself". Well upon inspection the oil pump was worn, there was gasket sludge jammed into the orifice hole to the oil filter (that solved the pressure problem) the oil control rings were not fitted correctly (that cut-down the smoke). Well after putting it back together it ran quite well although still a little smokey. I suppose I should have checked the lot as I now know the valve guides need replacement.

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1957 Chev.	- gigantuan floating monster

continued....

Important News for Pre-War Car Owners

A Complete ^{NEW} windscreen wiper for only 39/6

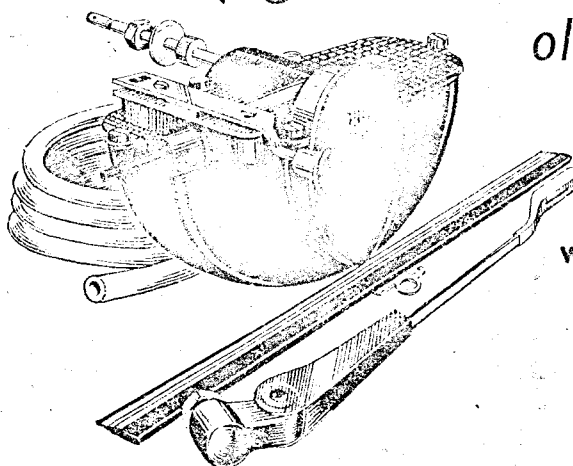
Trico offers this amazing value; a completely Automatic Windscreen Wiper set comprising a powerful vacuum-operated motor, wiper blade, adjustable length wiper arm, 7 ft. of rubber tubing and manifold adaptor for under £2. Furthermore we will allow 7/6 for your old wiper irrespective of type, make or condition.

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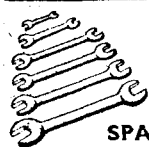
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BLACK ENAMEL FINISH
when ordering



TOOLS

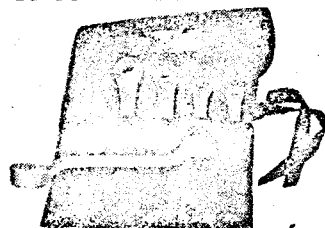
FOR THE
MECHANIC AND
OWNER DRIVER



Set of six
double-ended
BONNEY
(American)
SPANNERS 1/2 to 1 1/2 W.

Or six double-ended spanners.
Polished chrome ... SET **13/6**

Set of FIVE
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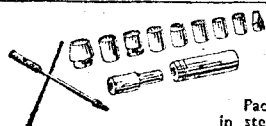
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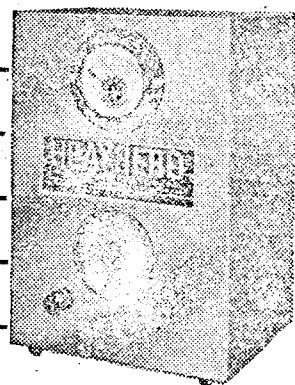
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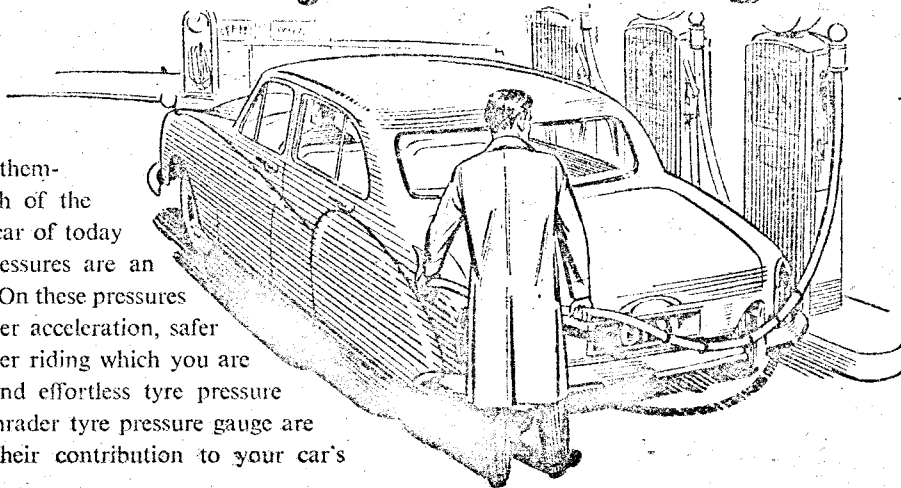
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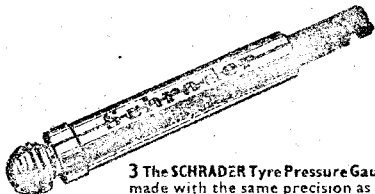
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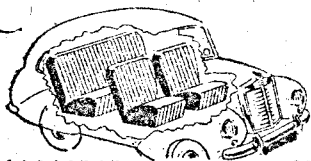
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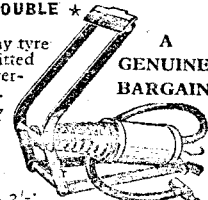
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Nº6 THE DATA SHEETS

Details of Pre-war Cars for Which Instruction Books are Not Available

THE 1937 ROVER TEN

ENGINE.—Four-cylinder; bore 66.5 mm.; stroke, 100 mm.; capacity, 1389 c.c.; R.A.C. rating, 10.8 h.p.; compression ratio, 5.9 to 1; power output, 44 b.h.p. at 4,200 r.p.m.

Capacity of sump, 8 pints.

Water capacity, 2½ gallons.

Valve clearances: When red plate is fitted to rocker box, 0.010in. When a black plate is fitted, 0.005in. These clearances are for all valves and should be made with the engine warm. Contact-breaker gap, 0.012in.

Oil pressure, 30lb. when engine is hot at 30 m.p.h.

Firing order: 1, 2, 4, 3.

GEARBOX.—Four-speed constant mesh, bolted to bell housing at four points. Free-wheel fitted at rear lubricated with gearbox. After draining, the level should be checked after a short run. Capacity; 3 pints. Ratios: Top, 4.88 to 1; third, 7.45 to 1; second, 11.0 to 1; bottom, 19.1 to 1.

TRANSMISSION.—Roper and Wrecks single-plate clutch, cable-operated to allow for engine movement. 1in. dead movement must be maintained at clutch pedal. A slightly oiled-up clutch may be cleaned by plugging holes at bottom of pit and washing out with half a pint of petrol while the clutch is "pumped" as the engine is turned over by hand. Hardy Spicer needle roller propeller shaft with Moss type semi-floating rear axle. Gits oilseal on each axle shaft and pinion shaft. Capacity of rear axle, 3½ pints.

CARBURETTER.—S.U. type C.N. needle on single-carburetter installation and No. 7 on twin-carburetter installations.

TYRES.—18 x 4.75in. on wire wheels. Pressures are 28lb. on front wheels and 30lb. on rear.

ELECTRICAL.—Lucas 12-volt 53 a.h. battery with positive earth. CVC Model C45PV/1 dynamo belt-driven at 1½ engine speed. Manual and automatic centrifugal advance and retard mechanism. Lodge C.14 plugs with 0.015-18in. gap. Lucas M418G starter with 11 teeth and 97 teeth on flywheel, clockwise rotation. RF50 control box with ammeter feed wire only leading to central terminal A. A1 terminal to lights and ignition via regulator. A2 terminal, via regulator, to screen wiper, horn and roof-lamp. A3 to ignition switch and A4 via ignition switch to stop lamp and direction indicators.

ENGINE TIMING.—On the flywheel are the marks FA4 or SF Adv., indicating firing point at full advance, can be seen. The letters EP stand for exhaust peak and TDC indicates top dead centre for numbers 1 and 4. A cover on the rear-side of the clutch pit is held by two 5/16in. nuts. Flywheel marks are visible below this cover.

If the timing chain has been removed, rotate the camshaft in running direction until No. 1 exhaust valve is fully open—a dial indicator on the rocker shaft is the only accurate way of ensuring this. Turn the engine until the EP mark on the flywheel is in line with the pointer in the aperture. Fit the timing chain.

To time the ignition turn the engine until the FA mark registers and both valves on No. 1 are closed. FA is 7½ deg. or ¾in. before TDC. The rotor arm of the distributor should now correspond with No. 1 H.T.

terminal. The ignition control should be in the fully advanced position and the pinch bolt beneath the distributor head should be slackened and the head rotated until the points are just opening.

STEERING.—Burman Douglas worm and nut with adjustment for end-float in the worm shaft at the cup-and-cone ball-race at the top of the column.

LUBRICATION.—Engine: Summer, S.A.E. 30; winter, S.A.E. 20. Gearbox, S.A.E. 50. Steering box, S.A.E. 60. Rear axle, S.A.E. 50.

BRAKES AND SHOCK ABSORBERS.—12in. cast iron drum Girling type brakes. Luvax shock-absorbers fitted until car No. 701857, when a new type incorporating the adjustment and relief valve in one were fitted. Pitching at the front end of the car can often be cured by slackening off the rear shock absorbers and tightening the front fittings slightly.

REGULAR ATTENTION.—Every 250 miles. Check tyre pressures, oil carburetter controls. Examine level of oil in sump. Top up battery.

Every 1,000 miles. Oil dynamo, distributor and handbrake lever. Check gearbox and rear axle oil levels. Lubricate joints on controls and road springs.

Every 2,000 miles.—Drain sump and refill with fresh oil. Check clutch clearance and shock absorber levels. Check steering box lubrication and grease propeller shaft.

Every 10,000 miles.—Examine brakes for wear. Renew vacuum regulator on chassis lubricator and change oil in rear axle and gearbox.

THE 1938 HUMBER SIXTEEN

ENGINE.—Six cylinder side valve; bore, 67.5 mm.; stroke, 120 mm.; capacity, 2576.5 c.c.; R.A.C. rating, 16.95 h.p.; power output, 60 b.h.p. at 3,700 r.p.m.; compression ratio, 6.5 to 1. Duplex roller chain camshaft drive with Renold idler wheel automatic tensioner. A.C. mechanical-pump petrol feed from rear-mounted 13-gallon tank.

Capacity of sump, 16 pints.

Water capacity, 22½ pints.

Tapet clearances: Inlet, 0.006in.; exhaust, 0.010in. when engine is cold.

Sparking plugs, Champion L.10.

Spark-plug gap, 0.032in.

Contact-breaker gap, 0.010in.

Oil pressure, 45-50 lb. when engine is hot.

GEARBOX.—Four-speed with synchromesh on top and third, and helical gears for top, third and second. Ratios: Top, 4.89 to 1; third, 7.16 to 1; second, 12.07 to 1; bottom, 18.09 to 1; reverse, 18.09 to 1. Capacity, 4 pints.

TRANSMISSION.—Borg and Beck 9in. clutch (on certain models, a 10in. clutch may be fitted). Clutch is operated by an enclosed cable and adjustment is made by a spherical nut at the operating arm end of the cable. There should be a clearance of ¼in. at the point where the hemisphere on the clutch cable fits into the cup on the withdrawal lever. Hardy-Spicer needle roller propeller shaft with semi-floating rear axle. Capacity of axle, 4 pints.

CARBURETTER.—Stromberg DBV 36. Standard settings are: Main metering jet, 0.046; venturi, 1 1/32; by-pass jet, 0.028; pump discharge jet, 70; idle tube, 70.

TYRES.—Low pressure, 6.00 x 16in. Pres-

sures: Front, 28 lb.; rear, 30 lb.

ELECTRICAL.—Lucas Special BR coil. Distributor mounted vertically on offside, driven from dynamo shaft by skew gears. Micrometer and coarse adjustment. 12-volt single unit battery with positive earth. Solenoid operated starter with four-pole armature and series-parallel fields. RF 71 control box carrying cut-out and regulator assembly, two auxiliary fuses, nine terminals and all connections.

Terminals D and F are wired to corresponding marks on the dynamo and the D terminal also has a connection leading to the panel assembly. E terminal serves to earth all the control box circuits and carries earth connections from panel assembly and screen-wipers. Terminals A1, A2, A3 and A4 are used to couple circuits from the regulator series compensation windings and fuses.

ENGINE TIMING.—Timing marks are two dots on the camshaft sprocket and one on the crankshaft sprocket which should be in line with No. 6 cylinder firing. To check timing with timing disc on front, set tappets on No. 1 cylinder to 0.010in. inlet and 0.014in. exhaust.

With the micrometer setting on the distributor at zero, the points are just opening at 2 deg. before TDC.

STEERING.—Burman Douglas worm and nut. Only adjustment is the thrust race at the top of the column—the nut and locknut are

covered by the volute spring of the steering wheel boss.

LUBRICATION.—Engine: Summer, S.A.E. 30; winter, S.A.E. 20. Gearbox: S.A.E. 30. Rear axle: S.A.E. 140. Hubs and fan bearing, soft grease.

BRAKES.—Bendix-Cowdrey. Raise car so that all wheels are clear of the ground and pull on handbrake lever three clicks. Adjust all four brakes until wheels can just be turned by hand. To tighten the brakes turn the off-side adjusters clockwise and the rear-side adjusters anti-clockwise. The secondary shoes should be adjusted approximately every 6,000 miles by raising all wheels off the ground and slackening the main adjustment right off. Slacken the nut which locks the eccentric stop and turn the stop in the same direction as the wheel revolves when the car is travelling forward. Turn the stop until the wheel drags and then slacken it back until the brake is just free.

REGULAR ATTENTION.—Every 500 miles. Check engine oil, radiator level and give water pump grease cup one turn.

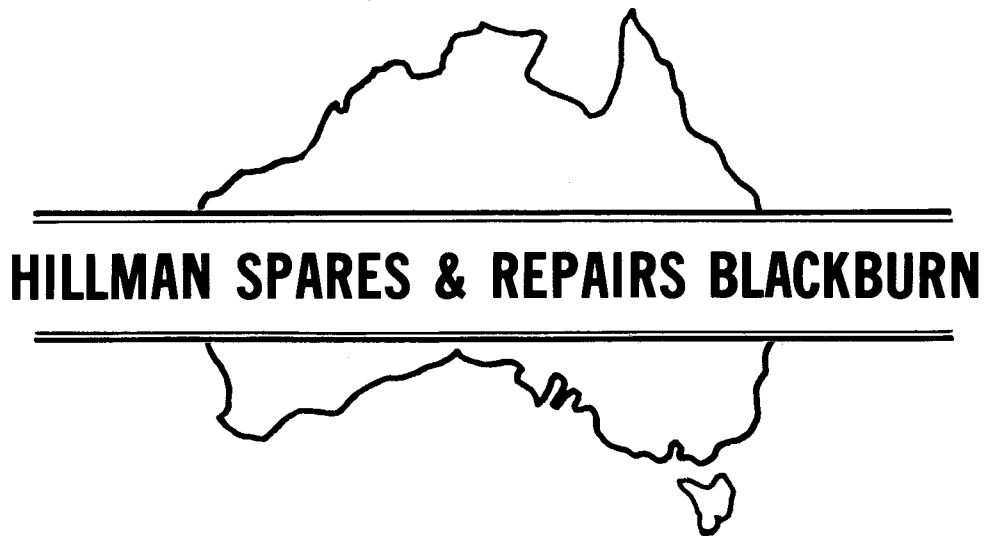
Every 1,000 miles. Clean oil pressure filter and check battery level. Apply grease gun to swivel axle pins, steering cross tube, steering side tube. Oil throttle and ignition control rod joints, brake connections, clutch adjusting screw wick, distributor oiler.

Every 2,000 miles. Drain engine oil and refill with fresh oil. Check oil levels in gearbox, rear axle and steering box. Grease hub and fan bearings.

Every 6,000 miles. Flush out sump. Grease propeller shaft, brake cables and road springs. Drain and refill gearbox and rear axle.

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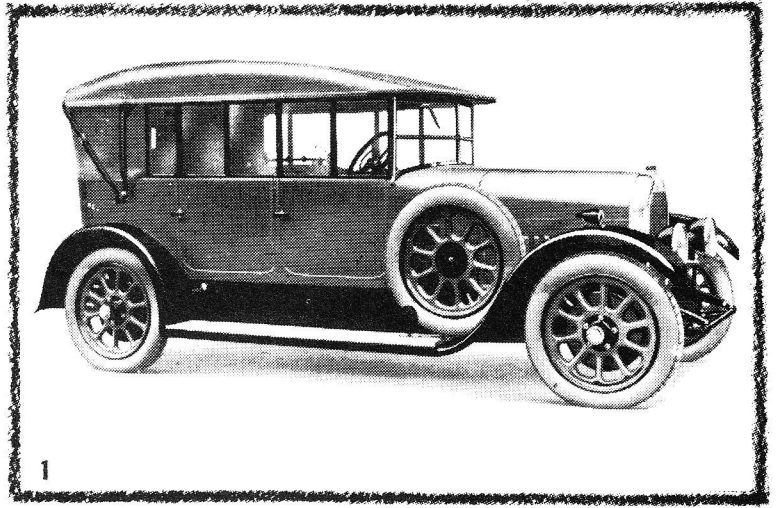
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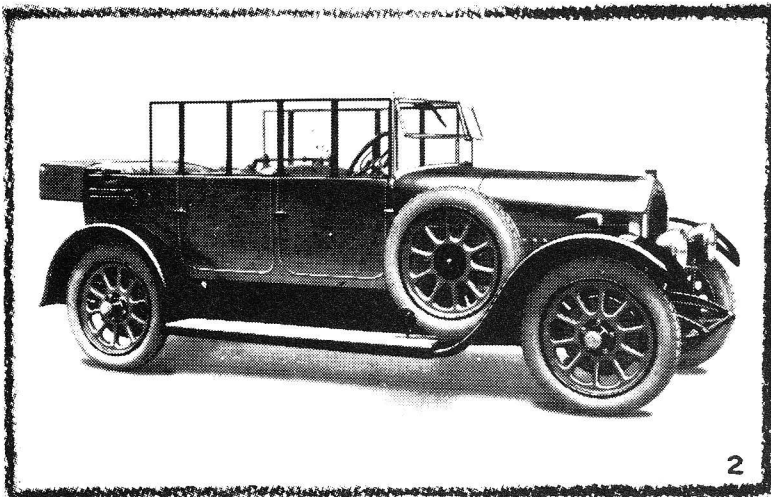
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2. 15/40 h.p. Tourer with
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