

May 1991

The **HUMBERETTE**



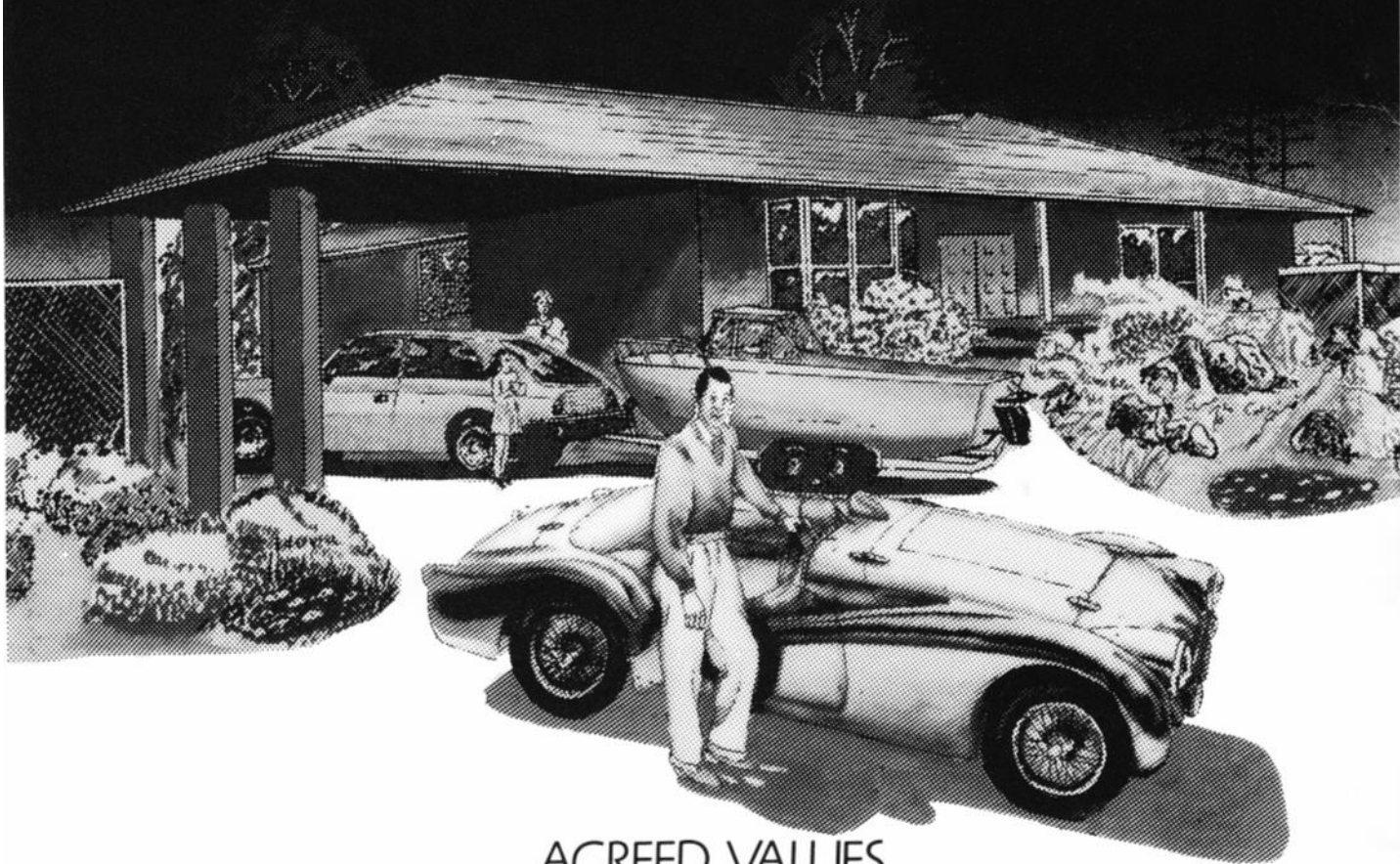
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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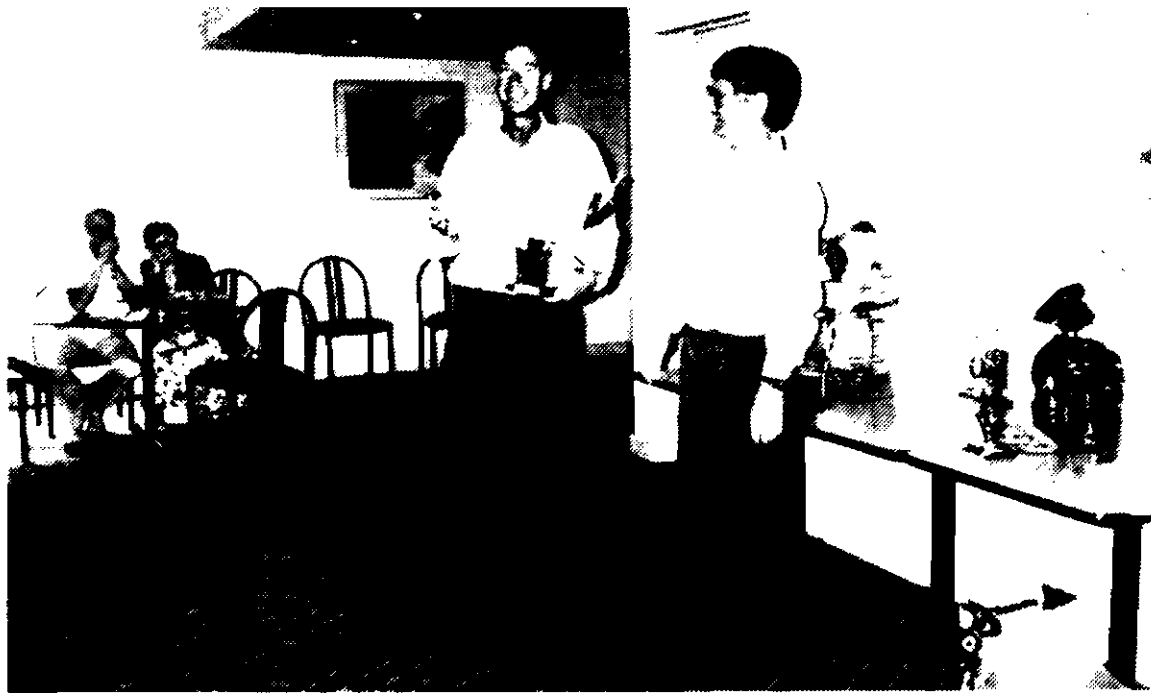
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KEVIN MEGGIE "OUTRIGHT CONOURS WINNER"



ALISON BODYCOMBE "MOST IMPROVED"

FOR SALES

1977 Humber Hunter, reg, twin carbs, suit restoration or wrecking, \$300.
Contact: S. Davis, 16 Coulstock Street, Epping, Ph: 401 1469.

1955 Mk 4 S/Snipe, all original books, good condition, no reg or r.w.c., \$2000.
Contact: S. Ireland, Ph: 789 7584.

1964 Series 4 S/Snipe, S.A. reg, small dent L.H.F., also rough parts car.
Contact: M. Hammat, Ph: 584 2185.

Mk 6 Hawk, parts new and second hand.
Contact: Don Young, Ph: 580 4951 (RK).

1965 Vogue, auto, reg March '92, body fair, blue, red interior, \$1200.
Contact: John Millard, Ph: 848 5138 (RK).

Series 4 Snipe, rolling body, no motor or trans, body good condition, suit change over, very cheap. Contact: Bob Kennedy, Ph: 789 5119.

1960 Hawk, manual, goes, fair condition, some spares, \$350.
Contact: Tony Walker, Ph: (058) 58 2963, Tongala (RK).

HUMBERS AT HANGING ROCK



WILSON BUNTON "CASTLEMAINE"



- MAY 26TH. (SUNDAY) MONTHLY GENERAL MEETING AND FAMILY DAY AT THE CLUB-ROOMS, WHITEHORSE ROAD, DEEPDENE. BYO PICNIC OR BBQ LUNCH, TEA AND COFFEE AVAILABLE. COME AND BROWSE THROUGH THE CLUB LIBRARY, TECHNICAL DISPLAY BULLETINS, PHOTO ALBUMS. IT IS PLANNED TO HAVE SEVERAL MEMBERS DEMONSTRATE MINOR RESTORATION PROCESSES ETC DURING THE AFTERNOON. BYO LUNCH FROM 12.00 MIDDAY: FORMAL MEETING BEGINS AT 2.00PM.
- MAY 27TH. (MONDAY) A.O.M.C. DELEGATE'S MEETING, CARNEGIE PROGRESS HALL, TRUGANINNI ROAD, CARNEGIE. 8.00PM SHARP.
- MAY 31ST - JUNE 1ST) VINTAGE DRIVERS CLUB SWAP MEET SPECTACULAR AT THE FLEMINGTON SHOWGROUNDS.
- JUNE 10TH (MONDAY) QUEEN'S BIRTHDAY OUTING TO LLOYD HUGHES' FOR A SOCIAL DAY AND INSPECTION OF LLOYD'S CAR COLLECTION. ADDRESS: 565 MT. PLEASANT ROAD, RESEARCH. MELWAY MAP 22 J6. TIME: 12.00 MIDDAY. BYO PICNIC/BBQ LUNCH. (FOR FURTHER INFORMATION ON THIS EVENT SEE SOCIAL NEWS.)
- JUNE 8TH - 10TH. PROPOSED TRIP TO ECHUCA STEAM RALLY HAS BEEN DEFERRED TILL 1992.
- JUNE 16TH JOINT OUTING WITH THE WOLSELEY CAR CLUB TO THE HARRY HAWHER AIRPORT AND MUSEUM, MOORABBIN.
- JUNE 28TH. GENERAL MEETING AND SPEAKER. DEEPDENE HALL. 8.00PM.
- JULY (TBA) MONTHLY OUTING TO BE DECIDED.
- JULY 26TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- AUGUST 4TH. SMORGASBORD LUNCHEON AT WESTERNPORT PUB, HASTINGS FOLLOWED BY A TECHNICAL AFTERNOON AT "THE KENNEDY'S", LANGWARRIN.
- AUGUST 25TH (SUN). FAMILY SOCIAL DAY AND GENERAL MEETING. DEEPDENE HALL. INCLUDING A LIBRARY AND VIDEO AFTERNOON.



NEXT OUTING

MOORABBIN (HARRY HAWKER) AIRPORT

16th JUNE 1991



Please note that we will be assembling at Chadstone Shopping Centre opposite the Chadstone Bowl at 9.00am for departure at 9.30am.

If you are late, we shall be travelling via Dandenong Road, Warrigal Road, Centre Dandenong Road, Grange Road and Second Avenue - to the bottom right car park opposite the main Control Tower. Driving time should be only about 20 minutes.

PROGRAM

- | | |
|----------------|--|
| 10.00 - 11.30 | Visit to Air Museum for a guided tour. Cost Adults \$2.50
Family \$7.50 |
| 11.30 - 1.30pm | BBQ Lunch - BYO food & drinks - Umbrellas & small tents are permissible. |
| 1.30pm onwards | Joy Flights which have to be pre-booked (See Note) |

READY!...**GET SET!...****GO!!**

Get ready for a big day for all lovers of historic transport when road meets rail at the Puffing Billy Olde Time Festival on Sunday October 13th 1991.

Veteran and Vintage cars, trucks, buses, fire and service engines will mix with vintage steam trains and equipment on Australia's premier preserved railway in a 13 km long expo of transport history in Melbourne's Dandenong Ranges.

There will be something for everyone in the Puffing Billy Olde Time Festival. Steam train rides, historic bus rides, picnics, music, opportunities for unusual photographs and a chance for old friends to meet and natter.

Owners of vehicles may participate individually or with their club. Single make or specific interest clubs can be accommodated with their own site along the railway. All sites will be serviced by regular Puffing Billy trains and historic buses.

As well as the opportunity to inspect vintage and veteran cars, the Puffing Billy workshops will be open for inspection so visitors can see where and how vintage trains are restored.

Don't miss out. Put the date in your diary now and have your Club Secretary request further information.

The Puffing Billy Olde Time Festival will be big!



Yes Get set for the GRAND PARADES

With the Puffing Billy Olde Time Festival there won't be just one, there will be many Grand Parades, each starting from a different part of Melbourne.

Processions of historical vehicles will commence from Melbourne, Frankston, Pakenham and Lilydale and converge on the Puffing Billy Railway at its stations at Menzies Creek, Clematis and Emerald where they will be arranged for display.

Each station will represent a specific time frame, eg. Pre World War I, the 1920's, the 1930's etc. All participants will be requested to appear in period costumes.

Single make clubs may, if desired, gather at nominated sites along the line where they can make up their own displays.

Historical re-enactment and community groups have been invited to participate at points along the line and jazz bands and other musical activities will play at selected sites or on Puffing Billy during the day.

The Puffing Billy museum at Menzies Creek will operate some of its extensive collection of locomotives supplemented by a display of steam and oil engines.

Don't forget to tell your Club Secretary — you can come as a group — even have your own specific interest club area!

Telephone Enquiries:

(03) 754 6800

It will be all GO! at the Puffing Billy Olde Time Festival!

For their entrance fee, vehicle owners will receive a souvenir badge and a Family Passport which will provide unlimited travel between exhibits on Puffing Billy and bus services.

As well as the novelty ride on a genuine steam train, passengers can enjoy spectacular scenic views and busy olde time scenes where vintage trucks and wagons are loaded at stations or wait for trains at road crossings.

Refreshments and meals will be available at points along the railway, particularly at the Emerald Lake Kiosk and the PACKING SHED, the oldest building in Emerald, currently used as a venue for the Puffing Billy Night Train. Plant devotees will have an opportunity to inspect the historical Nobelius Nursery where enthusiasts are developing an accurate representation of plants grown over the years in what was the biggest plant nursery in the Southern Hemisphere.

The famous Emerald Lake Park, the present terminus of the Puffing Billy Railway, will provide the participant with a pleasant picnic place with barbecues, paddle boats and an opportunity to see a huge model railway display.

Interested? Want more details?

Then fill in the form at the back of this leaflet and send it off to the address shown. You will receive full information as soon as it is available.

TO THE PUFFING BILLY OLDE TIME FESTIVAL

JUNE OUTING



**JOINT CAR CLUB OUTING TO
MOORABBIN (HARRY HAWKER) AIRPORT**

SUNDAY 16th JUNE 1991

MEETING PLACE: CHADSTONE SHOPPING CENTRE

MELWAY MAP 69 D4

TIME: 9:00AM for Departure at 9:30AM

PROGRAM:

10:00AM Park in Car Park Opposite Main Control Tower

10:00 - 11:30 Guided tour of Air Museum - Adults \$2.50

Family \$7.50

11:30 - 1:30 BBQ Lunch BYO food & drink

1:30 - ?? Joy Flights which must be booked 2 weeks in advance. See your Social Committee.

CONTACT PETER WATT FOR FURTHER DETAILS

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE

PRESIDENT	:	Margaret Willimott	435 6354
VICE PRESIDENT	:	Bob Kennedy	789 5119
SECRETARY	:	Ian Foreman	
TREASURER	:	Brian Parkinson	
MEMBERSHIP SECRETARY	:	Graeme Finn	497 4231
EDITORIAL COMMITTEE	:	Barry Bosnich	(057) 83 1999
	:	Nancy Kennedy	789 5119
EVENTS DIRECTOR	:	Mike Dupla	390 2211
LIBRARIAN	:	Dave Denner	874 7016
REGALIA	:	Vic Wilson	478 9352
TECHNICAL ADVISORS	:		
- Vogues	:	R. Dunlop	439 7059
- Series V, VA S/Snipes	:	A. Goldman	(059) 75 6807
- Hawks	:	K. Willimott	435 6354
- Mk Cars	:	B. Kennedy	789 5119
- General Information	:	B. Kennedy	789 5119
- Auto Electrical	:	M. Fitchett	(054) 27 1217 (B/H)
	:		(054) 27 1411 (A/H)



RON HALLIHANS SERIES 5 AT BUNDOORA PARK



RON FORTHS AMBULANCE AND KEITH WILLMOTTS HAWK ON AUSTRALIA DAY RUN

H.C.C.V. GENERAL MEETING

26TH APRIL, 1991

Meeting commenced at 8:16pm. Thirty-six (36) members present as per Book.

APOLOGIES: Dave Denner, John & Irene McGregor, Vic Wilson Snr, Vic Wilson Jnr, Ray Webster, Rod Brown, Fred O'Shea, Mike Dupla, Geoff & Jill Webb.

NEW MEMBERS: Brian Dwyer, Spencer & Andrew Yen, Eoghan Wilson.

* Previous Minutes moved by Bob Kennedy, seconded Bill Holmes.

CORRESPONDENCE: Murray Roberts' letter of resignation, Clickity's Restaurant, Abybung Inn Resort, Muscular Dystrophy Association (Vic), McDonnell Gunneen & Associates, Cathay Pacific. Chevrolet Car Club, A.M.O.C. Newsletter, Daimler Lanchester Club of Vic, Rover Car Club "Torque", C.M.E.C. Newsletter, C.H.A.C.A. Newsletter, The Flying "A", Standard Vanguard Club of Aust, HCC of Qld "Transmission", A40 Newsflash, S.A.T.O.C. News, Humber-Hillman Club of N.Z. "Torque", The Inverted Commer Rootes Group Car Club Inc.

* Correspondence moved by Mal Derbyshire.

TREASURER'S REPORT: Presented by Brian Parkinson.

Total Credits	\$4,375.22
Total Term Deposit	5,000.00
Accounts for Payment	784.99
Balance of Account	2,476.09
Total Debits	866.97

* Treasurer's Report moved by Tim Barlee.

EDITOR'S REPORT: Nancy Kennedy reported that 234 Newsletters were distributed this month.

EVENTS DIRECTOR'S REPORT: Bill Holmes reported on the Classic Car Day at Geelong, an excellent day that was well worth a visit. Brian's outing on May 19th, 1991 was mentioned. Sunbeam and Talbot Day at Balnarring was very successful. Fred Pieterston with his Series 5A Snipe won the "PUMPKIN" prize.

MEMBERSHIP SECRETARY'S REPORT: Graham Finn reported on two new members this month.

HALL COMMITTEE: Nil.

TECHNICAL REPORT: Bob Kennedy reminded club members to check their heating systems in their cars during the winter period and to check for leaks, etc. Keith Willimott reported purchasing universal joints for his Humber Hawk at \$22-\$50 plus sales tax. Keith mentioned that this part shared a common part number with comparable Snipe models.

FOR SALE: Alex Kemp has a Series 4 Snipe for sale, excellent conditions. See Alex! Wilson Bunton requires 2 x rear mudguards for a 1948 MK 2 Super Snipe.

GENERAL BUSINESS: Check on (Car Club Cards) to be printed. Ian Foreman to see Arnold Goldman for previous printers of the cards. To get a price V quantity breakdown. Bob and Nancy Kennedy reported on visiting two old members (ex-members), Syd and Gwen Humphries. Syd and Gwen send their regards to all the oldies. Also, Hank Pama sends his regards as well. Hank is a current member who lives in Albany. Ian Wilde spoke on the restoration of Series II Vogue and what materials and equipment that was required to polish scratches out of unroadworthy windscreen.

Meeting Closed at 9:25pm.

Ian Foreman,

Heavy duty 6ft high drill press "Dawn", good condition, \$120.
Contact: Bob Kennedy, Ph: 789 5119.

Hello everyone! It seems incredible that almost half the year is now behind us - I sometimes wonder what it is that we are all rushing towards with such enormous velocity!

At this hectic pace that is today's living, it's often easy to neglect those little tasks which help improve the quality of life for both ourselves and our cars. Have you attended to your vehicle's winter preventative maintenance requirements; checked for leaks in the window seals, cleared the water drainage holes (especially on bottom doors), thoroughly removed oil and grime from window glass (scrunched newspaper is useful here), checked that wiper rubbers are operating smoothly, hosed off mud from beneath mudguards and chassis, checked that your braking system is operating at maximum efficiency?

Regular attention to such-like minor jobs will assist trouble-free running and help prevent major restoration problems in the future.

While in Sydney recently, Keith and I had occasion to visit Peter Jackson's Old Auto Rubber Co. in the outer industrial suburbs of Dunheved near St. Mary's. It turned out to be a good hours drive from Sydney, almost at the foothills of the Blue Mountains; we estimated its distance compared to Sydney equated with an area such as Cranbourne would to Melbourne. Once there though, we were amazed at the overwhelming variety of rubber components on show in the display room and had no difficulty in obtaining the items that we needed.

A very extensive catalogue is published by Peter Jacksons - this includes descriptions, clear illustrations of cross sections and many components, part numbers and a full price list. Our copy is by courtesy of Pat Daly for whom we were also seeking replacement parts, and we will bring it along for your perusal at our May meeting. You may also be interested in inspecting the furplex door seal substitute suitable for the Vogue which we fitted to my Hillman Superminx.

Whilst on the subject of replacement parts I should also mention the Clifton Hill firm of Tru-Mould at 205-211 Queens Parade which will re-cap 670 x 15 tyres. We had two done recently at a cost of \$48.90 each. Haven't used them yet but it looks to be a good job.

Our last copy of the English Humber Club magazine carries a discussion on radial VS cross-ply tyres. Conclusion - little difference in handling but definitely a better ride with the cross-plys. The suggested radial tyre size for Snipes/Hawks was 185 x 15 with the radials always being fitted with tubes since these wheels were not designed to hold radials in place. Radials can be expected to last about twice as long as the similar cross-ply product.

Please remember that this month's meeting is a special family day on SUNDAY MAY 26TH instead of the usual Friday evening. We plan that the day should have a technical bias with informal displays, discussion, demonstrations and several bonnets up for some critical analysis underneath. Bring along your questions, problems and solutions for an afternoon of information sharing.

Finally, may I thank all those members who supported the club through their attendance at meetings, displays and outings during this month. There is much happening in the next few months so keep reading your Humberette - this will be the final issue for those who have not renewed their subscription.!

Margaret.

MEMBERSHIP WELCOME:

Please welcome MICHAEL HICKIE to the HOCV and add his name to your membership list. Michael who lives in Balwyn is the proud owner of a Humber Vogue. A full membership list for the 1991/92 year will be published after all the renewals have been finalised.

ALL-MAKES SWAP MEET DISPLAY - An excellent day was had at the All-Makes Swap Meet/Rootes Display on April 28th. There were 41 Rootes cars on show including 10 HUMBERS plus a wide array of Singers, Sunbeams, Alpines and Hillmans from pre-WW2 up to the late 60's. Both Bob Kennedy's 1934 Snipe 30 and Bill Holmes 1938 attracted much attention as did Karl Wild's green Series 2 Vogue (on its first post restoration outing) and the smart green Super Snipe belonging to Warwick Slade. Other HUMBERS in attendance included Ron Porth's Ambulance, the Series Super Snipes of Ken Megee, Fred Pieterston and Bob Bruce, Keith Willimott's Mk 1A Sceptre and Margaret's Series 2 Vogue.

QUEEN'S BIRTHDAY WEEKEND - The proposed trip to Echuca Steam Rally has been postponed until 1992 due to lack of accommodation. We have been invited instead to spend MONDAY JUNE 10TH visiting Lloyd Hughes' "Car Farm" at 565 MT. PLEASANT ROAD, RESEARCH (see Melway map 22 J6). B.Y.O. BBQ lunch, tea and coffee will be supplied.

Lloyd, who founded the HOCV 16 years ago has amassed over those years an interesting collection of (mainly) Rootes cars in varying stages of restoration(?) Bring warm clothes, sturdy shoes, a chair to sit on and an enjoyable afternoon is ensured. Lloyd's house is situated on the corner of Mt. Pleasant and Gumtree Roads. It is strongly advised that you enter Mt. Pleasant Road from the Research-Warrandyte Road end; it is rough and steep in spots.

COMBINED WOLSELEY/HUMBER OUTING - HARRY HAWKER AIR MUSEUM, MOORABBIN - Details of this are to be found elsewhere in the magazine. Joy flights must be pre-booked at least two weeks in advance. Flights range in time between 12 and 60 minutes and cost between \$10 and \$48 per person. If you are interested please ring Peter Watt of the Wolseley Car Club on 309 3777 for details and bookings before June 2nd.

During the morning there is a guided tour of the air museum beginning at 10:00am. Cost is \$2.50 per person, \$7.50 per family.

PUFFING BILLY OLDE TIME STEAM FESTIVAL - Sunday 13th October. Please read information in this Humberette. The club has application forms and entries close July 31st.

KENNEDY'S KLANGERS

First off I would like to pass on Hank & Susan's regards to everyone. Nancy and I called in on them while we were away. Also, Sid & Gwen Humphreys from Bright said 'Hi' to all their old friends.

I'm sorry we missed Brian & Dawn Fox while up near their area, maybe next time Brian, I'll try to give you more warning. If you haven't been up to Bright, believe me at this time of the year it is very colourful with all the leaves on the trees changing colour. I had not been up there for many years and certainly noticed a huge change (the roads are now sealed), the population has grown from a sleepy town to a fairly busy place.

Well Winter is almost upon us, I hope you have prepared your vehicles for it. Batteries are the main item to look at, quite often it takes more effort to start your monster in Winter plus you use your lights, wipers and heater motors. All of these items use power, this loads up your electrical system so check batteries, fan belts and don't forget the wiper blades, tyres, etc. Please don't be one of those one eyed vehicles and check your lighting system.

That should be enough from me for now until our next meeting.

Bob Kennedy.

FOR SALE BY TENDER: Written offers are invited for the purchase of the current National Concours winner - 1960 Humber S/Snipe Estate.

Contact: Ph: 803 6592 for inspection.

WANTED: Humber S/Snipe Mark or prior, preferably reg with r.w.c.

Contact: 803 6592.

Expect some electrifying changes under the outer bodywork of cars

SEVERAL emerging trends in international vehicle development and environmental controls need to be followed closely by the oil industry.

Mr. Charles Feldman, director of Lubrizol's global engineering group in the USA, said this when briefing Australian automotive and oil company engineers at his company's annual seminar in Melbourne.

He cited:

- *Electrorheological (ER) systems*
- *Two-stroke engines*
- *Crackdowns on emissions from diesel engines.*

He defined the *electrorheological effect* as 'the reversible change of viscosity of a fluid as a function of an electric field.' In practical terms, this meant that particles of high molecular weight polymers were suspended in a fluid, such as an oil, and exposed to varying electrical currents. The result was that the fluid's effective thickness was altered.

Applications were in shock absorbers, clutches, brakes, engine mounts and the like.

Currents in developmental use ranged around 8000 volts, but amperage was very low so there was no risk of effects on people through any leakage of the electricity.

Microprocessors linked to sensors under the bonnet would control the current changes to make the systems work.

Mr. Feldman said: 'We are a lot closer than a year ago. Probably in a few months there will be field tests of prototypes. On the whole, technical problems will be probably in the temperature range. But the uses in cars are potentially great — up to US\$20 billion a year, in applications from anti-lock brakes to alternators. Anything that stops the unnecessary expenditure of energy is bound to succeed, and that is what ER systems do.'

Two-strokes

Car designers were pushing the introduction of two-stroke engines.

This was because the size of these engines would allow the body stylists to drop the bonnets of cars even lower, down to the tops of the wheels, to meet what was perceived as the public demand.

Japanese manufacturers, such as Subaru, were far advanced on development. Subaru was expected to hit the market in 1993 with a turbocharged, wet-sump two-stroke power unit for up-market cars.

The prototype engine was a four-cycle one, run on two cycles, with four valves open at once. The turbocharger blew everything out at once.

Toyota was working on a dry-sump two-stroke with roller rather than sleeve-type bearings.

Development of suitable lubricants for these, and other, engines would not be an easy task.

'Green' lubricants

Mr Feldman said that if the oil industry did not market products which

were more environmentally friendly, then it could expect to have restrictions imposed in a far from scientific manner.

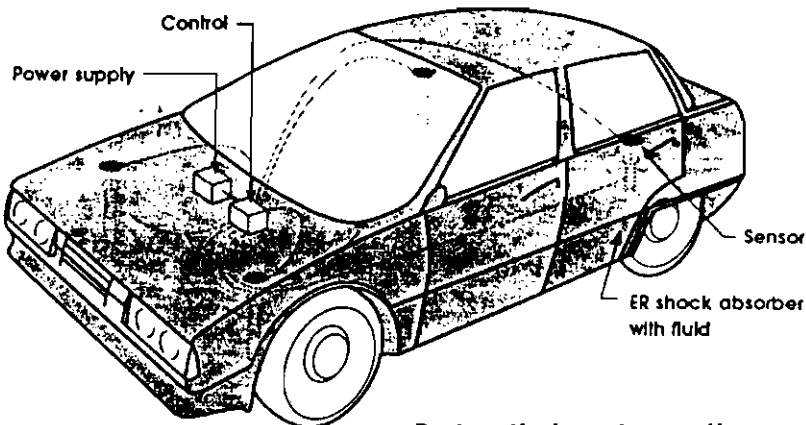
The automotive and petroleum industries traditionally had emphasised the performance aspects of their products.

But environmental aspects of products were becoming equally important to consumers. So environmental performance of products was being used increasingly as a marketing platform. While there was no universal technical definition, the general concepts for 'green' lubricants were that they must be non-toxic and biodegradable.

Mr. Feldman commented: 'We are going to have to be very careful to give the public what it wants without designing vehicles and their fuels and lubricants back to the year 1940.'

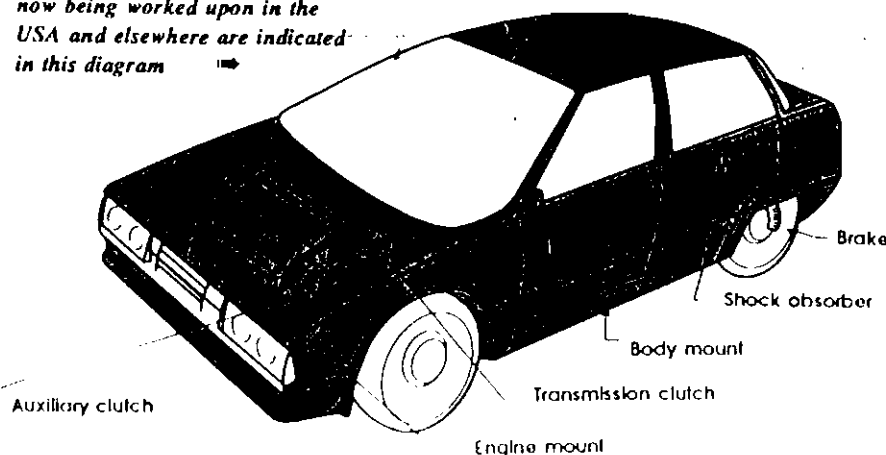
He cited the problems being experienced by the oil industry in providing environmentally-acceptable fuels for diesel engines. People did not like to see smoke coming from diesel engines. By the end of this decade, there were going to be some really stringent anti-pollution laws governing diesels.

ER automotive suspension system

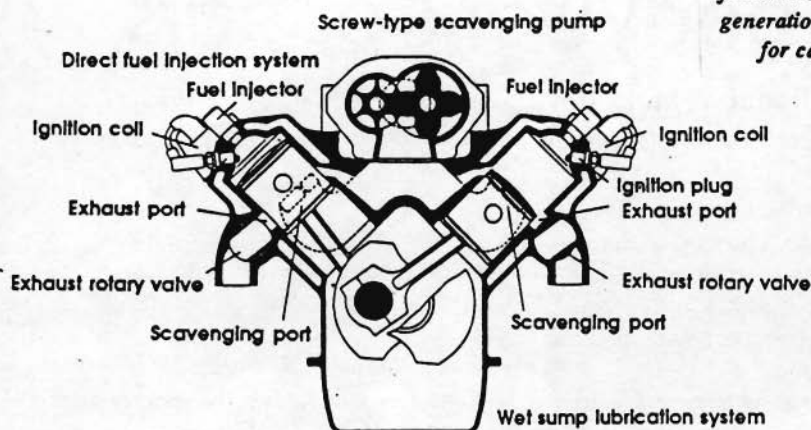


Potential automotive applications for ER fluid

Electrorheological developments now being worked upon in the USA and elsewhere are indicated in this diagram



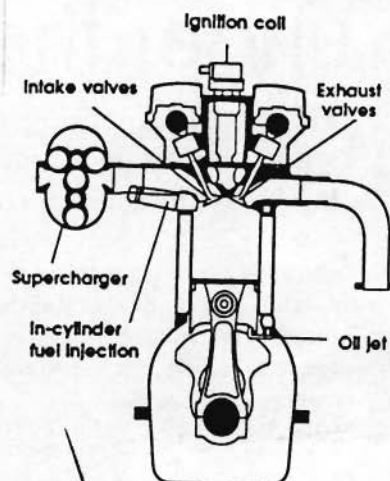
Subaru 2-stroke V-4 engine schematic



These two diagrams, issued by Lubrizol, not the Japanese carmakers concerned, are said to indicate some of the principal features of the proposed new generation of two-stroke engines for cars

Toyota S-2 engine

Supercharged two-stroke



Recycled oil is fuel for thought

WHEN times are tough, reduction in costs for any business is paramount.

So recycling is an attractive option.

Glass, aluminium, plastic and wastepaper are not the only items that can be recycled.

Used motor and industrial oils are a waste product that can quite easily be processed and used again.

The latest figures suggest that 500 million litres of oil are used in industry within Australia each year.

Over a third of this amount is used up in service — burnt, leaked or spilt — while another third is processed into industrial goods, rubber and inks.

Furnace fuel accounts for a small percentage, but less than 20 per cent of the remainder is collected for recycling.

Over 30 million litres represents about seven oil changes for every vehicle in the Melbourne metropolitan region.

Apart from the waste and the potentially disastrous impact on the environment from the dumping of used oil products, crude oil is a diminishing, non-recyclable resource.

There is a reasonably good collection system for volume users.

Most of the oil is collected from workshops, garages and major industries, via 12,000 litre tankers.

Much of the oil collected in this fashion is used for fuel in ships and heavy industry.

This however, is only applicable in major cities and towns.

The logistics of picking up



used oil from country areas means that very little of this oil finds its way back into the system.

The do-it-yourself market in car lubrication, supplied by four litre packs of motor oil, is a large contributor to the dumping of waste oil.

Quite a few municipal councils are now accepting oil at their depots for recycling.

It's worth a phone call if you have some old oil you wish to dispose of.

Even though a sales tax saving of 20 per cent is an advantage, buyer resistance shows there is still an image problem to be overcome as far as sales go.

While recycled oil is popularly supposed to be of poor quality, nothing could be further from the truth.

Recent engine and fleet testing of re-refined oils has established that they are equally as good as the original product.

The Velvet Oil Company is one firm that both collects waste oil and also markets the recycled product.

You can call them for advice on 560-0592.

Humber (England)

Rootes Motors Ltd., Ryton-on-Dunsmore, Coventry

Sceptre

Engine: 4-cyl. 81.5 x 82.55 mm. (3.21 x 3.25 in.), 1,725 cc. (105.2 cu. in.); compression ratio 9.2 to 1; o.h.v., 2 Stromberg carbs, 88 b.h.p. (net) at 5,200 r.p.m., max. torque 100 lb. ft. (13.8 mkg.) at 4,000 r.p.m.

Transmission: Front engine, rear drive. Manual: 3.89 (o/d 3.12), 5.41, 8.32, 13.04, rev. 13.89. Automatic: Borg-Warner 35, torque converter ratio 1.94, ratios 3.70, 5.36, 8.84, rev. 7.73. Top gear m.p.h./1,000 r.p.m. 17.8, automatic 18.7.



Humber Sceptre

Suspension: ifs, coil springs, wishbones, anti-roll bar. Rear, live axle, half-elliptic leaf springs. Steering, recirculating ball.

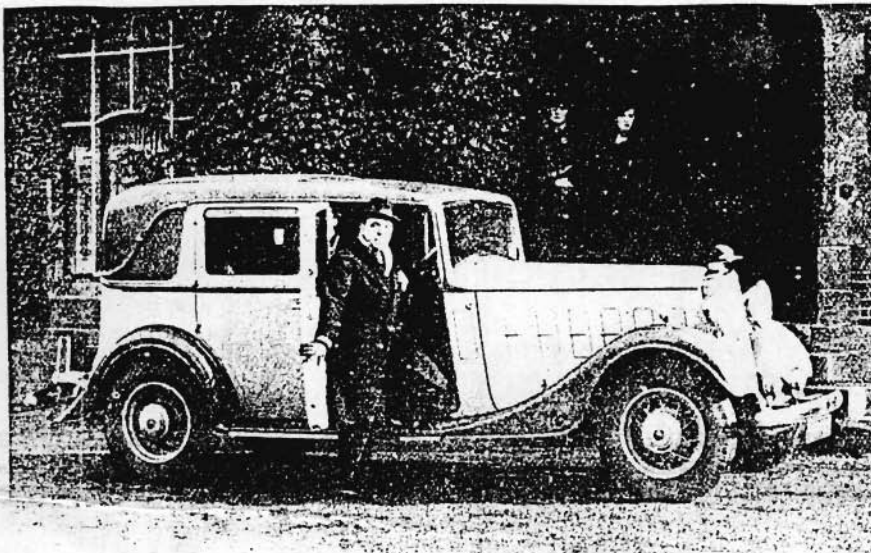
Brakes: Lockheed (servo), 9.6 in. front discs, 9 x 1.75 in. rear drums.

Dimensions: Wheelbase, 8 ft. 2.5 in. (250 cm.); front track 4 ft. 4 in. (132 cm.); rear track 4 ft. 4 in. (132 cm.); Overall length, 14 ft. 1.5 in. (430 cm.); width 5 ft. 4.75 in. (164 cm.); height 4 ft. 8 in. (142 cm.); ground clearance 6.75 in. (17 cm.); Turning circle 34 ft. (10.2 m). Unladen weight 2,186 lb. (993 kg).

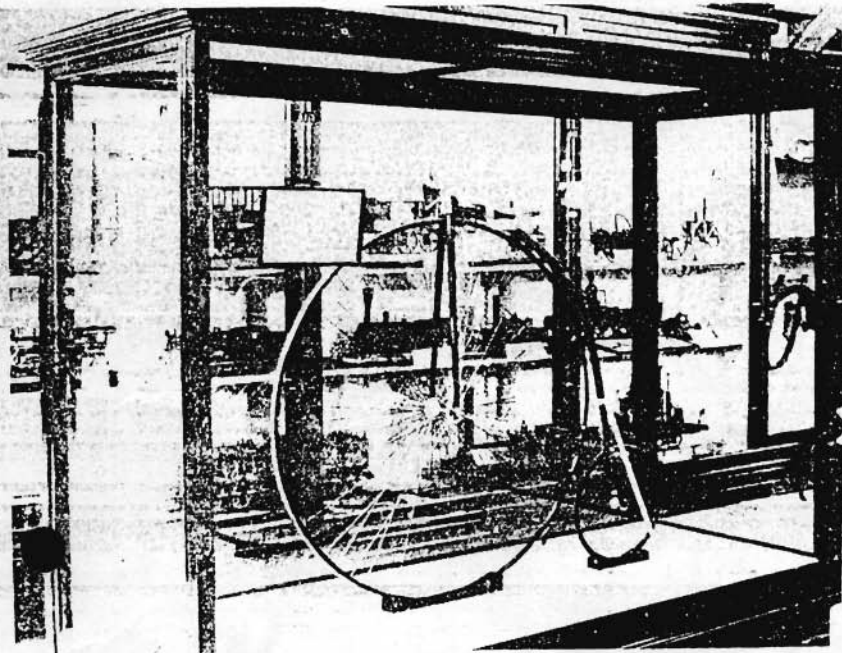
Service: Tyres 6.00-13 in.; 4.5 in. rims; front 25 psi (1.76 kg./cm.²); rear 25 psi (1.76 kg./cm.²).

Capacities: Fuel 10 gal. (45 litres); coolant 13.7 pints (7.8 litres); oil 7.5 pints (4.3 litres); max. payload 894 lb. (405 kg.).

Maintenance interval: 5,000 miles.



While every one knows Lupino Lane, the famous comedian, few are aware of one of his keenest of hobbies—motoring. Here he is seen returned from an enjoyable trip in a Humber Snipe 4-light Saloon.



This Beeston-Humber 53-inch racing bicycle, made in 1886, is now in the Smithsonian Institution, part of the Washington National Museum, having been presented to the Institution by Mr. A. E. Schaaf, of Cleveland, Ohio. For this rare exhibit a special mahogany case was built at a cost of 250 dollars. It was presented as the best example of England's art of cycle building of the 1880's.



A Hillman Minx at Isandhlwana—"The Hill of the Little Hand"—in Zululand. This marks the spot where 700 British soldiers and over 100 Colonial troops perished in January, 1879.

"WILSON BUNTON"

SNIPER SHOOTING BY CAR

The following reproduction of a news item from the *Birmingham Mail* is of particular interest to MODERN MOTORING readers when it is recalled that His Royal Highness the Duke of Gloucester is using Humber cars exclusively on his Australian tour:—

DUKE OF GLOUCESTER'S CAR-DRIVING FEAT

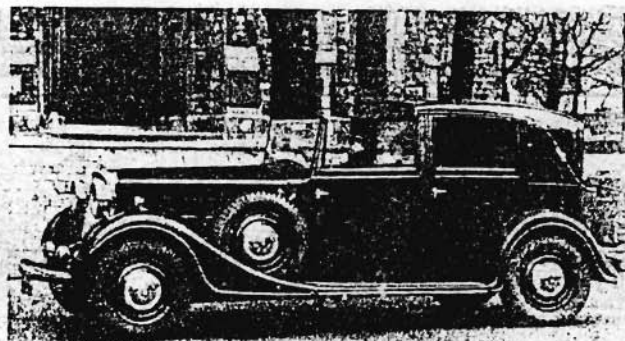
MELBOURNE, Wednesday.

The Duke of Gloucester has given a remarkable exhibition of high-speed car driving during his stay with Major Currie at Burrumbest, Victoria. While returning to Ercildoune, Major Currie's estate, after a snipe-shooting expedition, he drove the Royal car 52 miles in 45 minutes.

To-day the Duke made a country tour through the wheat and citrus districts, where he was tumultuously welcomed by large crowds. The weather was brilliant and the temperature rose steadily, with the result that several members of the party removed their coats.

During the visit to Merbein the Duke inspected the fruit-packing sheds and orange groves.

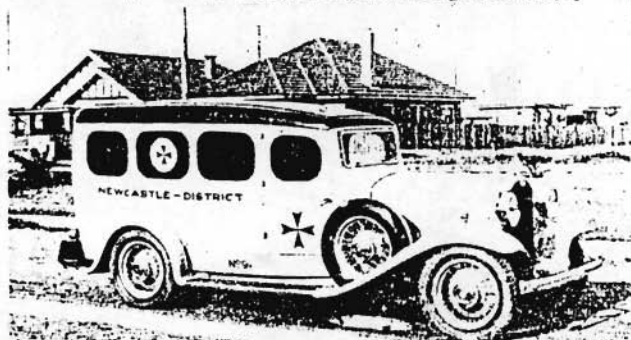
The tour concluded with a triumphant reception by ex-soldiers at Redcliffe—*Press Association.*



This attractive Humber Snipe Limousine de Ville, with bodywork by the Carlton Carriage Co., has recently been delivered to the Hon. Mrs. Fitzgerald, prominent in English society circles.



When Snipe meets Snipe—"again"! A photograph taken by Dr. E. T. Cato when motoring in the Avoca district, Victoria, Australia. Dr. Cato also mentions that the condition of the car illustrates the gruelling nature of the country.

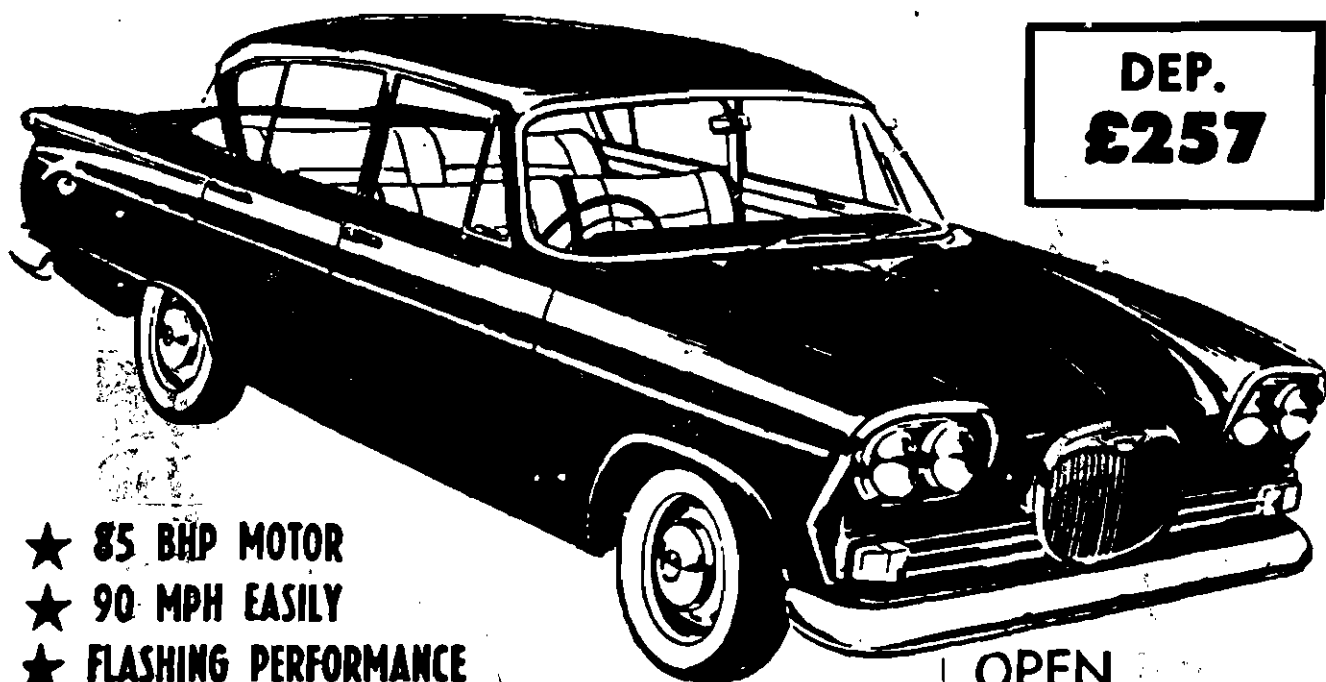


A Humber "Pullman" Ambulance recently acquired by the Newcastle district section of the N.S.W. Ambulance Transport Service Board through the Newcastle branch of Messrs. John McGrath, Ltd., Humber Distributors of Sydney.

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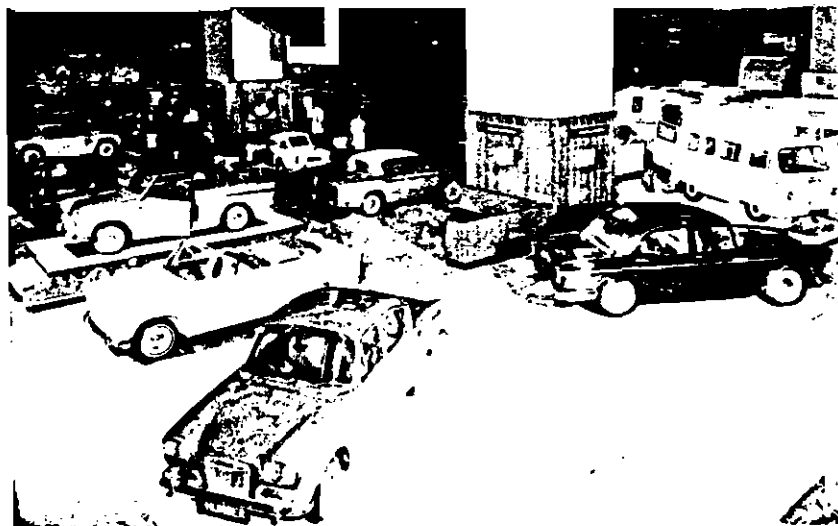
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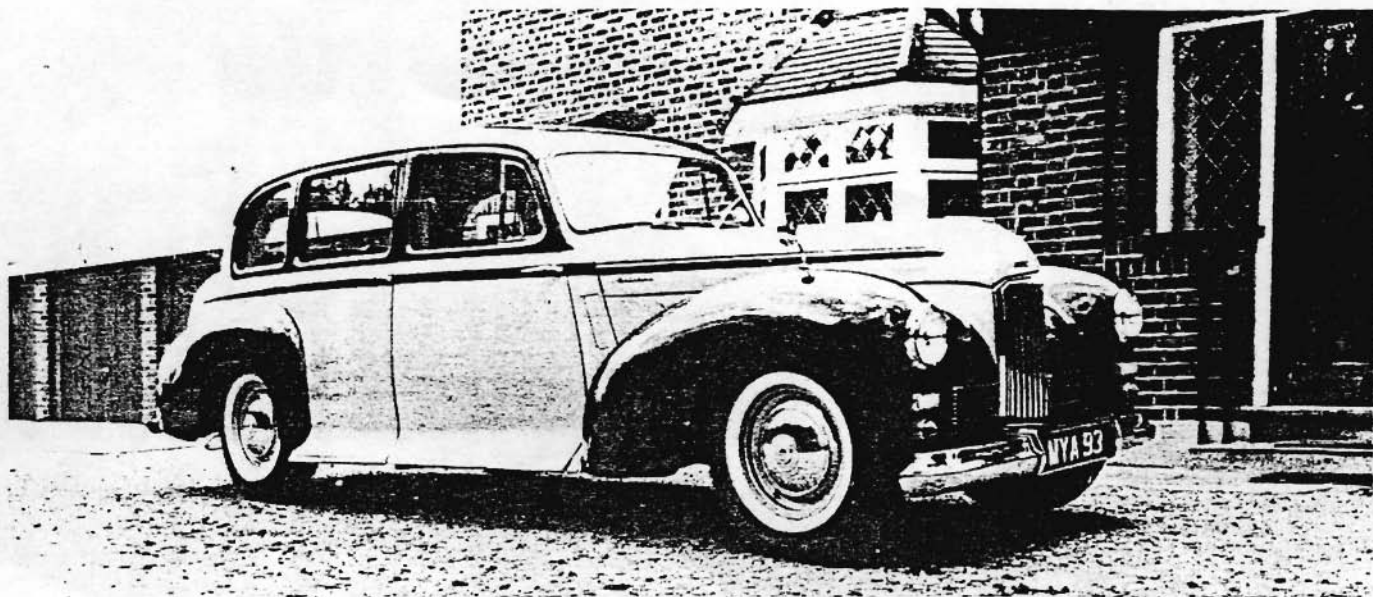
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& Maberly. Among the
exhibits are the Sunbeam
Rapier SIV, the new
Humber Sceptre, the
Hillman Super Minx
Convertible, and the
Humber Super Snipe SIV



Luxury Liner

There's something unusual about this immaculate Humber Pullman Limousine; the answer lies under the bonnet as Peter Nunn found out

WHEN members of the Post Vintage Humber Car Club gathered together at Knebworth House in August last year, they did not expect to see the black and silver Humber Pullman limousine belonging to Stephen Liddard. The reason is quite simple, up until then the car had been a complete 'unknown' and had never appeared at a PVHCC rally before. But by the end of the meeting, just about every Humber enthusiast at Knebworth knew about MYA 93 for this was, quite definitely, no ordinary Humber.

Owner Stephen Liddard is one of those people one hires when the time comes to knock down a house. He runs his own demolition business and has an impressive fleet of trucks finished in his own livery. His hobby, though, is buying and

restoring off-beat cars. So far a '35 Buick, a '57 Buick Connelly special, a '59 Chevrolet Impala, a '68 Buick Le Sabre, a 1950s Wolseley 4/44 and a 1960s Austin Westminster have all passed through his hands. Not an outstanding collection of 'classic' machinery perhaps but HCVC members might like to know that he is soon to put the final touches to the rebuild of a 1945 Scammell tractor unit.

Just over three years ago, he spotted a very sad-looking Humber Pullman, abandoned in a transport yard in Barking. It transpired that the car belonged to the ex-transport manager who had left it parked in a corner for some two years with the windows left open. The upholstery was completely ruined, the wood in the boot was rotten and the body — especially the

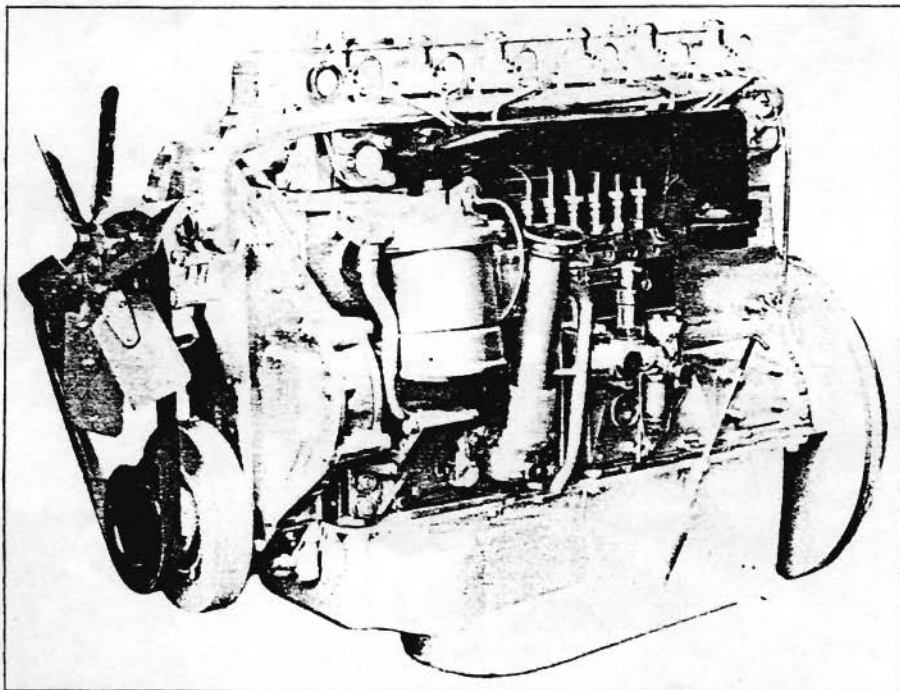
front and rear wings — was badly rusted. Undeterred, Stephen parted with a small sum of money and towed his new acquisition home.

This is where the story becomes interesting for MYA 93 has a Perkins P6 diesel engine as its powerplant. The vast majority of Humbers of the late 1940s and early 1950s were fitted with conventional petrol engines of course but some, like Stephen's 1950 limousine, were sold with 93bhp 4.7-litre straight 6 units. These were Humber-approved conversions and were also available on the Super Snipe and Pullman models.

These conversions were carried out because of the low cost of diesel fuel and to give both longer life and an improved fuel consumption figure (a 90mph cruising speed was theoretically possible with a much improved fuel consumption figure over a comparative petrol equivalent). Stephen Liddard claims he is getting 25mpg as opposed to 10/12mpg from the 4086cc Humber side-valve 'six' which would normally power the Pullman Limousine). Strength, reliability and simplicity are other well-known diesel advantages; noise, expense, weight and overall performance were not! The Perkins conversion, incidentally, also included a crown wheel and pinion set which gave a ratio of 3.154:1.

A brief description of the P6 engine would seem appropriate at this point. Briefly, it is a 4.73-litre 'six' with a cast iron block and removable dry liners. Aluminium alloy pistons match up to a seven bearing crank and the chain driven camshaft operates overhead valves. This direct injection engine is fed from an inline injector pump mounted on the nearside of the engine and the pump is fitted with a pneumatic governor. Comprehensive cold start equipment is included and when an indirect brake servo is fitted (MYA 93 has one, for example) a

The heart of the Humber: mighty Perkins P6 diesel



sliding vane exhauster is required. Two power ratings are quoted by Perkins for the P6; the versions fitted to the post war Humbers developed 93bhp at 3000rpm but lesser versions of this redoubtable unit turned out 74bhp at 2400rpm. Maximum torque for the latter version is quoted at 184 lb. ft.

To be fair, the fact that Stephen's Pullman is Perkins-powered is not the main reason for the admiring crowds at the Knebworth rally. Instead, take a look at the colour page. Apart from the engine bay, the Humber has been completely restored both inside and out and must be arguably the most valuable post war Humber in the UK at present. Although MYA 93 was originally finished in black, its eight-seat Thrupp & Maberly coachwork is now a most attractive combination of silver and black. When you add in the skinny Michelin white-wall tyres, the overall effect is even more impressive. Elegance without garishness would be an apt description, a car that has obviously been rebuilt but not 'over' restored.

It's the rear compartment of the car that makes this car stand out, though. Opening one of the large, rear-hinged doors reveals a spacious, light and luxurious interior that has been beautifully retrimmed by Dean Weller of Station Road, Ware. In original form, the upholstery was trimmed in a high quality beige cloth material and MYA 93's rear compartment has returned to exactly this specification. The comfortable rear seats have a centre armrest which folds down and at either ends of the rear 'settee' there are deep and generous arm rests.

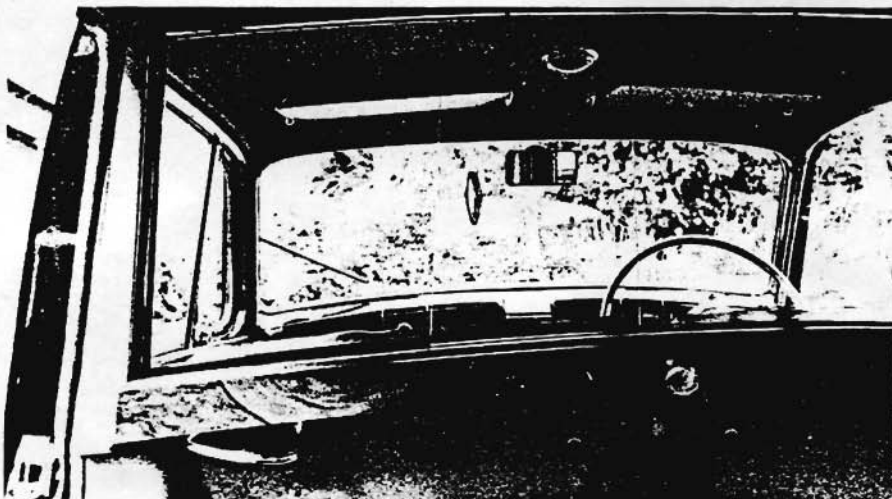
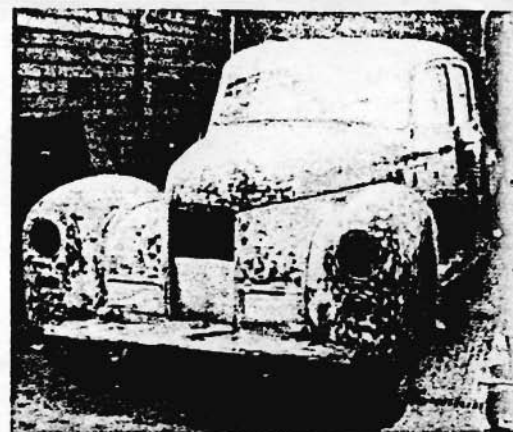
As befitting a car intended originally for aristocracy or perhaps high-ranking officials, the rear compartment has a division with two sliding windows. Directly in front of this division there are two occasional seats which fold flat when not in use. Like the rear seats, these are beautifully finished and at a pinch, can take three people.

The front compartment is slightly spartan but due to the column-mounted gear lever, can seat three people without a squash. So, thanks to the special coachwork (mounted on a chassis with a wheelbase 3¼in longer than previous models) eight people – or perhaps nine, if the local dignitary didn't object to three across the back – could travel in comfort and not a little style.

So far, I haven't mentioned two of MYA's more appealing features, the air conditioning and the built-in push button radio. Let's take the air conditioning first. Housed under the front seats are two compact heater units which receive heat via the engine water supply. These serve the rear compartment via two small vents situated at the foot of both ends of the division. The vents also have another

function, when the sidelamps are switched on, they act as courtesy lights – or to be more accurate, step lights. By judicious use of the various heating controls, it's possible to vary the air supply to either side of the compartment (the front and rear compartments have their own heating arrangements). The driver,

MYA 93 undergoing restoration, right: a real 'family affair'



A substantial division complete with sliding windows and radio speaker forms part of the sumptuous rear quarters. Below the power pack for the push-button radio lives under the boot floor



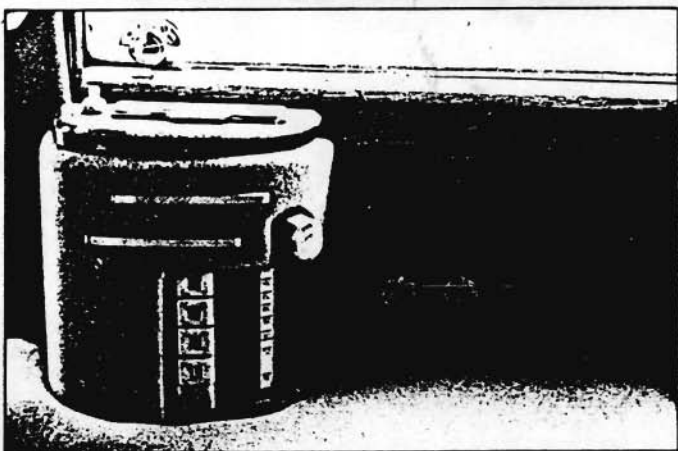
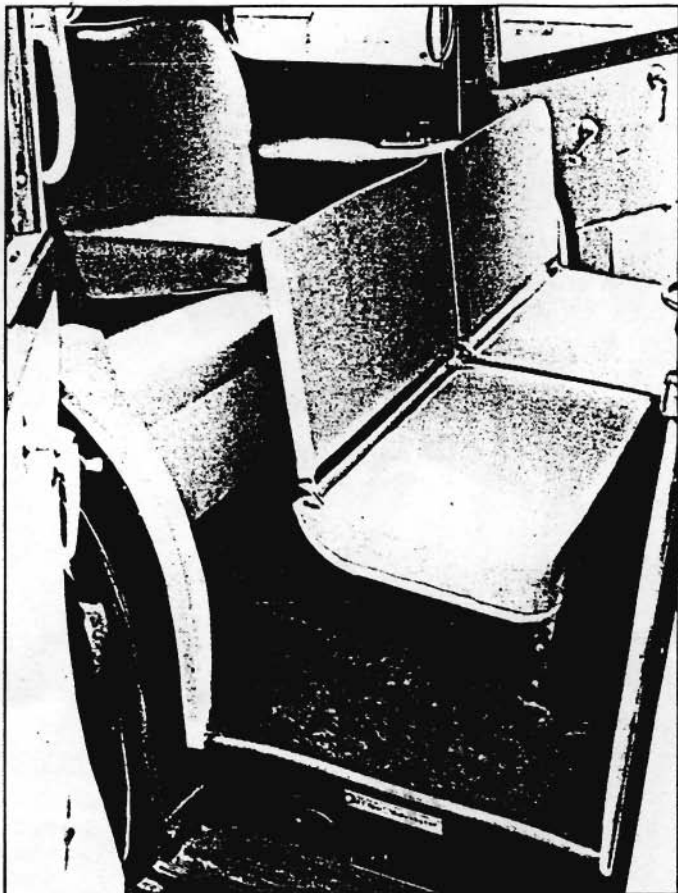
meanwhile, had to be content with a massive Smiths fan heater.

While his 'man' was toiling away behind the wheel, the occupants in the back could pass the time away by listening to the neat push button/manual radio situated on one of the armrests. In Stephen Liddard's car, this splendid accessory was a Radiomobile ('Tudor Rees of the Vintage Wireless Co offered me £100 without even seeing it') but other Pullmans were fitted with an HMV set. The difference, however, was slight since

they both received Long and Medium waves. The speaker grille for the radio can be found on the central division, just above the fold-away division for the occasional seats. Surrounding this grille are controls for radio tone and volume, plus two knobs for varying the speed of the rear compartment heater fans. The power pack for the radio is housed in the boot. On the other side of the opulent rear quarters, opposite the radio set, there's a cigarette lighter – the front compartment has one too.

A reminder of former glories?





Clockwise from top right: beautifully restored interior, complete with occasional seats which fold flat; push-button Radiomobile wireless which came as standard; owner Stephen Liddard behind the wheel, out for a spin; MYA 93 was originally finished in black but its new silver and black paintwork looks very smart; during restoration, this wing was one of several panels which required considerable surgery; MYA 93 is surprisingly nimble for such a large car but 'steady as she goes' could be an apt maxim

CONTRIBUTED BY
FRED PIETERSON



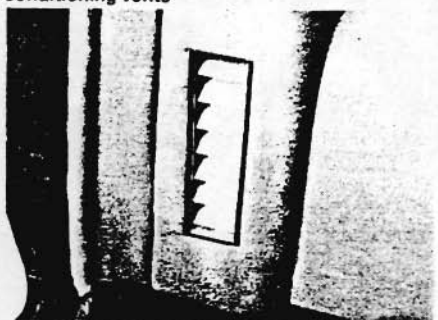
Better than new in almost every respect – but will it remain a car that nobody wants?



MYA's 'office' has plenty of legroom but a cramped driving position

MYA 93 was lucky; it happened to be in the right place at the right time. If Stephen Liddard hadn't been about his business in the Barking area three years ago, the car might still be rotting away in that yard. "I was half seriously looking for a car to do up. I'm not really a Humber enthusiast – that Pullman could have been any car as far as I was concerned," he explained.

One of the rear compartment's intriguing air conditioning vents



In the 1950s, some Super Snipes were also Perkins-converted; note the grille motif



Nevertheless his brother Richard was called in to carry out the panel beating and spraying while brother-in-law Stephen 'Big foot' Greenhill took care of the mechanicals. Stephen himself was the financial backer and provided the necessary new parts. "Real backyard technology" as he succinctly describes it.

Restoring the car, it seems, wasn't particularly difficult. Brother Richard cut out the rusty metal and used an argon arc welder to weld in the new. A '53 Pullman was used for spares and provided the wood veneer window surrounds, the door handles and patterns for the seats. A new exhaust was made up and in an effort to try and cure brake shudder, new brake linings, wheel cylinders and master cylinder were fitted. Brake parts came from Hertford Brake and Clutch Co while the clutch came from Cape Automotive Ltd ("we searched through the stores to find the right parts; eventually we found them – they came from a 2 ton Commer lorry") while king pins and sills were acquired from R. J. Grimes of Coulsdon, Surrey, who can supply a wide range of obsolete Humber parts. Rechroming was carried out by Barwoods of Tottenham. The engine, however, has hardly been touched. Apart from an oil and filter change, it stands as Stephen bought it.

With the car came one of the old style log books and the Rt. Hon Earl Poulett of Hinton St George, Somerset is listed as being the first owner (Stephen is now the fifth). For the record, MYA 93 was registered on June 1 1950, carries engine no 3205231 and chassis no. 9801252. Not unnaturally, Stephen has tried to trace the Rt. Hon Earl Poulett who, by all accounts, was something of a character (the car used to carry his crest); so far, Stephen has managed to establish that his last wife is living in Jersey but little else.

Driving this car is quite an experience. The front seats are not adjustable, the steering wheel is enormous (the gear lever is tiny by comparison) and the view out along the massive bonnet is awe inspiring. To start the engine, turn the key on the sparse fascia, then press the pre-heat button for 30sec. A slight pressure on the starter button and the engine rumbles into life. By diesel standards, the engine is not noisy or smelly but to hear the characteristic compression ignition 'knock' coming from this dignified motor carriage seems incongruous at first.

Stephen drives at first while I enjoy the luxury and wide open space of the back seat. Once under way, this 18ft motor car is surprisingly nimble, and inside, everything is quiet with little or no 'diesel roar' from up forward. What an enjoyable way to travel! After all, if things become too noisy, one can always turn up the radio...

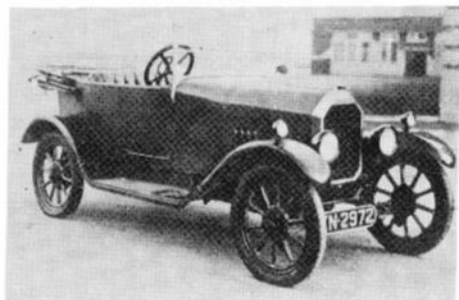
Soon it's my turn to take the wheel. Into gear, slight pressure on the right hand pedal, ease off the Rover P4-positioned handbrake lever, and off we chug. I hope Stephen won't be offended but I'm going to use some sailing analogies now, for MYA really behaves like a large dinghy that's been let loose on the road. Press down on the accelerator while the car's pointing in a straight line and the effect is immediate and surprisingly responsive. For such a large car it *does* get under way with commendable alacrity but things start to get slightly out of hand when MYA has to go around corners. Turn the monstrously heavy steering wheel too far, too sharply and the whole car lurches so far over that you begin to wonder whether there's time to tack before you pull in all the sheets.

The driving position doesn't help much either. One sits, bolt upright, so close to the huge steering wheel that the inverted boat-shaped bonnet soon becomes uncomfortably appropriate. Until one begins to get the hang of cornering this car, any accelerator movements have to be carefully planned. Any indecision in the middle of a corner and it could well be Goodnight Vienna...

The foregoing, incidentally, is not in any way intended to be a harsh condemnation of this splendid motor car for its overall charm and appeal far outweigh its deficiencies on the road. Yes, it's a real head-turner and a real credit to the workmanship of its restorers. It's just a shame that it suffers from 'Rootes malaise' and by that I mean depressed prices and general lack of enthusiasm on the part of the majority of so-called 'classic car' followers. If this Pullman Limousine was say, a Packard or a Buick, then I would be very surprised if there wasn't a lengthy queue of people wanting to buy it. As it happens, MYA 93 is for sale and Stephen Liddard is open to offers. Now what am I bid for this rare and (in its own way) desirable limousine...? □

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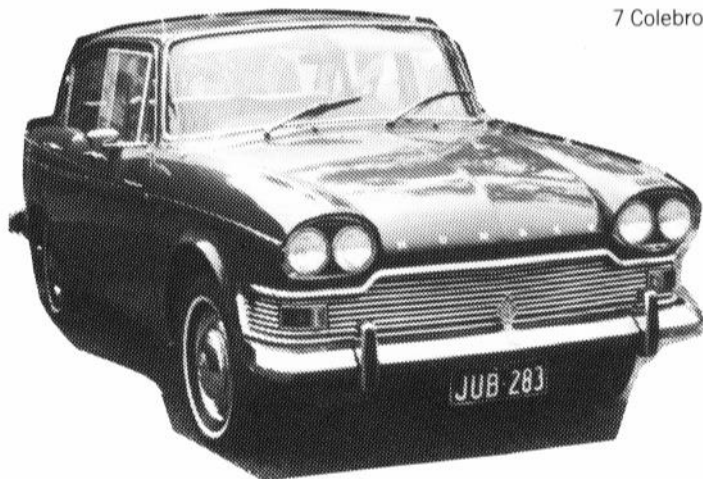
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