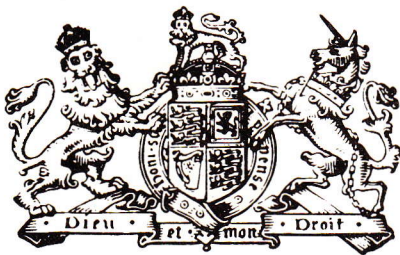


November 1986

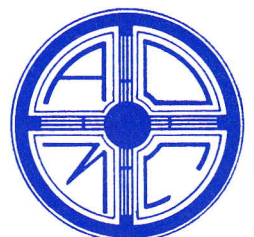
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Clubs of Victoria Inc.
and Tasmania

Affiliated with the Association of Motoring Clubs



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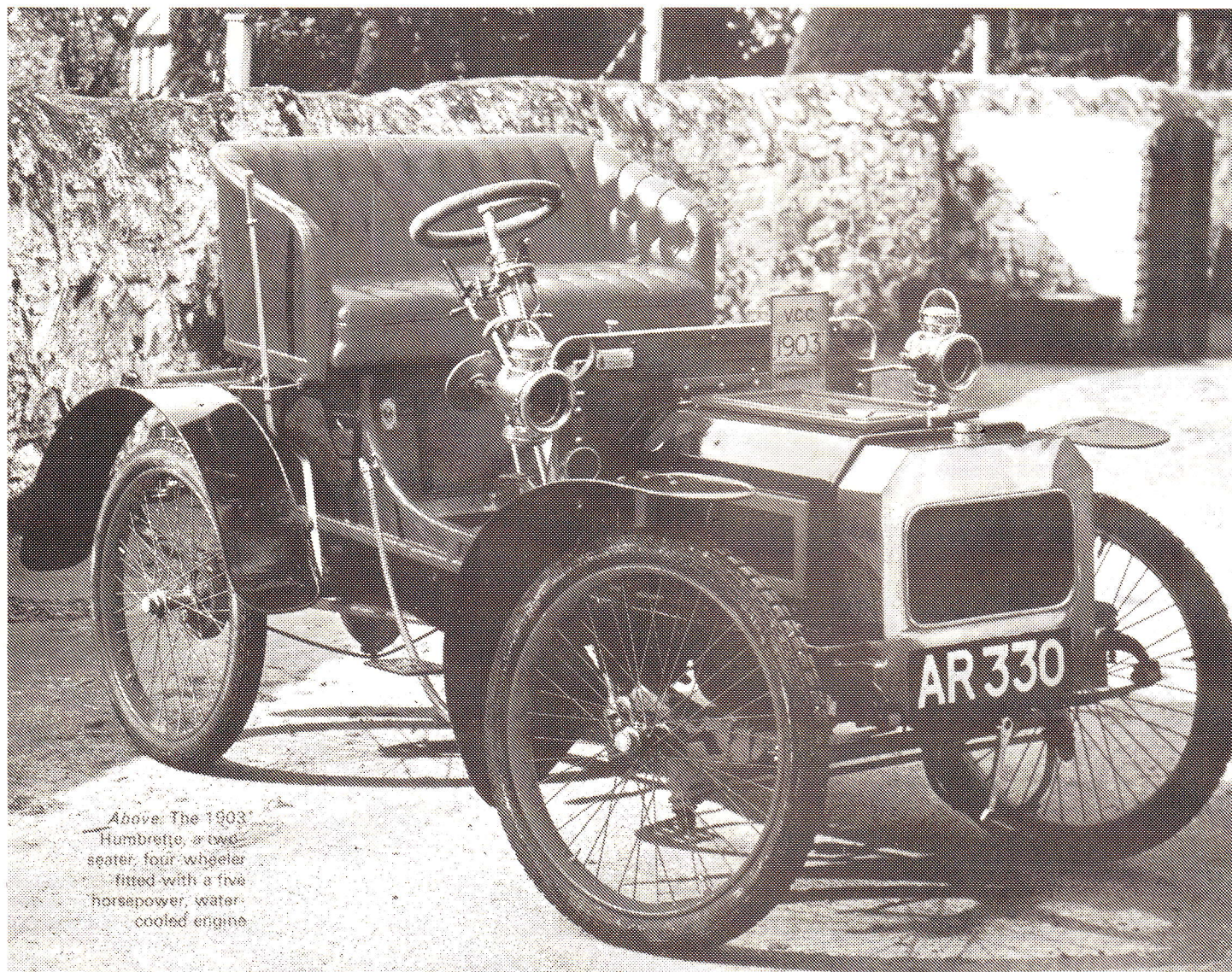
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Above: The 1903 Humbrette, a two-seater, four-wheeler fitted with a five-horsepower, water-cooled engine

CATERING

by

"Saucy Dish"

(LA TROBE UNIVERSITY)

- ★ **FUNCTIONS**
- ★ **WEDDINGS**
- ★ **PARTIES**
- ★ **CONFERENCES**

- ★ **VARIED MENUS**
- ★ **REASONABLE RATES**
- ★ **FUNCTION FACILITIES AVAILABLE**

JAN WILLIMOTT
470 5568

CALENDAR

NOVEMBER 28TH.

GENERAL MEETING AND CHRISTMAS BREAK-UP.
(THIS WILL BE A SPECIAL FAMILY SOCIAL EVENING WITH APPROPRIATE CHRISTMAS ENTERTAINMENT, FOLLOWED BY A FESTIVE SUPPER.) WOULD EACH FAMILY PLEASE BRING A PLATE TOWARDS THE SUPPER.
FATHER CHRISTMAS MAY PAY US A VISIT DURING THE EVENING.

DECEMBER 6TH.

ANNUAL PRESENTATION DINNER. MUSICIAN'S CLUB,
65 WELLINGTON ST. WINDSOR. 7.00PM FOR A 7.30PM SIT-DOWN DINNER START.
COST \$16.00 PER HEAD. CHILDREN \$10.00 (UNDER 14 YEARS).
DEPOSIT OF \$10.00 SHOULD BE PAID BY NOVEMBER MEETING.
INITIAL DRINKS PROVIDED, FURTHER DRINKS SHOULD BE PURCHASED FROM THE BAR AT BAR PRICES.
THERE IS AMPLE OFF-STREET PARKING BESIDE THE CLUB.

JANUARY 23RD 1987.

GENERAL MEETING. DEEPPENE HALL. 8.00PM.
(MELWAY REFERENCE: MAP 46. A.7)

JANUARY 25TH - 26TH.

AUSTRALIA DAY CELEBRATIONS.
SUNDAY RALLY TO WERRIBEE PARK, ENTRY FEE \$6.00, FORMS AVAILABLE FROM SECRETARY.
MONDAY: POSSIBLE RALLY AND DISPLAY ALONG THE YARRA BANK.
NO MORE INFORMATION AS YET BUT WATCH THE PAPERS FOR DETAILS.

FEBRUARY 15TH.

C.H.A.C.A. SWAP MEET. CHIRNSIDE PARK SHOPPING CENTRE CAR PARK. MAROONDAH HIGHWAY, LILYDALE. (MELWAY REF. 37. G4).
9.00AM - 2.00PM. \$1.00 ADMISSION.

FEBRUARY ?

MONTHLY CLUB RUN. TO BE ADVISED.

FEBRUARY 27TH.

ANNUAL GENERAL MEETING AND ELECTION OF OFFICE BEARERS.
DEEPPENE HALL. 8.00PM

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

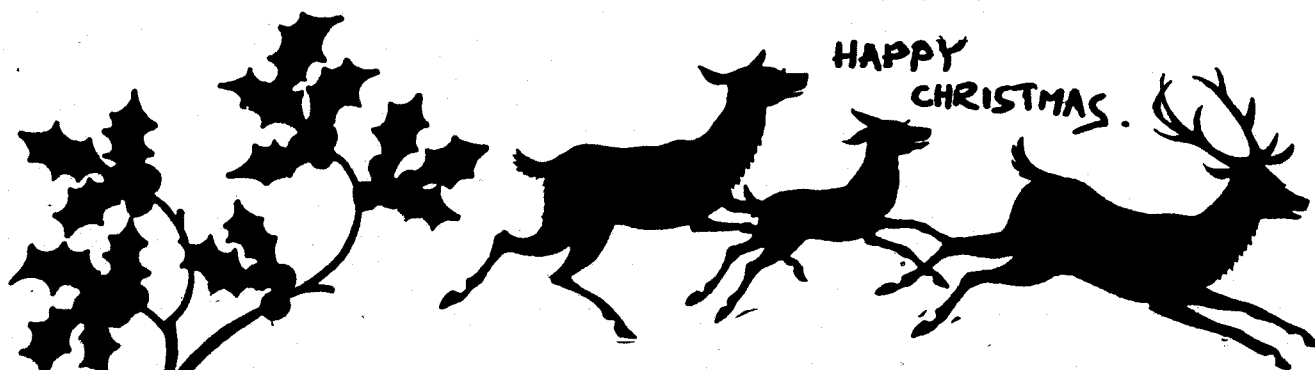
THE HUMBER CAR CLUB OF VICTORIA, INCORPORATED.

MEETINGS ARE HELD ON THE FOURTH FRIDAY OF EACH MONTH (EXCEPT DECEMBER) IN THE HALL AT DEEPPENE PARK, WHITEHORSE ROAD, DEEPPENE, COMMENCING AT 8.00PM.
MELWAY REFERENCE: MAP 46 A7/8.

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

DISCLAIMER: THE VIEWS AND OPINIONS EXPRESSED IN THIS MAGAZINE ARE NOT NECESSARILY THOSE OF THE EDITOR OR COMMITTEE OF THE HUMBER CAR CLUB OF VICTORIA, INCORPORATED,

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***** CONCOURS REPORT, 1986. *****

The day dawned fine and sunny for the annual Concours d' Elegance at Deepdene Park where a fine range of Humbers was presented for display.

Amongst the cars noticed in the line-up at the Park were the 1926 Tourer of Club Founder, Lloyd Hughes, two stately Mark 1V Super Snipes, and a very smart array of series Super Snipes including those of Nancy Butt, Tom McAlpine, who had journeyed up from Moe for the occasion & Des Judd.

Attracting a great deal of attention throughout the day was the 1935 Snipe 80 belonging to Norm. Watt. Always an eye-catcher, Norm. had turned his car out as immaculately as ever and eventually took off the Most Popular Humber trophy.

It was pleasing to welcome interstate visitor Max Heazlewood, some of our country members and visitors from several other clubs who joined us in the display. A special welcome to members from the Standard Vanguard Club who brought along four very nice examples of the Vanguard range, and to members from the Sunbeam/Talbot and the Rootes Car Clubs.

An innovation this year was the provision of light lunches and Devonshire Teas in the clubrooms. Thanks must go to the club ladies who helped so ably in this department and to those members who assisted in running the "Cent Auction". Money raised in this area helped pay for Ground hire on the day. Thanks also to all who offered their help (or were co-opted!) as judges, marshalls, recorders etc. It all went towards making a most successful and enjoyable day.

CONCOURS AND PRIDE OF OWNERSHIP RESULTS:

PRE-MARK CLASS:	LLOYD HUGHES, 1926 TOURER.
MARK CLASS:	BOB. KENNEDY, MARK 1V SUPER SNIPE.
SERIES CLASS:	BILL HOLMES, SERIES 11 SUPER SNIPE ESTATE, 1st. NANCY BUTT, SERIES 1V SUPER SNIPE, 2nd.
OUTRIGHT WINNER:	BILL HOLMES, SERIES 11 SUPER SNIPE ESTATE.
CAR OF THE YEAR:	KEITH WILLIMOTT, MARK 1 SCEPTRE.
MOST POPULAR: (HUMBER)	NORM WATT. 1935 SNIPE 80.
MOST POPULAR: (NON-HUMBER)	ROBERT SMITH (KILMORE): VAN DEN PLAAS.
PRIDE OF OWNERSHIP:	ROY PEPPRELL, MK 1V S.SNIPE, 1st. VIC. WILSON, SER.1V S.SNIPE, 2nd. MARIE GRANDE, SER.V S.SNIPE, 3rd.



FAMILY CHRISTMAS NIGHT.

DEEPDENE HALL. 8 00 PM. NOV. 28TH.

COME ONE! COME ALL!

CHRISTMAS GIFTS AND FUN FOR EVERYONE.

PLEASE BRING A PLATE OF SUPPER.



THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1986-87

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Bill Holmes (052)	57 1067
SECRETARY	Margaret Willimott	435 6354
TREASURER	Rob Dunlop	439 7059
EDITOR	Barry Bosnich	460 4505
SOCIAL SECRETARY	Margaret Willimott	435 6354
MEMBERSHIP REGISTRAR	Marie Grande	277 6937
LIBRARIAN	Keith Willimott	435 6354
TECHNICAL ADVISOR	Bob Kennedy	789 5119
PUBLICITY/REGALIA	Barbara Dunlop	439 7059

THE HUMBER CAR CLUB OF TASMANIA

Sec-Registrar: Nina Densley; P.O. Box 1589, Launceston 7250, Ph:(003) 93 6128

Editor-Treasurer: Max Heazlewood; 6 Woodward Avenue, Burnie 7320, Ph:(004) 31 2894



H.C.C.V. cars after R.A.S. Show Parade.



Hilda Sadlon's Mk6 Hawk.

PRESIDENT'S REPORT (Kennedy's Klangers)

The end of 1986 is certainly just around the corner, our last meeting and our last outing are yet to be attended to, then the next thing we know is 1987 is upon us.

As I look back to our club outings for 1986, I wonder how many members think of all the effort put in to make these events run properly. Some people seem to think that these events just happen, but happily a lot of members know this is not true, so they help organise whenever they can. A few outings we have attended were organised by other people but still within the club we have to sort a few things out. Next year you may be able to help in some way, any help for that matter, I can assure you, is appreciated.

BENDIGO 1986 - once more this swap meet was attended by several club members from all over the State plus Tasmanian Max Heazlewood. Yours truly left Melbourne on the Friday just after lunch loaded with bodies (PEOPLE TYPE). After checking in to our Motel, away we went to the Showgrounds where the swap meet is held. A lot of stall holders had already set up and were trading. We stayed there until about 8.30 Friday night then had a feed and put our heads down for a rest.

At 0500 hours on Saturday morning, we were up and ready for a big day. The weather looked good so off we went. First buy was completed at 0545 hours (sun still not up). As the sun rose over the horizon I could see it would be a very hot day.

Our outside stand manned by members selling got a lot of enquiries where our inside stall hardly got a glance let alone any enquiries. After some hours we moved everything from inside to our outside stall. One of our big problems was that our club name didn't appear in the Swap Meet Booklet, hopefully this will be rectified next year.

The get together by our club members at a hall just down the road from the swap meet was a sit down and a "cuppa" which we all enjoyed. This was organised by some of our local members and I would like to pass on mine and the club's appreciation for a job well done. The ladies prepared eats and drinks that I can assure you we all enjoyed. Once more thank you very much for all that you did for us.

At the hall we had a good talk over many matters. One of the main topics brought up was the Club Calendar for 1987. Several outings were suggested and these were noted down and put up for discussion when we are making up the Calendar.

After the refreshments and talk, some members went back to the swap meet, some drove off back home, but whatever they did or wherever they went I am certain that the trip to the hall for our get together made them feel a lot better.

As for the swap meet, this year I noticed the boys on their bikes were not as bad as last year when they rode everywhere sometimes pushing into you with their bike wheels to move you so they could see, and this upset a lot of people. Once more I saw a lot of vacant stalls. This is upsetting a lot of people who tried to buy a stall only to be told, "sorry, all sold out". This is a problem the committee is trying to sort out.

I know swap meets are not everyone's thing, but a lot of people who do not go to a swap meet are under the impression it is only "car junk" as some people call the items on sale. But when you go to a swap meet, it is surprising that items that have nothing to do with cars are for sale. I know a lot of people who do not own an interest car but go to buy old items for some other interest they may have, stamps, coins, cards, lamps, antiques, etc., etc. Some I know go "just for a look", but whatever their reason for going, one thing is for sure, each swap meet is different in its own way. Next year I'll be doing the rounds again, sometimes I have a stall, most times I go for a look and maybe a good buy. I never know until I get there.

Well enough for now, the end of 1986 is not far away, so at this stage I would like to thank the people who have helped the club run for the last year, and wish each and everyone of you all the best for the Xmas and New Year and ask you to do one thing for me, and that is "STAY AWAY FROM HEAVEN IN 1987".

All the best,
Bob Kennedy.

MINUTES OF GENERAL MEETING OF HCCV INC

HELD ON FRIDAY 24/10/86 AT DEEPPENE HALL

The meeting was opened at 8:25pm by the Vice President, Bill Holmes.

APOLOGIES: Bob & Nancy Kennedy, Pam Batten, Fred Pieterston, Edna & Cyril Huxstep, Barbara Dunlop.

VISITORS: A welcome was extended to Mr. John Dymond from Penrite Oil Co. who was the guest speaker for the night.

MINUTES: The minutes of the September meeting as published in the October Humberette were accepted on the motion of Vic Wilson and seconded by David Dunlop.

BUSINESS ARISING FROM MINUTES: The committee met since the last meeting and has elected Margaret Willimott as Secretary. Rob Dunlop will assist as Minute Secretary.

CORRESPONDENCE In: (1) Bendigo Swap Meet: Site Card and Conditions. (2) Les Desmier: Super Snipe 4 for sale. (3) R.T.Hallihan: membership enquiry. (4) M.Heazlewood HCC Tas: 2 cheques and letter. (5) Leo Mull: ticket request (hamper). (6) Dr. Joseph Coscia Acevedo Spencer: ticket request (hamper). (7) Ken Rowlinson: booking for Atkins Street Hall (Bendigo Swap Meet). (8) R.Proudly, R.Hallihan & J.Scanlan: membership enquiries. (9) R.Cullen: cylinder head needed for Vogue Sports. (10) T.Prendegast: membership sub. (11) J.P.Kent membership and request for parts for 1933 Pullman. (12) Daimler/Lanchester Club: change of address. (13) H.Sadlon: donation for hamper. (14) Camberwell Council: confirmation of use of Deepdene Oval 9/11/86. (15) Melbourne Classic Car Show: advance information on 1987 show & 1986 results. (16) Pickles & Co. centenary of the motor car auction.

Out: (1) N.Sandall, J.Scanlon, R.Proudley: membership applications. (2) Bendigo Swap Meet: booking for Club site. (3) Standard Vanguard Club: dinner/dance payment and ticket returns. (4) Leo Mull, Dr.Joseph Spencer: hamper tickets. (5) R.Cullen: Vogue Sports information. (6) R.Hallihan: membership enquiry.

EXCHANGE MAGAZINES: Humber Car Club of Australia, Humber Car Club of Queensland, Humber/Hillman Club of New Zealand, Wolseley Hornet, Sunbeam Talbot Owners Club, Chev. Car Club, Standard Vanguard, Rover.

Barry Bosnich moved and Jack Waring seconded that correspondence be received. Carried.

BUSINESS ARISING FROM THE CORRESPONDENCE:

Bendigo Swap Meet: Members were asked to be sure to go to the Atkins Street hall for afternoon tea and for a social get together with the Bendigo and other country members. The Club has two stands at the swap meet as well as the hall.

TREASURER'S REPORT: The balance of the current account was \$1082.28 and the investment account \$3000.00. David Dunlop moved and Keith Willimott seconded that the Treasurer's Report be received. Carried.

LIBRARIAN'S REPORT: All outstanding loans have been returned. As well as manuals, the library has interesting novels about motoring and information about the Rootes Group.

BULLETIN EDITOR'S REPORT: A record 168 magazines were sent out. New members, prospective members and overseas accounted for the increase. There were four new Tasmanian members.

SOCIAL SECRETARY'S REPORT: (1) Dinner: Advance payments are still being received. Deposits and final numbers going will be needed at the November meeting. (2) Chev. Club Swap Meet: Thanks were expressed to Barry, Bill, Keith, Vic & Rhys for a good display of our Club's cars. (3) The raffle at the meeting was a Penrite Tee shirt donated by John Dymond of Penrite Oil Co. (4) Concours: Marshalls and help for the afternoon tea will be needed. All Humbers and any classic cars owned by friends should be on display on the oval. (5) Xmas Hamper Raffle: More donations of goods are needed.

CARS FOR SALE: Series 2 Vogue: Grey and Moonstone, manual, original condition, motor needs work, unreg., \$200 Phone Frank 792 3869. A 1964 Series 4 super Snipe, 2 Mk 5 Hawks for \$250 at Sunbury; a Series 2 Sceptre, automatic with a Hillman front grill and a 63 Hawk with a Snipe engine were all mentioned.

GENERAL BUSINESS: Concours: classes for judging as in the September Humberette were discussed. Cars from other clubs will also be judged and a small trophy for the best non Humber will be awarded. Tea, coffee, sandwiches and devonshire tea will be available.

Humber Motif as is on the scarves can also be printed on Tee shirts. Jack waring will obtain a price for this.

The meeting closed at 9.15pm and was followed by an interesting talk given by John Dymond from Penrite Oil Co.

NEWS AND NOTES FROM THE SECRETARY

Hello everybody,

How quickly the years seem to pass nowadays.

Two important Club events remain before we break for the festive season. Our Christmas Break-up event will take place at the last general meeting for 1986 - on Nov. 28th. - and we extend a special invitation to all families and to new members to help us celebrate this occasion. Formalities will be kept to a minimum so that most of the evening can be allocated to social activities, and to celebrating what I feel has been a successful and expansive year in most areas of the club operations.

I have heard that a well known white-whiskered gentleman plans to visit us during the evening so we would like as many family group members as possible in attendance to welcome him. A plate of supper would be appreciated on this night also.

Final event for the year is the Club Presentation Dinner on Saturday, December 6th. All members and friends are welcome on this occasion, as are representatives of other motoring clubs. I need to confirm numbers with the caterers by the end of November, so could you please let me have your booking and \$10 deposit at the Christmas Break-up. Full details of the Dinner are on the Calendar Page.

Club members who attended the last National Rally will be disappointed to hear of the closure of Lachlan Vintage Village, Forbes. This lovely old reconstructed pioneering settlement was the venue for the Rally Concours and Dinner. I have vivid memories of a thrilling steam train journey round the village environs whilst holding firmly to my hat with one hand and the carriage seat with the other. Motoring, especially in Humbers, was never so exciting!

The next National Rally, in 1988, which is to be hosted by our own Victorian Club, will also take place amongst pioneering surroundings - this time in the historic city of Swan Hill on Victoria's northern boundary. Preliminary planning for this is already under way and early next year we will be asking you for a committment to "The Great Bi-Centennial Humber Rally". Keep Easter 1988 free!

Over the week covering Club Concours and the Bendigo Swap Meet, some Victorian Members had the pleasure of being host to Tasmanian Club representative Max Heazlewood with his wife and lovely daughter, Carly. The Victorian and Tasmanian Clubs share many facilities, so the opportunity to make personal contact with Tasmanian Club Members helps to cement friendships as well as provide the opportunity to discuss matters of concern to us all. I am sure any Victorian Club Members visiting Tasmania would find a warm welcome from Humber owners in the "Apple Isle".

May I extend a welcome to all recently joined Club Members and hope your association with HCCV proves a satisfying and successful experience. With many new members joining from country areas, it is surprising how far our reputation spreads! I would like to think that we could all adopt a policy of helping each other to the mutual benefit of all.

It is always nice to have a record of Club functions and those who attended the Sunday afternoon meeting earlier this year have the opportunity to do just that, thanks to the generosity of Dr. Joseph. There are 8 group photos of this day, kindly donated by Dr. Joseph, and available at the next meeting for \$1 each - proceeds to club funds.

Finally, may I wish you all a Happy Christmas, a successful 1987 and safe "Humbering" over the holiday period.

See you at the Christmas Break-up,
Margaret.

FOR SALES

Mk 2 Sceptre auto, good 1725 alloy head, new rings and bearings, super minx bonnet and grill. Best offer. Harry, B/H 614 2751.

1963 H/Hawk fitted with excellent 6 cyl. Snipe engine. \$235 P. McKenzie 561 1803, Glen Waverley.

WANTED 66 H/Vogue in good condition. Contact Greg Flynn 3 Stephens St. Carrum, 772 2196.

To Let - anytime. Self contained caravan and annexe, sleeps 5, 7 mins to beach. Indented Heads. More details Ph. (052) 57 1067.

2 - 1966 Mk 3 Vogues, 1 reasonable, 1 fair. \$300 pair, 401 1450.

WANTED Series 4 - 5 S/Snipe, reasonable condition, up to \$2000, 401 1450.

1964 Vogue. Body & trans. good, motor smoky, no reg., \$400 O.N.O. 725 7623.

S/Snipes 5A, Basquiet St, also 2 cars Napier St., No reg., 43 1903, 48 8420, Bendigo.

Mk 2 & 3 S/Snipe grills. \$25.00 each. Fetter Motors, Preston. 484 0606.

Perspex windscreen protector, to suit Series 1 to 4. Complete with seal, suction cups, fits perfectly over existing windscreen, under wipers and is tinted. \$50.
Genuine Rootes sun visor with fittings, to suit Series 1 to 4, \$35.
Windscreens available to suit Series 1 to 4 plus rear screens to suit Series 1 to 3, also Series 4.
Body panels, inc. bonnets, doors, boot lids, etc.
Plus many other parts to suit Series 1 to 5 Super Snipes.
Phone 783 1164 or 789 6952.

H.Vogue Ser.2 good body without motor, 2 spare engines, all chromeware intact. Contact Phil Yarrow, 878 9582 - Nunawading.

Ser. H/Hawk, one owner. Chadstone, \$1500. Details G.Harder 277 2821.

FOR SALE - EX BENDIGO

Workshop Manual 1 to 5, good condition - Offers.
R.S.Baker, 13 Wirth Street, Bendigo, (054) 43 5136 Bob K.

Series 5A S/Snipe, grey, red interior, good condition, \$2100.
P. Ward, Commins Street, Illabo 2590 (near Dubbo) (069) 24 5411. Bob K.

'Humbers' 3 of them?? Snipes he thinks!!
G. Wickham, P.O. Box 7, Wedderburn, 3518. (054) 94 3399. Bob.K.

Series 1 give away, Ser. 3 or 5 wants small offers.
B. Woodcock, Adelaide S.A. 380 5286. Bob K.

Series 5A, grey, green interior, no reg., good condition. \$900.
Mr. G.Baker, 27 Bowden Street, Horsham. Home (053) 82 1538, Work (053) 82 1341.
Bob K.

THE DRUM ON THE HISTORY OF THE BARREL.

With all the news lately on changing oil prices, I thought some of you might be interested in how the Barrel came to be used as the standard measurement of oil.

The oil industry throughout the world sells it's product by the barrel, a 42 U.S. gallon actually which converts to about 159 liters. However, most people would be stumped when asked "Why a 42 U.S. gallon barrel?"

It is not surprising that few know the answer as it came into use in 1866, seven years after commercial oil was discovered in Pennsylvania in the U.S.A. Prior to this, oil was measured by rough estimates, a process made inaccurate due to the diverse size and shape of containers used. As oil was cheap during those early years, no specifications about the size of oil containers existed. Buyers brought their own containers of different shapes and sizes. Inevitably, friction arose over the quantity of oil bought or sold and before long it was obvious a realistic measure needed to be established.

As a result in 1866, thirty or more oil producers at Oil Creek, Penn., announced oil would be sold by the gallon with an allowance of 2 gallons for every 40 gallons purchased. The extra 2 gallons were probably added at the insistence of buyers who transported oil in open top containers by mule or horse across rough terrain, and suffered problems of spillage and evaporation.

In 1872 the Petroleum products Association adopted the 42 U.S. gallon barrel and it has been used ever since.

Standardizing the barrel was only the beginning of the quality and quantity measurements of early producers. Originally, field oil was stored in cone shaped wooden tanks. Leakage was prevented by driving down staves. Long pine slats used for gauging, were later replaced by gauge rods marked in feet, inches and fractions of an inch. The steel tape, developed by the logging industry, was not used for tank gauging until the 1900s.

New problems emerged in the 1880s when pipelining became the standard practice from the oil fields. Although pipelines were not concerned with open and closed tank gauging, quantity and quality factors had to be settled, and rapidly changing crude oil prices caused a greater need for negotiation. Even today, with our precise measuring equipment, disagreement over quantity and quality still exists.

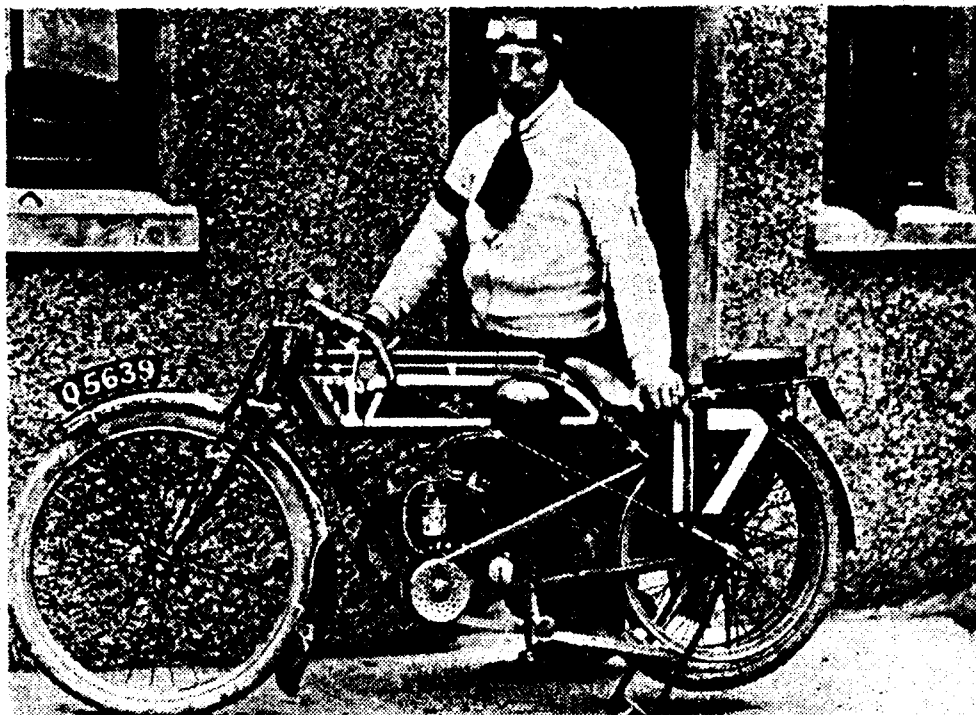
An American friend sent me a photo of a petrol station in Springfield, Ohio, displaying prices of Super at 68c, & Unleaded 72c. Remember though, these prices are per gallon! A U.S. gallon is approx. 4 liters.

DES JUDD

THEY TOOK TO THE MOUNTAIN!

THE STORY OF THE 1911 TOURIST TROPHY RACES

Told by GRAHAM WALKER



*Birmingham motor-cycle agent, P. J. Evans, proudly displays the side-valve twin-cylinder Humber on which he won the Junior Race, the first to be run over the Mountain course.
Radio Times Hulton Picture Library.*

IN THE AUTUMN OF 1910 the Auto-Cycle Union officials responsible for the organisation of the annual Tourist Trophy Races, charged with the task of "improving the overall efficiency and stamina of the touring-type motorcycle", decided that the time had come to transfer these up-and-coming events from the relatively flat 15½-mile St. Johns-Ballacraine-Kirkmichael-Peel circuit to the infinitely tougher 37½-mile Snaefell Mountain course regarded as far too difficult when the races were started in 1907. Their reasons for this decision were sound: in the four years 1907-10 winning average speeds on the original circuit had risen from 38 to over 50 m.p.h., and the reliability factor had steadily improved, but always a single-gear machine had won. The development of reliable multi-speed gears was clearly essential; moreover their use would in turn lead to the development of light go-anywhere machines equipped with power units of smaller cubic capacity.

It was finally ordained that the 1911 programme should comprise a five-lap Senior Race for 500 c.c. singles and 585 c.c. multis, plus a new four-lap Junior event for 300 c.c. singles and 340 c.c. multis. In

each case two-strokes were to be on an equal footing with four-strokes and there were to be no limitations on bore/stroke ratios.

Manufacturers, trade riders and private owners united in deploring these innovations. "The Trade" at first refused point blank to support the races if multis were to continue to enjoy a cubic capacity advantage. At a meeting held at the first Olympia Show the majority of the professional riders protested against "the dangers of the Mountain descent" and "the unsuitability of the course for single-gear machines". Through the correspondence columns of the technical press private owners bewailed the increased entry fees which, they claimed, were aimed at excluding them from their annual joy-ride.

But the A.-C.U. stuck to their guns and were handsomely rewarded for their courage when the entry lists closed with 67 Seniors and 37 Juniors, the grand total including no fewer than 33 private owners! Moreover, arguments were replaced by eager anticipation for one and all were promised a whale of a time, race period coinciding with celebrations of King George V's Coronation and the Jubilee of the Borough of Douglas. And to add to the excitement these new-style races had acquired a truly international atmosphere with American, French and German riders pitting their skill and national products against United Kingdom representatives on British mounts.

In July 1922

P. J. Evans was killed in an aeroplane accident when returning from watching the French Grand Prix at Strasbourg.

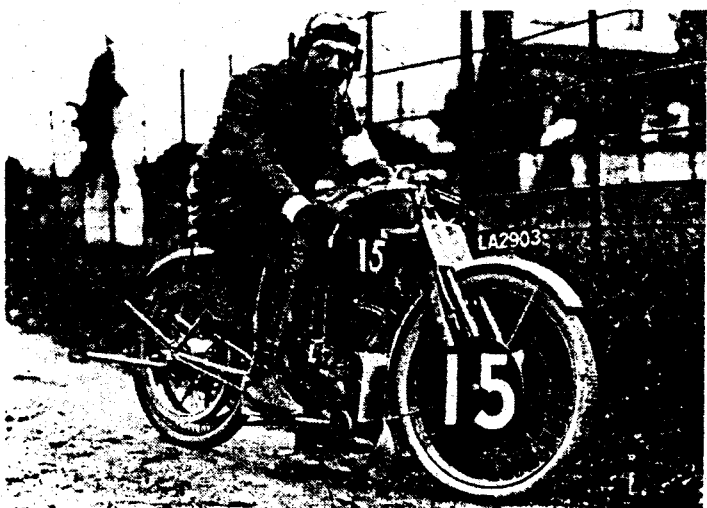


Racing debut for a famous factory. J. D. Corke and A. J. Stevens (standing) finished respectively 15th and 16th in the Junior Race on their single-cylinder 298 c.c. A.J.S. machines. Photo by Motor Cycling.

For readers who know the present-day Snaefell Mountain course the following notes may be of interest. The Start-Finish point was at Woodlands, between the bottom of Bray Hill and the drop to Quarter Bridge, the machines being marshalled in Selbourne Drive. There was a large scoreboard at this point but no grandstand or pits; instead, cans of fuel and oil were parked beside numbered discs along the short straight between Quarter Bridge and Braddan Bridge. There was a second official replenishment depot on May Hill, Ramsey. With the sole exception that competitors turned right half-way up Cronk-ny-Mona and proceeded via Willaston Corner to the St. Ninian's crossroads, where they turned right at the top of Bray Hill, the route followed was the same as today's. But there the similarity ceased for it is impossible to compare the appallingly dusty, or treacherously muddy, pot-holed lanes of that period with the current wide, well-drained and tarred non-skid surface which nowadays permits lap speeds in excess of 100 m.p.h.; indeed, the twin cartwheel ruts which defined the track over the Mountain would not have disgraced a modern trials section.

The fortnight's practising period (on open roads) was marred by the first T.T. fatality when Victor Surridge (Rudge) hit the bank at the bottom of Creg Willys in full view of his team-mates whose headquarters were in the Glen Helen Hotel. Thus died a brilliant 19-year-old rider who only four weeks previously had earned early

fame at Brooklands by breaking the 500 c.c. Hour Record at 60 m.p.h. Apart from this tragedy, the number of accidents was surprisingly small, and fears of a holocaust on the Mountain descent proved unfounded.



Harry Collier rode this Junior T.T. Matchless into second place. The power unit was a single-cylinder 76x65.5 mm. (297 c.c.) o.h.v. J.A.P. Note the silencer and unsprung forks. Radio Times Hulton Picture Library.

The First Junior T.T.

At 10 o'clock on the sunny morning of Friday, June 30, and beneath the august gaze of the Lieutenant-Governor, His Excellency Lord Raglan, Hugh Gibson (New Hudson) was first man away in the first Mountain Course race, being followed at half-minute intervals by the remaining 33 starters in the first Junior T.T. He was also the first man to complete a lap, but when the times were posted up it was seen that P. Weatherilt (Zenith), who had lapped in 54 minutes, led P. J. Evans (Humber) by exactly 60 seconds, with Gibson third, H. V. Colver (Enfield) fourth, Harry Collier (Matchless) fifth and J. Sirrett (N.S.U.) sixth. Already Harry Martin (Martin) and his team-mate David Bolton were out, one with a broken exhaust lifter, the other with a fractured frame, and Alfie Alexander (Rex) was reported as running alongside his model on the up-grades!

On the second lap Weatherilt dropped back with a broken petrol pipe and Evans, with the fastest lap of the race in 53 min. 34 sec. (42 m.p.h.), took the lead he was never to lose. H. A. Collier was now second, with H. J. Cox (Forward) third. Charlie Collier (Match-

less) fourth, E. Kickham (Douglas) fifth, and Manxman Duggie Brown (Humber) sixth. Colver was out with a stripped countershaft sprocket, Rem Fowler (New Hudson) had been fetched off by a large stone, Gibson's ball-bearing big-end had disintegrated, the two French Alcyon riders were missing with transmission troubles, and Sirrett's magneto had ceased to function. The Mountain Course was already taking its toll but the German rider, W. Boldt (N.S.U.), having lost a push-rod was still in the hunt, his overhead inlet valve now working "automatically"!

At this stage light rain began to fall, but it failed to dampen the enthusiasm of Evans, who led Harry Collier by six minutes at the end of the third lap, during which Brown came up to third place, while Cox dropped back to sixth. Kickham and the German rider K. Gassert (N.S.U.) were now fourth and fifth. Charlie Collier (Matchless) was in dire trouble with several punctures, a faulty plug and a slipping belt, but worse luck befell V. Wilberforce (N.L.G.), whose gear seized, hurling him over the bars in the process.

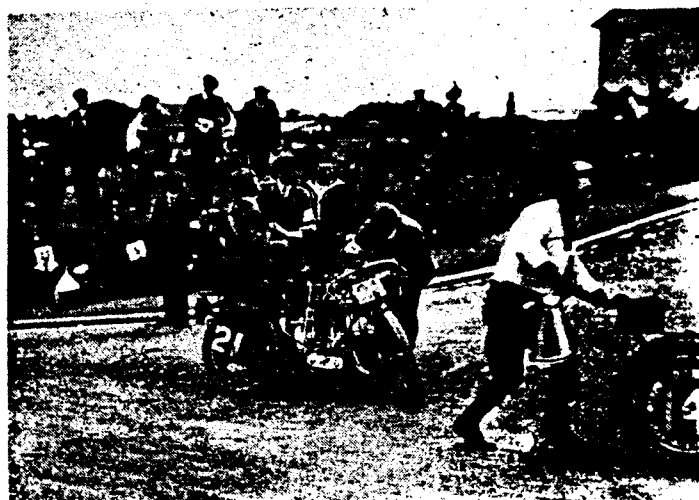
At the end of the four-lap race the leader board read:

Hrs. Min. Sec.

1. P. J. Evans (Humber) ...	3	37	7	41:50 m.p.h.
2. H. A. Collier (Matchless) ...	3	46	20	First single-cylinder
3. H. J. Cox (Forward) ...	3	55	56	First private owner
4. D. M. Brown (Humber) ...	3	56	24	
5. H. Greaves (Enfield) ...	3	56	34	
6. K. Gassert (N.S.U.) ...	3	57	23	

The winner did not have an entirely trouble-free ride as he lost his toolbag and spare belt and had to re-fix his rear stand on more than one occasion. Brown, too, was unlucky, losing third place through having to push in with an empty tank due to a loose pipe union. Of the 34 starters, 21 finished, and 14 gained gold medals for finishing within 45 minutes of the winner's time.

The result was a spectacular success for the Humber factory, whose entire entry of six machines finished the course, five winning "golds". These specially built little 60x60 mm. (339 c.c.) side-valve twins, with their offset (Desaxe) cylinders and articulated front connecting rods, must have been pretty powerful, for their Armstrong-Triplex rear hubs provided gears of 4, 6 and 8½ to 1. Incidentally, this proprietary three-speed hub-gear was fitted to the first four machines home, while Greaves used the well-known Enfield countershaft two-speed gear, and Gassert the equally famous N.S.U. two-speed engine shaft device. Of the 34 starters, 25 employed belt drive, five all-chain, and four chain-cum-belt. There were only four single-gear entries, of which N. D. Slatter (Alcyon) was the highest placed in 17th position. The race was a triumph for the "multis", Harry Collier being the sole "single" representative on the leader board at the end.



Replenishments for man and machine! P. J. Weatherilt takes on fuel while Zenith designer, Freddie Barnes, attends to the machine's needs. Note period piece sailor and telegraph boy. Radio Times Hulton Picture Library.

TASSIE TOPICS

Well folks, has it been a busy time of late. I'm writing this from the home of the Victorian Editor Barry and Dianne Bosnich who have graciously allowed me to stay with them for a few days before I move on to the Kennedys and the Bendigo Swap meet.

Allow me to start from the beginning, Friday the 7th of this month saw us arrive at Tullamarine to be met by a smiling Marie Grande and her father in-law. After having a much needed drink and a chat at the home of Sinor Grande Snr., we headed for the home of Ossie and Marie Grande where we were to spend three nights.

After settling in, the topic of conversation was of course Humbers! Main point of course was the coming Concours D'elegance on the Sunday. Saturday saw us up with the Magpies and off up the country to give Ossie a hand to wire in a stove at a little town called Bunyip of all things and I thought it was just an Australian mythical creature. Carly was even more tickled to pass through a little spot called Garfield.

To a seven year old this was a great lark and she asked, "does Garfield ever visit his home town?", what a gem.

With Ossie crawling around under the house and me trying to play at Electricians the girls went to see the country sights. I think it would make a very good spot for a future Club trip for the Vic. Members and any Tassie Members who would like to venture across. At the end of a busy day we headed back to Melbourne where I persuaded Ossie and Marie to enter their cars in the Pride of ownership Class the following day.

So it was out with the hose and give the Ser.VA a good scrub.

I forgot to mention earlier that on our way in from the Airport, we were travelling down Swanston St. when we pulled up at the lights next to a Ser.VA identical to Maries windows were hurriedly wound down and greetings exchanged when Marie asked if they were Club members, the girl in the passenger seat replied that she was only a poor student and could'n't afford to, I reached across and replied that we had student rates, this brought a fit of laughter from every-body. While quickly filling out a Club intro card at the next set of lights Marie grabbed it, jumped out of the car, raced back four spots to the other Snipe, gave them th card and ripped back to her spot and all this happened in bumper to bumper traffic, where else!

On Sunday morning the weather was a bit sus. looking, still, out with the pollish rags to spruce up the MK.I Snipe and the Ser.VA. "Rub harder" I said, "maybe the shine will bring out the sun!" and sure enough later on it did, so say the lord! Well it's amazing what you can do when you have a go, Ossie and Marie were quite suprised at the result considering they were'n't going to bother.

After picking up Vic. Member Pam Batton, we made our way to Deepdene Park, the scene of being seen being seen if you know what I mean. There they were all lined up glistening away in that sun I managed to bring out earlier. It was a pleasant surprise to see Members from the Standard Vangaurd Club present at our Concours with a brace of well prepared Vangaurs along with representation from the Singer owners Club by a great looking two door pillarless Gazelle.

A good cross section of Humber models were in attendance although I would have liked to have seen better representation in the Pre-war and Mark classes. I had a go at one well known Vic. Member about not bringing along "Old Henrietta" but he said, "nope, giving the old girl a rest as she is going to Bendigo next week and that is quite a haul", fair enough I said I'll still see her at Bendigo.

At this time I received a tap on the shoulder from the 'Big Chief' himself, "I need three volunteers, you, you and you to judge the Pride of Ownership Class, here's pen and Clip board, go to it fellas". Good one Bob right on lunch time, your timing was as impeccable as ever. Without Maries help with some food I wouldn't have made it through the afternoon. So, David Dunlop, Roy the boy from the Vangaurd Club (sorry Roy Can't remember your Sirname) and myself set about the task appointed to us.

Over all the cars that entered the Pride of Ownership class, seven in all, there should have been more, yes Barry that means you and others, were reasonably well presented with one or two glaring acceptions. The results are elsewhere reported in this magazine but I will say this, there were a couple of examples of how a car should be prepared and you must remember, most of these cars are everyday cars. Too many members get the wrong idea about entering the Pride of Ownership class, you're not looking for Concours cars, just cars that show signs of being well cared for. To ease the worried look of some entrants, we said we accept cheques but they declined the offer, pity could have made a bit on the side.

With forms completed it was off to the hall for the finall tally of points scored.

All the classes were closely contested, I mean, when you have 0.077% separating first.....

TASSIE TOPICS cont'd

and second place in the Series class, well that's close. Joan might have a little piece now eh Bill, you finally got what you have been chasing for some time. When do you start work on the 38 Snipe?

Following the awards, a well eared cuppa was supplied by the able bodied Members in the kitchen, thanks a lot, most appreciated girls. I whipped outside for a quick photo session as I had been tied down with judging. A quick chat to old Jack and an enlightening chat with Norm Watt about his incomparable Snipe "80". I was very pleased to have had a breif discussion with Steve Laurie. I beleive a well known Tassie Member who is known to tickle the ivorys has his organ tuned by Steve, is that right Bill?

All to soon the day was done, the prizes won and it was time to head back to the "Villa Grande" for a well earned rest.

Earlier in the day on the way to the Concours, Marie and Pam my wife and the kids pulled up at the lights beside this big black late thirties Buick, Marie sticks out her chest emblazoned with the Club logo, grinning all the while only to be answered with a board displaying Buick in bold letters by the other chap, a good laugh was had by all and booted it through the lights. It's really great to see such a spontaneous reaction from fellow car buffs

Monday morning 6.45 AM and it was all go in the Grande household with poor Ossie back to the hectic pace of earning his bread and butter, meantime the rest of us after a hearty breakfast zipped on down to Whitehorse Road and the spares mecca for all Rootes cars and many others, none other than Hillman Spares Galore. This place is truly amazing in the amount and variety of parts available. I managed to pick up a ball joint, speedo cable inner, new dissy cap, rotor, condensor and points for my Mark car along with wind-screen rubber and the correst L10 champion plugs, I was most pleased with my haul.

Came time for Pamela and Carly to return to Tassie on the evening flight, boy!, time flies when you are having fun does'nt it. On the way back The Grandes deposited me at the Home of Barry and Dianne Bosnich where I was to spend the next three days.

Barry and myself are both printers so there was a lot of talk about the state of the printing industry interspersed with the odd bit of chit chat about Humbers or was that the other way around, ask Dianne she'll tell you!

Tuesday it was up bright and early to do the rounds of the shops and naturally being printers, Barry and I visited a huge factory where they were busy commissioning a new machine the size of a three story building especially designed to print cardboard cartons in several colours at once, very interesting. After raiding a Chines takeaway in one of those huge shopping centres, we visited a vehicle dismantling firm to check for Humber spares without much luck.

After checking out Barry's veritable Alladins Cave of spares, we turned our attention to the MKVI Hawk Barry has aquired for himself as a "Retirement Project", his words, with a little "T.L.C." and a few cosmetic jobs he should have quite a respectable car. On returning home, the Ser.II Snipe was'nt pulling too well up hills so a quick tickle with the timing improved things a little. Following the evening meal we made our way to the willimott's abode to borrow the typewriter I'm doing this report on and have a good yarn.

Today (Wednesday) was to turn out a very interesting day. A few miles out of town on the side of the road, this strange looking old place buried in bushes and assorted junk held a number of Humber wrecks along with assorted makes including an Austin A120 Sheerline complete but well and truly past it, what a shame, I have many fond childhood memories with one of those big beauties. Among the waist high grass and thistles were Ser.II, III, IV and V Snipes including a Ser.II. Estate stuffed full of old rags and such.

Tonight we are off into the city to check out the operation of the Herald newspaper with there big presses and so on. Tomorrow night will be a social gathering at the Willimots where a number of topics will be discussed concerning the future of our Club among other things. I will be going to stay with the Kennedys for a few days and travelling to Bendigo with Bob, this trip I would'nt miss for anything, I will be able to report on that later.

This trip would not be possible without the generous hospitality of Ossie & Marie Grande, Barry and Dianne Bosnich, and Bob and Nancy Kennedy. On behalf of my wife Pamela and Daughter Carly and Myself, may I say how friendly and helpfull everybody has been, including everybody we have met. Everyone has gone out of their way to make our stay most enjoyable. We hope to be able to take the opportunity to repay such kindness when some of you get the opportunity to visit us in our fairstate.

TASSIE TOPICS

I neglected to mention last month concerning the advertisement placed by Tas. Drive-line Services. This company holds a supprising number of Humber Spares mostly in bearings and brake components to suit the Series Snipes Hawks, Vogues and Sceptres. Mention the Humber Car Club when dealing with them and they should look after you.

Our Club membership is increasing steadily due to the efforts of several of our members. If you know any body who wants to be a member call your area rep. for the Club forms. Don't forget to hang on to your old disc pads as these can be rebonded in Melbcurne. Nobody now lists disc pads for the Ser. Humbers any more so this important.

Hillman Spares are importing some of Canadian manufacture as I am currently using a set of these with satisfactory results.

As this is the last Magazine for the year, My family and I would like to wish everyone the very best for Xmas and the coming New Year

Yours Humberly, Max Heazlewood.



TASMANIAN DRIVELINE SERVICE

PTY. LTD.

THE DRIVE-LINE SPECIALISTS

FOR ALL MAKES AND MODELS
SPARE PARTS AND SALES

Specialists in

AUTOMATIC TRANSMISSIONS, MANUAL GEARBOXES,
CLUTCHES and DIFFERENTIALS

Stockists of

Clutch and Pressure Plates, Automotive Seals and
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Parts Kits

LAUNCESTON

84-88 FRANKLAND STREET

Phone 319188

After hours Garry Colgrave 272364

HOBART

8 AMY STREET

MOONAH

Phone 721358

Postal address: P.O. BOX 108, SOUTH LAUNCESTON, TASMANIA 7249

HISTORY OF ROOTES (AUSTRALIA) LIMITED

The Rootes Group became the first British Motor Vehicle Manufacturer to establish a plant in Australia when they acquired the present factory site of over 15 acres at Port Melbourne, Victoria, in March, 1946. In this factory, Hillman, Humber and Sunbeam cars, and Commer and Karrier commercial vehicles are produced. In 1953, the Group acquired Public Company status under the name of Rootes (Australia) Limited, with an authorised Capital of £4,000,000, of which £2,400,000 has been issued and subscribed fully paid; 48 per cent being subscribed by Australians. As a result, an extensive extension programme was entered into and completed in 1955. To develop this programme, the Company has acquired over 70 acres at Harrisfield, Victoria, for future manufacturing purposes. Since then further substantial plant additions have been made, including new Replacement Parts Division offices and stores and a new building for truck assembly. At present, further building extensions are in hand to provide facilities to produce a new small car for the Australian market — the Hillman "Imp". Since 1960, a Sydney Branch located in a very modern building of 50,000 sq. ft. on a 1½ acre site in Rosebery, has administered sales to Dealers for the whole of New South Wales. The Rootes Group in England make a fine commercial and domestic Air Conditioning unit and Rootes (Australia) Limited have now entered this field and will produce the Rootes "Tempair" range of Air Conditioners, using a maximum of Australian materials.

Business Address: Salmon Street, Port Melbourne, Victoria.

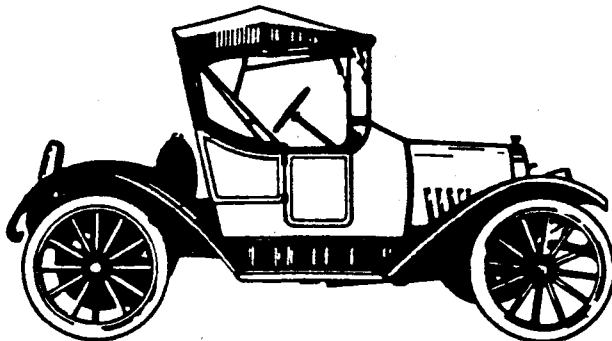
Telephone: 64-0441.

Contributed by
Frank McGuire

Sutherland Antique Vehicle Insurance

Suite 7, 663 Victoria Street,
Abbotsford, Victoria, 3067

Telephone: 429 5466



available to members of
Veteran, Vintage, Classic, Historic
and "one make" Vehicle Clubs

WIDE CHOICE OF COVERS AVAILABLE
INCLUDING
COVERS FOR CARS UNDER RESTORATION

A SAD LOSS

The Association was saddened to learn of the death this week of one of the Club's most valuable members. Someone Else.

Someone's passing creates a vacancy that will be difficult to fill. Else has been with the Association since its beginning. He did far more than a normal person's share of the work. Whenever there was a job to do, a social function to attend, funds to be raised, or a meeting to attend, one name was on everyone's lips. "Let Someone Else do it."

It was common knowledge that Someone Else was among the largest contributors of his time to the Association; whenever there was a need for volunteers, everyone just assumed Someone Else would volunteer. Someone Else was a wonderful person — sometimes appearing superhuman but a person can only do so much. Were the truth known, everybody expected too much of Someone Else.

Now Someone Else is gone! We wonder what we are going to do. Someone Else left a wonderful example to follow, but who is going to do the things Someone Else did? When you are asked to help, remember — WE CAN'T DEPEND ON SOMEONE ELSE.

Contributed by
Norm Watt

You have probably never stopped to consider it, but very few car batteries are replaced because they stop working. In almost every case the battery is replaced because it doesn't work well enough any more. What is not generally realised is that something can be done at this stage which may well prolong the useful life of the battery - quite often by many years.

To understand what can be done requires a simple appreciation of how a car battery works. All car batteries are a series of cells. The most common is the 12v battery which is simply six cells in series. Each cell consists of a plate of lead and a supported plate of lead (1V) oxide, both immersed in fairly concentrated sulphuric acid. The lead (1V) oxide plate is the positive pole, the lead plate is the negative pole. As the battery discharges, electrons flow from the negative to the positive pole; when we charge the battery, we simply drive electrons back in the opposite direction.

The reason for a battery failing to work properly any more is due to the chemical processes which take place within each cell. As the battery discharges, the positive plate reacts with the sulphuric acid to produce lead ions and water. The negative plate simply dissolves to form lead ions in the process which finally leads to the battery's complete failure. On charging, the positive plate builds up a thicker coating of lead (1V) oxide, removing water and lead ions from the sulphuric acid as it does so; the negative plate fizzes and releases hydrogen from the sulphuric acid as it builds up a coating of lead.

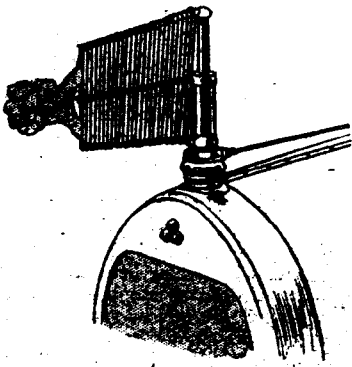
It is the lead ions formed in the discharge cycle which cause problems. They combine with sulphate ions in sulphuric acid to form highly insoluble lead sulphate. When this coats the plates of the battery, it fails to deliver enough power to be of use. The battery may well be thoroughly serviceable in every other way - only the 'sulphating' stops the battery delivering enough power to start the car.

The sulphating can effectively be removed by adding to each cell a weak organic acid known to chemists as EDTA. EDTA stands for ethylenediaminetetraacetic acid, it is a complex analytical re-agent which forms co-ordination compounds with many metal ions, including the lead ions formed in the discharge cycle of a battery. The compound formed by lead ions and EDTA is very stable in alkaline solution, but not so in the acid medium of a battery. This is extremely fortunate - as EDTA forms a compound with the lead ions in the lead sulphate on a battery plate, this compound tends to break down again. EDTA and lead sulphate are regenerated, but this time the lead sulphate doesn't coat the plate. It sinks down to the bottom of the cell, and the EDTA is free to continue its work. What EDTA effectively does, then, is to free the battery plates of sulphating.

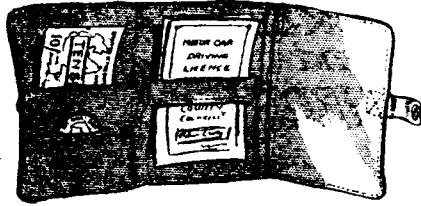
As can be seen from above, treating a battery with EDTA is likely to be most effective when the battery, for one reason or another, spends periods when it is not fully charged, and so contains too many lead ions. This is likely to occur if the car is used for just short trips, or is infrequently used.

To treat a battery with EDTA you simply add about a rounded teaspoon full of the powder to each cell - this assumes an average size of battery but the exact amount is in no way critical. What you should do then is to use the car normally for a few days or agitate the battery frequently for a few days, and then give it a thorough charge to build up on the cleaned plate areas. On the assumption that sulphating has been affecting the performance of your battery, an increased performance will be noted from here on.

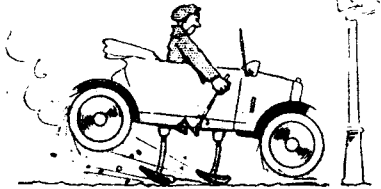
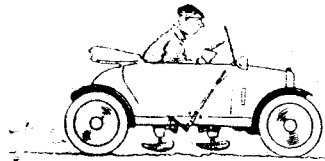
EXCESSORIES.



The "Wharna" warning and passing signal. Fitting on the radiator cap, this device can be made to snap forward instantly in front of the car for a distance of about 30 feet. Working on the laryngos principle, it will be found very useful in waking up slumbering lorry or motor coach drivers on the wrong side of the road.



This well-made pocket car licence holder will, on certain occasions, be found invaluable. Aptly named "The Oracle." The case contains a pocket for a 10s. note and also a half-crown, or even two—readily withdrawn.



Why fit four-wheel brakes? This simple little device can be fitted to your new car in a few minutes. By pulling gently on the small hand lever on the right the car can be lifted bodily off the road in emergencies by means of the four feet seen in the sketch.

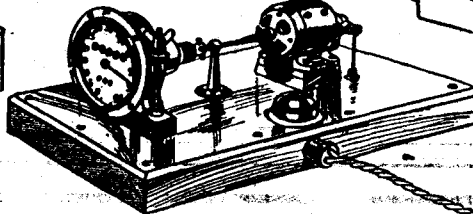
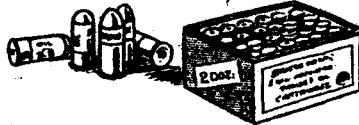


The latest thief-proof device. A very life-like and almost indestructible safeguard against the modern car and motor-coat thief, "Alphonse," the pneumatic bull-pup, is very gentle with the children, but when on duty is guaranteed to put the wind up the most daring of our best-known motor thieves.

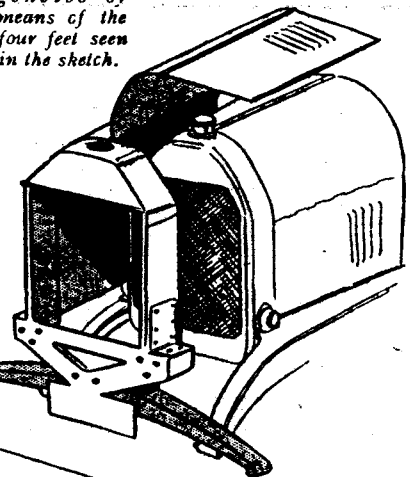


New model, 12-bore, double-barrelled, hammerless ejector grease and oil gun, specially made for the easy lubrication of inaccessible gear boxes and rear axles.

This handy little instrument will also be found extremely useful when endeavouring to pass absent-minded lorry drivers.



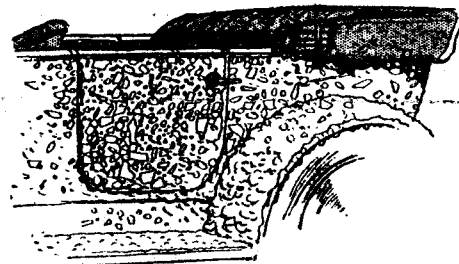
Before advertising your (1923) second-hand car for sale—as new—do not fail to acquire one of these handy little motor-driven speedometer reducing devices. Specially made for reducing to "Mileage, Negligible" the distance recorder of your "as new" car. Will knock 5,000 miles off the clock in no time.



Disguise your car and disconcert your friends! For the small sum of 5s. a complete set of Ford type parts can be obtained, consisting of radiator shell, bonnet and dummy transverse springs.



The "Kanteavit" ear-silencer will be very much appreciated by many owner-drivers who have decided to carry on with the old car during 1924. This device is guaranteed to banish all squeaks and rattles and other body noises.



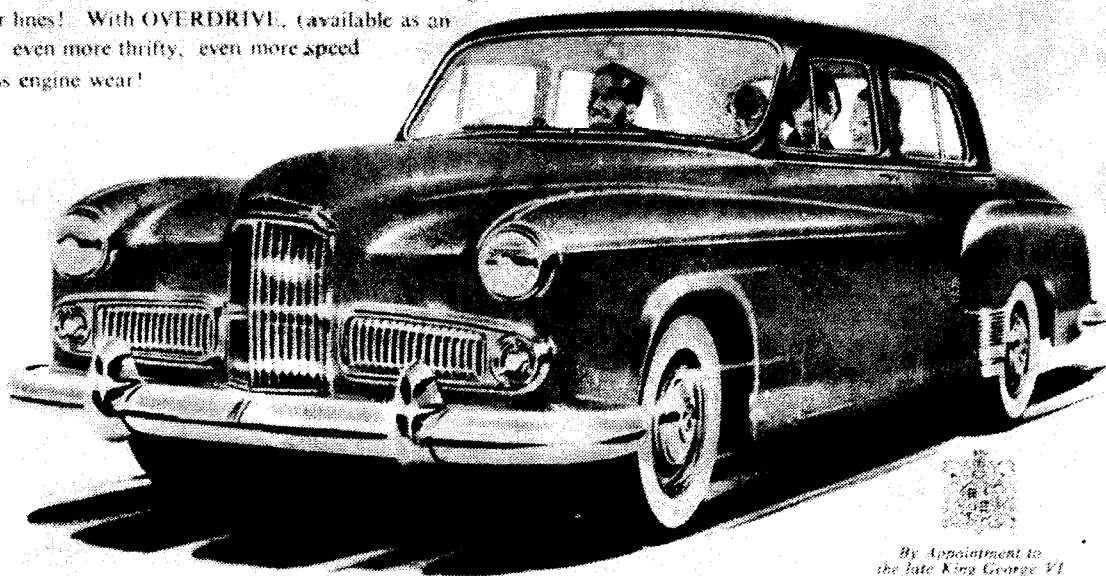
For the owner-driver or tired chauffeur. "Stukko," the ideal motor-body finish. Not a paint and not a varnish. This new preparation, made of a secret composition of tar and best granite chips, pebbles, etc., has been specially made for those who dislike the trouble and expense of washing the car.

October 1955

A perfect balance of comfort & power

HAWK SALOON

Over 50 m.p.h. with ease - roomy, deep-seat comfort and beautiful two-tone colour schemes to complete its elegant exterior lines! With OVERDRIVE, (available as an extra), even more thrifty, even more speed and less engine wear!



THE

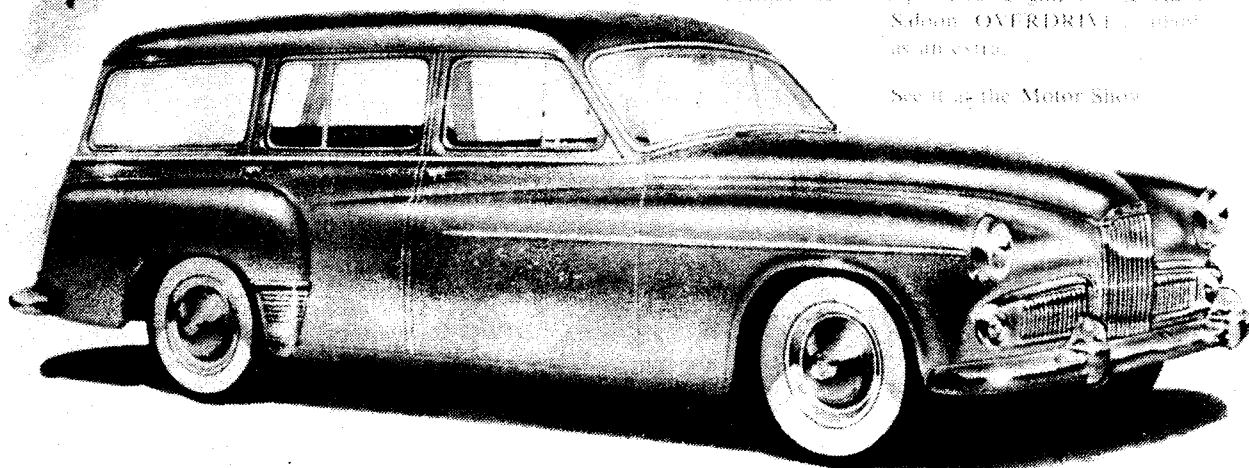
By Appointment to
the late King George VI
Motor Car Manufacturers
Humber Ltd

HUMBER HAWK

NEW ESTATE CAR

A full six-seater with really exceptional body space. An all-steel body with perfection finish and many detail refinements: the same powerful engine as the Hawk Saloon. OVERDRIVE, (available as an extra).

See it at the Motor Show



6 Seater Luxury-estate car versatility



30
m.p.g.

from a
HUMBER HAWK

AND HOW BILL DAVIES GOT 25 PER CENT EXTRA ECONOMY


6-POINT CHECK

- 1 Test the diaphragm for leaks in the pipe or the unit itself.
- 2 Make sure the air cleaner is free from dust clogging the gauze.
- 3 Test the carburettor for leaks—of petrol and air.
- 4 Have the plugs cleaned and tested on a garage sand-blasting machine.
- 5 Inspect the plug covers for corrosion inside and cracks in the plastic.
- 6 Check the rotor arm for deep burns or pitting on the hooked end.

THE average consumption of my 1954 side-valve Hawk had worked out at about 24 m.p.g. and this, on the whole, satisfied me. The car has a 2½-litre engine and it weighs well over a ton so the consumption seemed reasonable to say the least. Then I was told of a similar car that managed 32 m.p.g.! My first reaction was to dismiss the claim as wishful thinking but when another expert friend suggested there could be something in it, I began to think again.

Now, I am no mechanic, although I do most of my own servicing and it seemed to me the car was running really well. But my friend tried it and reckoned the engine was running a little roughly at certain throttle openings and recommended a tune-up. To be on the safe side, I took the car to Autocar Electrics where, for under four pounds, every part of the engine was tested electronically.

The findings shook me and I set to work to get the engine really on the top line. How I went about the job is shown overleaf—and the surprising but pleasing results will, I hope, tempt you to do the same. Anyway, read on. . . .



DIAPHRAGM

By far the most important part of the engine—as far as the economy question is concerned—is the diaphragm unit on the advance-retard assembly. Check for leaks at the union and on the pipe, then make sure the valve is not leaking by sucking hard through the open end of the pipe



AIR CLEANER

Next in importance comes the air cleaner where six per cent of the efficiency of my engine was lost because of dirt clogging the gauze. The Hawk cleaner is in two parts but on any type, the gauze must be washed clean in petrol, then oiled according to the manufacturer's handbook



CARBURETTER

Now this was a bad fault—an ugly stain of petrol oozing out of the carburettor. This made a 10 per cent difference on the electronic meter and was fixed easily by cleaning up the two surfaces between the lid and body, putting in a new gasket and then tightening the lid evenly

The six major points to check on the car are shown in the pictures and located in the drawing on the previous page but it is well worth emphasising the warning given in the caption of the diaphragm pictures. If this unit breaks down—and it can—it may easily result in a loss of 20 per cent efficiency.

There is little doubt that such a loss will be noticed, especially as the car pulls away from a halt. Performance at low speeds will be poor and the engine may pink heavily as the throttle is opened. If your car has these symptoms *plus* a high petrol consumption, look at the diaphragm first of all. On some cars, the unit is arranged so that, when the throttle is opened, the distributor jerks round. On others, only the baseplate inside the distributor moves and this cannot be seen of course.

But if you are in doubt, disconnect the thin copper pipe from the inlet manifold and suck through it. There should be an appreciable resistance—if there isn't, it means there is a leak somewhere along the line. It may be a crack in the pipe itself but it is more likely to be a defective valve in the diaphragm unit. Any Lucas agent will be

able to test it on a special machine and there is rarely any repair that can be made—a replacement unit is necessary.

I have to confess the dirty air cleaner was entirely my own lazy fault! The Hawk cleaner is in two parts and I was just too idle to clean the collector box properly. It involves no more than swilling in petrol thoroughly to get all the dirt out, then oiling the gauze to trap dust. In my case, the dirt was so hard I had to get the unit washed in a garage de-greaser and it cost me half a crown—which I reckon was a light penalty to pay.

Next on the line was, in my case, a leak from the top of the carburettor bowl. The gasket had evidently been shaky for some time and had collapsed in the few days previous to the examination because, in the workshop, a petrol stain could be seen easily. It was a simple matter to take the bowl to pieces, clean up the mating faces, put a new gasket in and tighten the lid evenly and firmly. No great pressure is needed here, incidentally, because the lid can be distorted.

Plugs are widely known to be petrol-wasters when they reach a certain age

which is about 10,000 miles on the average. But a car driven hard may burn the plugs out before this distance or, conversely, a leisurely-driven vehicle may get much longer life from the same plugs.

The only way to be certain is have them checked at a garage every 5,000 miles. They can be sand-blasted clean and the points reset at the same time. It is important to remember, though, that plugs will keep going for a staggering mileage and seem quite efficient, although they are really wasting a tremendous amount of energy. The only way of being sure is to make the test described.

Plug-covers, too, are important. They tend very much to be fitted and forgotten—but this attitude is wrong. Dirt, damp and corrosion can collect up inside and increase the resistance so much that the spark at the plug points is weakened and the charge of gas in the combustion chamber may not be fully burned in consequence. Cleaning out the covers with a rag rolled up inside may do the trick but in many cases, the covers may have to be scrapped.

If the covers are cracked, then they must be renewed and one man told me that the

PLUGS

Spark plugs can make as much as 10 per cent difference in performance, so take them out of the engine and have them sand-blasted on a special machine. If they are still working well, they can be used again but they need renewing every 10,000 miles. They should look like these

PLUG COVERS

How many people ever check their plug covers? Yet they can get dirty inside to the extent where the resistance is increased so the spark at the plug points is weakened. And if the covers are cracked, they must be renewed or there may be a leakage sufficient to stop the car

ROTOR ARM

And here is where I dropped my big brick! I used to polish the rotor arm by scraping it with a file—but this is taboo. At most, the brass should be cleaned with a petrol-damped rag and if burns or pit-marks show up, it pays handsomely to buy a new unit from any accessory store

old-fashioned spade terminals screwed directly to the tops of the plugs are better than any shroud cover. But I like the damp-proofing offered by the shrouds and I replaced my old ones. While on this job, it is well worth while making sure the H.T. leads are firmly fixed inside the long sleeves on the shrouds or, again, the resistance may be increased.

And finally—on the engine—the rotor arm on the distributor. As I said in the caption, I used to commit the major crime of cleaning up the brass hook on the rotor arm by scrubbing it with a file. All this does is to increase the gap between the arm and the segments inside the distributor cap and therefore increase the resistance. Once again, there is not so much current left for the plug points.

The points raised in this article are the six most important as applied to my car—but it must be remembered that the test covered other parts of the engine that were sound in my case. The contact-breaker points, for instance, should be renewed at the same time as the plugs. The tension on the fan belt has a bearing on economy. The correct setting of the idling screw is

important. Brakes binding or wheel bearings being too tight also need testing—but I could go on all night.

At a later date I hope to be able to go right through the car from bonnet to rear lights and, if I get a really good result, report on my labours.

But apart from all the mechanical points touched on, another detail to test is the man behind the wheel because it is with him that the ultimate in fuel economy depends.

I am a reasonably light-footed driver—or I thought I was! I had a Redex manifold depression gauge fitted to the inlet manifold of the car and this dial really sorts out the elephant-footed. Ideally, the needle should constantly read at the highest possible level and every time the throttle is jerked open, a violent downward surge occurs which indicates petrol positively gushing through the exhaust pipe.

Even such a minor happening as a bump in the road jerking my foot a trifle recorded on the dial and I soon discovered the trick of resting my foot against the trim to steady it. It takes very little time to develop a steady throttle foot and the difference in consumption is astonishing.

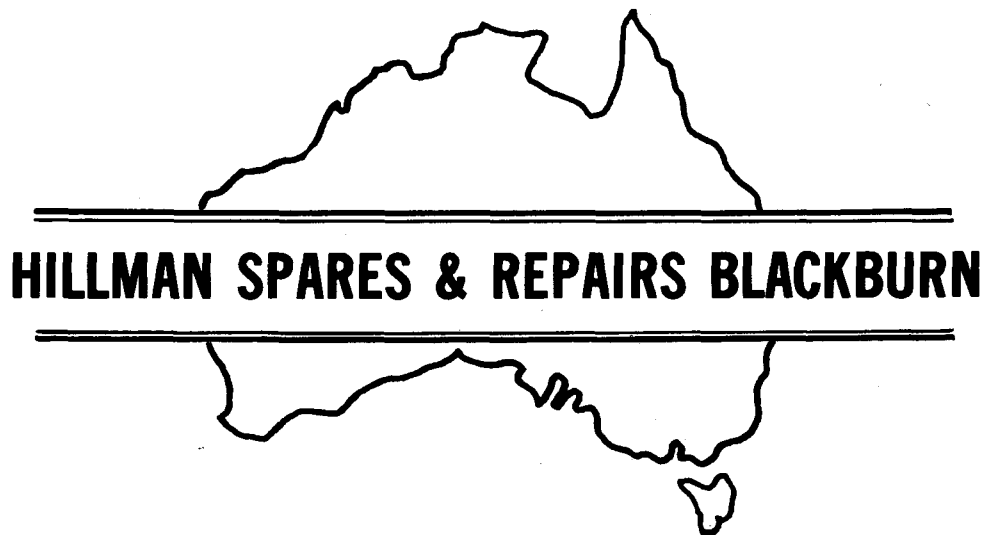
The use of the gauge soon made me realise that I must pay more attention to the throttle linkage and now, twice a month, I spray penetrating oil from an aerosol can over every joint on the system and besides saving petrol, I get a much smoother ride.

Another big driver-saver involves accelerating. I am old enough not to sizzle away from the lights like Stirling Moss at Goodwood but I tried it once or twice to prove I was right. And I was. As my foot went down, so the needle on the gauge flipped back to zero with a consequent increase in petrol bills (plus tyres, transmission, engine and other parts of the car). I was well away from the field, mind you, but at the next set of lights they all caught me up again, so I saved nothing in time and lost a lot in money.

So where am I now? Well, for every five gallons of petrol I buy I get one free in effect and my engine is a great deal sweeter than it was. The cost of the test was under £4 and I doubt if I spent any more than a pound getting odd parts to rights and the work involved most of one Saturday. All in all, an excellent result.

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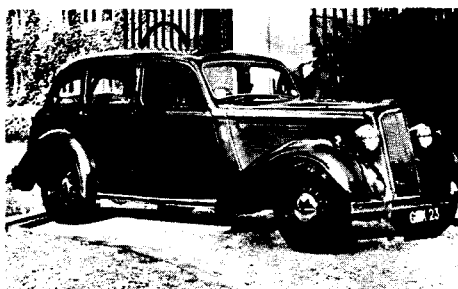
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