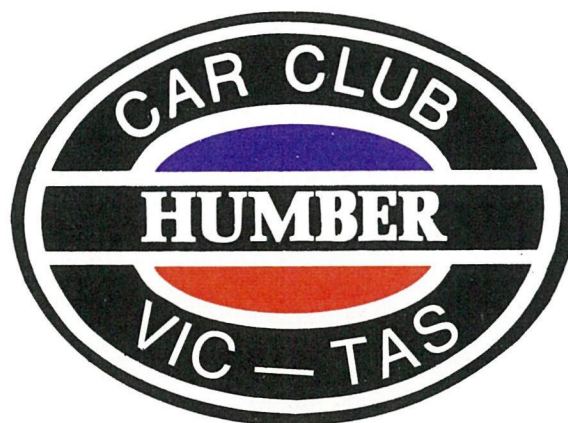


November 1987

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



VETERAN, COLLECTOR VINTAGE, STREET ROD CLASSIC, & MODIFIED.

Fast Insurance Quotes Phone now.

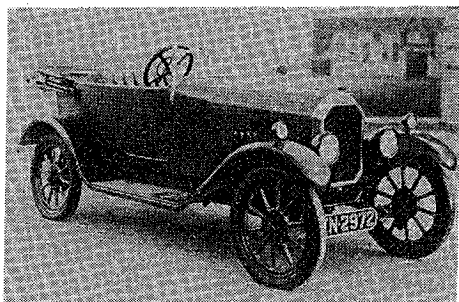
Don't take risks with your precious vehicle. VGL has over 17 years in the business of insuring specialist vehicles and is underwritten by Australian Eagle — so you know you're dealing with the biggest and the best. Phone: 429 5466 now.

VGL INSURANCE
BROKERS PTY. LTD.
INCORPORATED IN VICTORIA

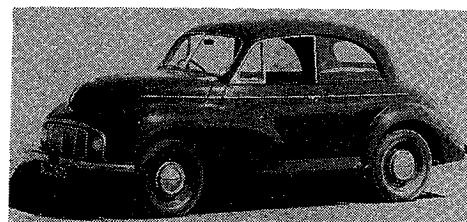
Suite 7, 663 Victoria Street, Abbotsford, Victoria, 3067. Phone: (03) 429 5466

AUTOMOTIVE SURPLUS PTY. LTD.

Incorporating Vanguard Co.
(formerly of Elizabeth Street, Melbourne)



New Old Stock Parts for Most Makes



MECHANICAL, ELECTRICAL, BODY RUBBERS, BAILEY CHANNEL, ACCESSORIES, ETC.

— HILLMAN, HUMBER, SUNBEAM, COMMER —

GM-H, FORD (S.V. and O.H.V.), CHRYSLER

AUSTIN, MORRIS, WOLSELEY, RILEY, MG

STANDARD, TRIUMPH, JAGUAR, DAIMLER

Veteran — Vintage — Classic — Modern

- *Large stock of loose rings and pistons*
- *Gaskets made to order*
- *Surplus stock bought*

“One Call Does It All”

Phone (03) 873 3566 • 34 Thornton Crescent, Mitcham, Victoria 3132 • Mail Orders Welcome

Monday to Friday: 8.30 a.m. to 5.30 p.m. Saturday: 8.30 a.m. to 12.00 noon

- NOVEMBER 27TH. GENERAL MEETING. DEEPPENE HALL. 8.00PM.
(LAST GENERAL MEETING FOR YEAR.)
- NOVEMBER 29TH. CHRISTMAS BREAK-UP PARTY AND PRESENTATION AFTERNOON.
BRENTWOOD PRE-SCHOOL. GLEN WAVERLEY.
(SEE EVENTS PAGE FOR FULL DETAILS.)
- DECEMBER 11TH - 13TH. MELBOURNE CLASSIC CAR SHOW. EXHIBITION BUILDINGS.
VOLUNTEERS NEEDED TO SET UP, DISMANTLE AND MANN THE
CLUB STAND DURING DAY AND EVENING SESSIONS.
- JANUARY 1ST - 5TH. "TALL SHIPS" BICENTENNIAL CAR DISPLAY.
*** THIS HAS BEEN CANCELLED BY THE ORGANIZERS. ***
- JANUARY. 24TH. AUSTRALIA DAY PARADE AND MOTORCADE TO WERRIBEE PARK.
ENTRY FORMS AVAILABLE AT THE NOVEMBER MEETING.
THIS EVENT IS OPEN TO ALL VEHICLES PRE- 1963. ENTRY
FEE OF \$12.00 MUST BE PAID AND FORMS RETURNED TO THE
FEDERATION BEFORE 31/12/87.
- JANUARY 22ND. GENERAL MEETING. DEEPPENE HALL. 8.00PM.
- FEBRUARY 14TH. ST. VALENTINE'S DAY "PICNIC AT HANGING ROCK".
ORGANIZED BY THE MACEDON AND DISTRICT MOTOR CLUB.
(SEE DETAILS ELSEWHERE IN THIS HUMBERETTE.)
- FEBRUARY 20TH. COMBINED CLUBS COLONIAL BUSH DANCE. CROYDON SOUTH.
ORGANIZED BY AUSTIN MOTOR VEHICLE CLUB. ADULTS \$12.0
CHILDREN \$8.00. (SEE DETAILS FURTHER ON.)
- FEBRUARY 22ND. A.O.M.C. DELEGATES MEETING. CARNEGIE PROGRESS HALL,
TRUGANINI ROAD. MELWAY 66 H4. 8.00PM.
- FEBRUARY 26TH. H.C.C.V. ANNUAL GENERAL MEETING. DEEPPENE HALL.
8.00PM. ELECTION OF OFFICE BEARERS FOR THE FOLLOWING
12 MONTHS WILL TAKE PLACE AT THIS MEETING WHICH
FOLLOWS THE USUAL GENERAL MEETING ON THIS EVENING.
- MARCH 6TH. BRITISH AND EUROPEAN MOTORING SHOWS. FLEMINGTON RACE
COURSE MEMBERS CAR PARK. VOLUNTARY HELPERS ARE
REQUIRED FOR THIS EVENT. PLEASE SEE SOCIAL SECRETARY
IF ABLE TO HELP MANN GATES, MARSHALL CARS ETC. FOR
ABOUT AN HOUR ON THE SUNDAY.
- MARCH 25TH. GENERAL MEETING. DEEPPENE HALL. 8.00PM.
- EASTER 1988. BICENTENNIAL NATIONAL HUMBER RALLY. SWAN HILL.

THE HUMBER CAR CLUB OF VICTORIA, INC. MEETS ON THE FOURTH FRIDAY OF EVERY MONTH
(EXCEPT DECEMBER) IN THE DEEPPENE PARK HALL, WHITEHORSE ROAD, DEEPPENE. MELWAY
MAP 46 A 7/8. ALTERNATE SUNDAY AFTERNOON FAMILY MEETINGS ARE HELD TWICE YEARLY,
THE DATES OF WHICH ARE NOTIFIED IN THE HUMBERETTE WELL IN ADVANCE.

HAPPY CHRISTMAS TO ALL!

CLUB BREAK-UP PARTY SUNDAY NOV. 29TH





CHRISTMAS PARTY.



WHERE: BRENTWOOD PRE-SCHOOL. 62 VIEWMOUNT ROAD.
GLEN WAVERLEY. MELWAY MAP 71 E7.

WHEN: SUNDAY NOVEMBER 29TH.

TIME: MIDDAY UNTIL 5.00PM.

WHAT'S ON: BBQ LUNCH. (BYO EVERYTHING.) PRESENTATION OF TROPHIES.
FAMILY FUN AND GAMES AFTERNOON.
CHRISTMAS PRESENTS FOR THE CHILDREN. (Provided courtesy
of Father Christmas.)
MUMS AND DADS (ie. parents of fabulous cars or fantastic
youngsters!) -PLEASE BRING A SMALL WRAPPED GIFT (approx.
value \$2.00 - \$3.00) TO EXCHANGE WITH SOMEONE ELSE OF THE
SAME SEX.

AFTERNOON TEA:

COULD EACH FAMILY PLEASE BRING A SMALL PLATE OF AFTERNOON
TEA.

WINE & HAMPER RAFFLE.



WINNERS OF THE VINTAGE WINE AND THE CLASSIC CHRISTMAS HAMPER
WILL BE DRAWN AT THE CHRISTMAS BREAK-UP PARTY. PLEASE MAKE
SURE ALL TICKET BUTTS ETC. ARE RETURNED BEFORE THEN.

TICKETS: 50c each ; 5 for \$2.00



WHEELS
in
VICTORIA
1824-1984

The A.O.M.C. has 2 copies of this book on order,
and they will be raffled at the two Motoring Shows
next year. The American Motoring Show is on 28th
February and the British and European Motoring
Show on March 6th. Both Shows are held at the
Flemington Racecourse.

The tickets for these raffles are on sale now at
\$1.00 per ticket or \$10.00 per book of 10. These
are available from A.O.M.C. Delegate, Rob. Dunlop.

The book is a pictorial record of transport in
Victoria, and will be the last book that Harold Paynting will be producing.
Previous books have sold very quickly, and have a value which is
appreciating.

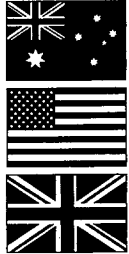
This book is valued at \$150.00 pre-publication,
and the print run is limited. The A.O.M.C. raffle is an ideal way to
obtain a copy of this valuable book at minimum cost!

* THANK YOU TO TREVOR YORK WHO DONATED THE WINE AND TO ALL WHO *
SUPPORTED THE RAFFLE.

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1987-88



PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Vic Wilson	478 9352
SECRETARY	Arnold Goldman	795 4521
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	460 4505
EVENTS DIRECTOR	Margaret Willimott	435 6354
MEMBERSHIP REGISTRAR	Marie Grande	277 6937
LIBRARIAN	Keith Willimott	435 6354
REGALIA	Geoff Webb	233 6592
TECHNICAL ADVISORS:		
Vogues	D. Dunlop	439 7059
Series V, VA S/Snipes	A. Goldman	
Hawks	K. Willimott	
Mk Cars	B. Kennedy & L. Hughes	877 3028
General Information	B. Kennedy	
Auto Electrical	M. Fitchett	336 7915

36 Ramirolo
N. Daudeney



Look! Look! Up in the photograph, is it a high wire act, meals on wheels (the Avon Lady). No!! It's the irrepressible, irresponsible star of stage, screen and the C.E.S. Your bottler butler, Trevor Phonsonly Sprockington Smythe York presenting to you at no expense two vintage Coonawarra wines '60 and '63 to be raffled with the sumptuous christmas hamper. Be in early for tickets on this one.

Incidentally the almost vintage Snipe '64 has been lovingly restored by Trevor who stole in from Vic Wilson for a mere fortune.



PRESIDENT'S REPORT (Kennedy's Klangers)

Well the end of the year is with us again. It seems to me that the years go past faster and faster each year. Maybe it's old age, maybe??

Throughout the year the Club has visited a lot of interesting places and generally had a jolly good time. Some of our members have not enjoyed the best of health throughout the year; to them I hope that 1988 is a brighter year for you. I suppose most of us have had some ups and downs in some way or another and hope for everyone's sake there were more ups than downs.

For the next four months the Kennedy's will be off the phone. We will re-appear on the same phone number about the end of June, 1988. The reason for this is because we are building a new "lean to". I'll let you know the address in the new years Newsletter.

Some of the members went to the Bendigo Swap Meet. I again attended and was very happy to catch up with some members I have not met before and also some I have not seen in a very long time. I was very happy to see the new members who joined up at the Swap Meet; to them I say welcome to the Club and I hope we can help you in your restoration or continued use of your vehicle, whatever year it may be.

With the end of the year events behind us, let us direct our attention to the 1988 Easter Rally at Swan Hill. This event certainly is looking good and for new members, this is your chance to meet up with members and their vehicles that are in the various Clubs around Australia. So don't be shy, ring Margaret Willimott and let her know that you will be joining us at Swan Hill. The bookings are almost full so don't waste time or you may miss out.

Lastly, before I close down I would like to thank all the Committee members for a wonderful year. I don't think it, I know you have done a fantastic job. The Club has run like a well oiled machine. I have been absent on several occasions but next year I hope to be around more as we settle into our new home. So once again to the Committee "thank you", it is great working with you.

To all members I would like to wish each and every one all the best for 1988. Thank you.

Bob Kennedy.

**MINUTES OF GENERAL MEETING
HELD ON FRIDAY 23rd OCTOBER 1987 AT DEEPPENE HALL**

PRESENT: Approximately 30 members as per attendance book.

APOLOGIES were received from Nancy Kennedy, David Dunlop, Gordon Price, Roy & Merle Pepprell, Harold Underwood, and Ossie & Marie Grande.

MINUTES of the previous meeting as printed in the October 'Humberette' were accepted as a true record on the motion of Vic Wilson seconded by Pam Batten.
There was no business arising from the minutes.

CORRESPONDENCE:

IN: From Robert Boan suggesting a Club Calendar and asking for more technical articles in Humberette, membership renewal from Derek Kew, membership application from Roger Stevens, membership application from Judy Ward, acceptance of invitation to attend Concours from John Allen, change of address from Ian McDonald, invitation to Bush Dance from Austin Motor Vehicle Club, from Max Heazlewood commenting on National Rally (see October Humberette), from Max Heazlewood providing list of Tasmanian members to be placed on Humber Aid list.

Exchange Magazines: Austin Motor Vehicle Club (Vic), Rover Car Club of Aust., Humber Car Club of South Aust., Austin A40 Car Club of Aust., Chevrolet Car Club., Humber Car Club of Australia, Daimler-Lanchester Club of Victoria, Sunbeam & Talbot Owners Club, Standard Vanguard Car Club of Australia, Wolsley Car Club.

continued...

OUT: Austin Motor Vehicle Club inviting them to the Concours, copies of Tasmanian members in Humber Aid to H.C.C.A., H.C.C.SA., H.C.C.QLD., H.C.C.TAS., Shannons Classic Car Centre asking for insurance for Club activities, welcome letters to Janaka Williams, Desmond Picklum, Noel Roberts, Colin Burrows, Roger Stevens, Judy Ward, membership application forms to Roger Stevens, Judy Ward, Dave Martin, Darryl Marsland, invitations to concours to E.Cargakis, J.Allen, R.Murphy, K.Lyons, J.Nieuwenhuizen, D.Swan, A.Devenish, G.Roberts, S.Rhook, T.Lochhead.

Correspondence accepted on the motion of Ray Webster, seconded by Margaret Willimott.

BUSINESS ARISING: None.

TREASURER'S REPORT:

Brian Parkinson presented the statement of the accounts for 23rd October 1987.

Balance at 27th September(fixed deposits)	\$5000.00
Balance at 27th September(current account)	\$1002.22
Receipts	\$ 138.44
Expenditure	\$ 307.63
Accounts for payment	\$ 475.99
Current balance (after a/c payments)	\$ 375.04

Report accepted on the motion of Peter Davenport seconded by Max Schey.

BUSINESS ARISING. None

EDITOR'S REPORT: Presented by B.Bosnich.

155 magazines sent out this month.

EVENTS DIRECTOR'S REPORT: Presented by Margaret Willimott.

The outing to Motoring Memories display was poorly attended. 16 cars were on display.

Next outing is to the Lake Goldsmith Steam Rally.(see club calendar).

Club has stand 13 at the Bendigo Swap meet in November.

Booking confirmation forms are going out shortly, to participants, asking for \$50 deposit(motel) or \$20 deposit(caravan park).

Members contemplating only one day trip to Swan Hill should let Margaret know so that catering arrangements can be made.

Assistance required at concours.

End of year event will be at Brentwood Pre-school Centre, Glen Waverley,(see club calendar).

Tonights raffle is a 4-litre pack of Valvoline and a spray cleaner.

Christmas hamper raffle will be drawn on 29th November.

TECHNICAL OFFICER'S REPORT: Geoff Fitchett demonstrated a lense paint for recolouring amber lenses. It is called LENTINT AMBER and costs \$6.50 from All British Auto Spares. Also available is LENTINT RED. It goes a long way and really works.

Bob Kennedy reported that Rad-soks appear to be cleaning up cooling systems but be sure to clean them frequently to prevent blockage. He recommends that for the Concours aluminium parts under the bonnet should be cleaned but not painted. Polish them instead.

Rob Dunlop reported that David Dunlop is preparing a report on valve noise reduction. Watch the Humberette for publication.

AOMC:No report. No meeting for two months. R.Dunlop has raffle tickets for James Flood book at \$1 each. Two of our cars may be in the 'tall-ships' display next January at Port Melbourne.

LIBRARIAN: Keith Willimott had nothing to report.

CARS FOR SALE & WANTED:

Wanted: V. Wilson wants complete dashboard for Series I Hawk.

G. Foote wants a Ser V Snipe windscreen.

L. Hamilton wants MK II Snipe panels.

J. Darbyshire wants the indicator stalk assembly for a Ser IV Snipe.

Sale: T.Hall is considering sale of his MK IV Snipe.

continued...

GENERAL BUSINESS:

Pullman Laundrette suggested as being for sale last month was investigated by Bob Kennedy. It is uncertain what the intentions are of its present owner.

A. Goldman reported conversation with Alan Stewart from Queensland. Discussion took place on the possible causes of beating vibration in Ser VA Snipes. Geoff Webb has same problem and Bill Holmes had the problem for 18 months before he found what he believes to be the cause, a fracture of the connecting plate between the engine crankshaft and the torque convertor.

Graham Hardy reported that key rings are available at Technical Book Shop, Swanston Street, Melbourne.

Bob Kennedy introduced Tony Bryan from CORROSION TECHNOLOGY AUSTRALIA who talked and demonstrated a product called Corrotech RCP.

After much questioning, the meeting gave Mr. Bryan a round of applause and closed for supper at approximately 10:10 pm.

Arnold Goldman
Hon. Secretary

SOCIAL NEWS

Greetings everyone and best wishes for a happy and successful festive season. These celebrations have an uncanny knack of creeping up on one; especially when you're busy and least prepared for them.

As this is my last dialogue for the year, I think a look at the year's activities in retrospect would be in order.

First my own area of special responsibility - the Club Social Calendar. The main aim of this year has been to provide as much variety as possible and we have had a mixed response to various functions. Ideas for something new or different dry up after a time so any suggestions or comments you may care to make would be welcomed. I endeavour to give all Victorian members, whether city or country based the opportunity to attend at least one yearly function within relatively easy driving distance from their home territory. If you've missed out this year and you know of a suitable spot in your area, please tell us. As they say in the commercials, "This offer extends to the Victorian border only". Sorry Jim Yates, Greg Tennent, Alan McCrory and our other members from distant outposts, but we'll catch up with you in some other way. Jim will no doubt be dispensing Northern Territory hospitality during the S.A. to Darwin trek of 1989. Greg, I hear is a pretty good traveller also having made an unexpected appearance at the Swap Meet last weekend. Alan, from way up in Warwick is the current owner of a 1935 ex Victorian car. He, I think has for some time been seeking a radiator badge for his car. Anyone know of one available.

It's great to see the wide range of Humber models (and their model owners of course) who have joined the Club this year.

My second aim; an on going project is to develop the Club Pictorial Records with a photo of each Club car (preferably with owner) in our expanding photo album. This record complete with Arnold's computer listing of information on your vehicle, helps to produce an interesting and historically significant register of Humber cars around the states. Please play your part in keeping this register up to date.

Apart from the obvious advantages of Club membership - access to technical services, literature, parts, advice, etc one of the extra pleasures is the chance to meet members from other Clubs and to peruse some of their interesting publications. At a recent Club meeting I read a short item from the Austin A40 Newsflash. Following numerous requests and with acknowledgement to the Austin A40 Club, the article is reproduced here for your enjoyment.

November has been a busy but very successful month for the Club. You will read elsewhere reports on the Concours and Bendigo Swap Meeting. It was pleasure to meet new and not so new members at both of these events and to catch up with friends from interstate Clubs.

Our last event for the year is the Christmas Break-up Party and Presentation Afternoon to be held on the 29th on Sunday at noon at the Brentwood Kindergarten in Glen Waverley. Trevor's fabulous wines and the Christmas Hamper will be drawn on this afternoon. Full details are on the Calendar of Events Page.

I'll look forward to seeing you there.

Margaret

Deepdene Park is a popular venue for the Annual Concours and this year again saw over sixty cars from HCCV and visiting Clubs line up around the park oval.

Amongst the Series Super Snipes which pre-dominated the display were Nancy Butt's immaculate Series IV (eventual winner of this class) and Bill Holmes' smart Series II Estate. A patriotic touch was added this year by the Webb family's stunning black VA Snipe complete with Australia flag flying from the front panel mounting.

Earliest Humber on parade was Lloyd Hughes' neat 1926 Tourer, winner of the Vintage Class while another ever popular trophy winner was the magnificent 1935 Snipe 80 Sports Saloon owned by Norm Watt. Norm's car seems to have a firm hold on the popular choice vote having won this class two years in a row. Barry Bosnich's MK IV Snipe took out the Mark Class Trophy while Keith Willimott's MK I Sceptre just scraped in to a Master Class victory.

It was a little disappointing that more cars did not compete in Concours Classes this year however, the Pride of Ownership competition produced a good line-up.

As ever, our judges performed their task with true professional expertise and we extend our grateful thanks once again to Roy Pepprell, Tom Lambert and Don Main for the Concours judging. Also to Tom Groves, David Dunlop and Ron Forth who cast an expert eye over the Pride of Ownership entrants. Thank you one and all.

It was a real pleasure to welcome so many visiting Club members and to have their cars join the display.

We were over-awed (and nearly over-run!) by the wonderful support from the Standard Vanguard and Triumph Club - what a great display of vehicles and they just kept rolling on. I am sure Fred Talbot and that "ex-communicated", "ex-Vanguard Club member", Dave Denver are really good friends after all.

Visiting also with a dazzling array of Club cars was the Austin Motor Vehicle Club. Hans and Chris Pedersen are almost old friends by now while father, Herman's car seems to shine brighter every time I see it. We have the opportunity to reciprocate the good will with the AMVC and to experience their hospitality at the Colonial Bush Dance to celebrate AMVC's 5th Birthday next February. Let's make it an HCCV date.

Amongst other Clubs who made a welcome contribution to the Grand Display of British cars were some lovely vehicles from the Sunbeam/Talbot owners Club, the Rootes Group Car Club and fellow Deepdene Hall tenants the Daimler Lanchester Club. The beautifully presented Talbot 90 Saloon and the little black 1954 Hillman with appropriate number plates were of particular interest to us because of their association, like Humbers, with the Rootes Group marque.

After close competition for the Popular Choice Trophy (open class), the deserving winner proved to be the immaculately presented Daimler 250 Saloon owned by Dan Carroll. Congratulations Dan!

Inside the hall other activities flourished - plenty of tea and tucker thanks to the ladies of the Club while the Cent Auction saw quite a variety of satisfied customers. Ron Forth (or should that be first!) made a good attempt at scooping the pool during these proceedings but fortunately there was enough for everyone.

Excitement (and taste buds) ran high at the display of delectable Christmas Hamper goodies and fine rare old wines from the same era as those other fine rare old collectables, Humber Super Snipes. The vintage bottles of 1960 and 1963 were proudly selected and donated by our well known connoisseur of fine living, Trevor York. Thanks Trevor and I'll take your word for it that the wines match the elegant appearance of your Series IV Snipe! The lucky winners of the wines and of the Christmas Hamper will be drawn at the Break-up Party on November 29th. Concours trophies will also be presented on this day.

And so ended Concours Day 1987 - a day to remember, and one on which the Club should be proud of its members.

SECRETARY'S SECTION

Hello again. First off let me introduce two new members to the club:-

Roger & Julie Stevens, 19 Hoddle Street, Sale, tel 44 1225, Series VA Snipe.

Judy Ward, 6 Vivian Street, West Ivanhoe, tel. 497 1131, Series III Vogue.

Also we have a change of address notified by Ian McDonald who has moved to 170 Punt Road, Prahran. He has retained his previous telephone number.

A late renewal has come in, so welcome back to Dr. Derek Kew, 16 Helene Street, Bulleen, tel. 850 1869, Series V Snipe.

I recently had a pleasant telephone conversation with Alan Stewart who lives in Queensland, just north of Brisbane. He tells me that he regularly drives his Series V Snipe from Queensland to Melbourne each month. His car has now clocked up 163,000 miles. His reason for calling was not just to tell me that snippet of information, however interesting it may be. He had read my article on vibration problems and confirmed that he had the same beating vibration that I had described in my Series VA Snipe. Alan has spent much time and money overhauling the car from front to rear, yet the vibration persists. Well, after raising the problem at our last meeting, we may have the answer to the problem.*Bill Holmes has had this problem and found that replacing the connecting plate that joins the crankshaft to the torque-converter eliminated the problem. Examination of this plate revealed a hairline fracture that I think could cause a pulsing power transfer into the torque converter, and because there is no direct-drive clutch in the VA Snipe the driven half of the converter will transmit this pulse at a slightly lower frequency. Hence the beating. The possible cause of this fracture could be the incorrect refitting of the clamping ring that bolts directly to the end of the crankshaft. This ring has a bevel or chamfer on one side. This chamfer should be placed against the torque-converter driving plate to allow the plate to flex around a radius and not a sharp edge as would be the case if the ring is fitted in what looks like the obvious way round. A similar arrangement is described in some detail in the workshop manual for the D-G Automatic Transmission. I do not know whether there is a detail in the book that describes the Borg-Warner 35 transmission in the Humber vehicle. If our librarian can find a picture then it is probably blow this report, and if so, thanks Keith and Barry. So, Alan, perhaps that is the answer to the problem. Peter Davenport suggests that the vibration could be amplified by the heat shield above the exhaust pipe that passes directly under the drivers seat. Make sure that there is sufficient clearance between it and the exhaust system.

A recent call came from a member who had discovered that there is an audible warning given when the disc pads have worn too far. It pays to note when you put in a new set and obtain an estimate of how many miles you should go before replacement becomes necessary. I have generally obtained 40,000 miles of driving from a set of pads. My driving style may not be the same as yours, although I use it mainly for peak hour travelling to work each day. Harder braking will reduce the life, and lots of open road country driving would no doubt extend the life. At least inspect them every 20,000 miles to see how they are wearing. I hope, Lainey, that you obtained a replacement disc, and I am sorry that I could not offer a better suggestion than Spares Galore for a quick supply. Even the clubs with a spare parts system do not operate too well as an emergency breakdown service for other than the more common items. I have found the guys at Spares Galore to be quite helpful, and although I know of one member who has had difficulties, I have had no cause for complaint.

I noticed, in K-Mart Dandenong, a bonnet release cable that looks very much like the one fitted to the Series Snipes. It costs \$4.98, so if you cannot get the real thing this may well do the job.

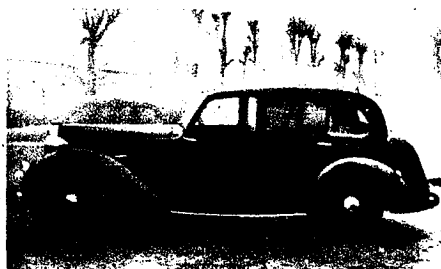
By the time you read this I should have returned from a two week trip to Adelaide working for the RAAF. Whilst I am over there I intend going along to a meeting of the South Australian Humber Car Club, and meet some of the people whose names I read, but have never seen.

* Refers to D.G. Transmission.

Arnold Goldman, Secretary

See opposite page for diagram.

1948 2½ LITRE DAIMLER SALOON
18.02 h.p. 6 cyls. Valves, overhead; 69.6 mm. bore x 110.49 mm. stroke; 2,522 cu. cm. Gears, 4. Springing, coil I.F.S., semi-elliptic rear. Tyres, 16x4. Tankage, 14 gals. Consumption, 18-23 m.p.g. Battery, 12 volt. Garaging, 15ft. long, 5ft. 5in. wide, 5ft. 3in. high.
This Daimler belies its somewhat severe yet dignified appearance by being a remarkably roomy and fast point-to-point car with a happy touring gait of 68-70 m.p.h. Appointed in good taste with mat leather and polished wood filets and dash, this 2½ litre displays reasonable economy for its class and many deem it a good buy today. Original price, £1,977. Present price, £250.



Part 3

MODEL 35 AUTO.

BORG WARNER DQ AUTO.

SERIES 5 A

SERIES 1-5

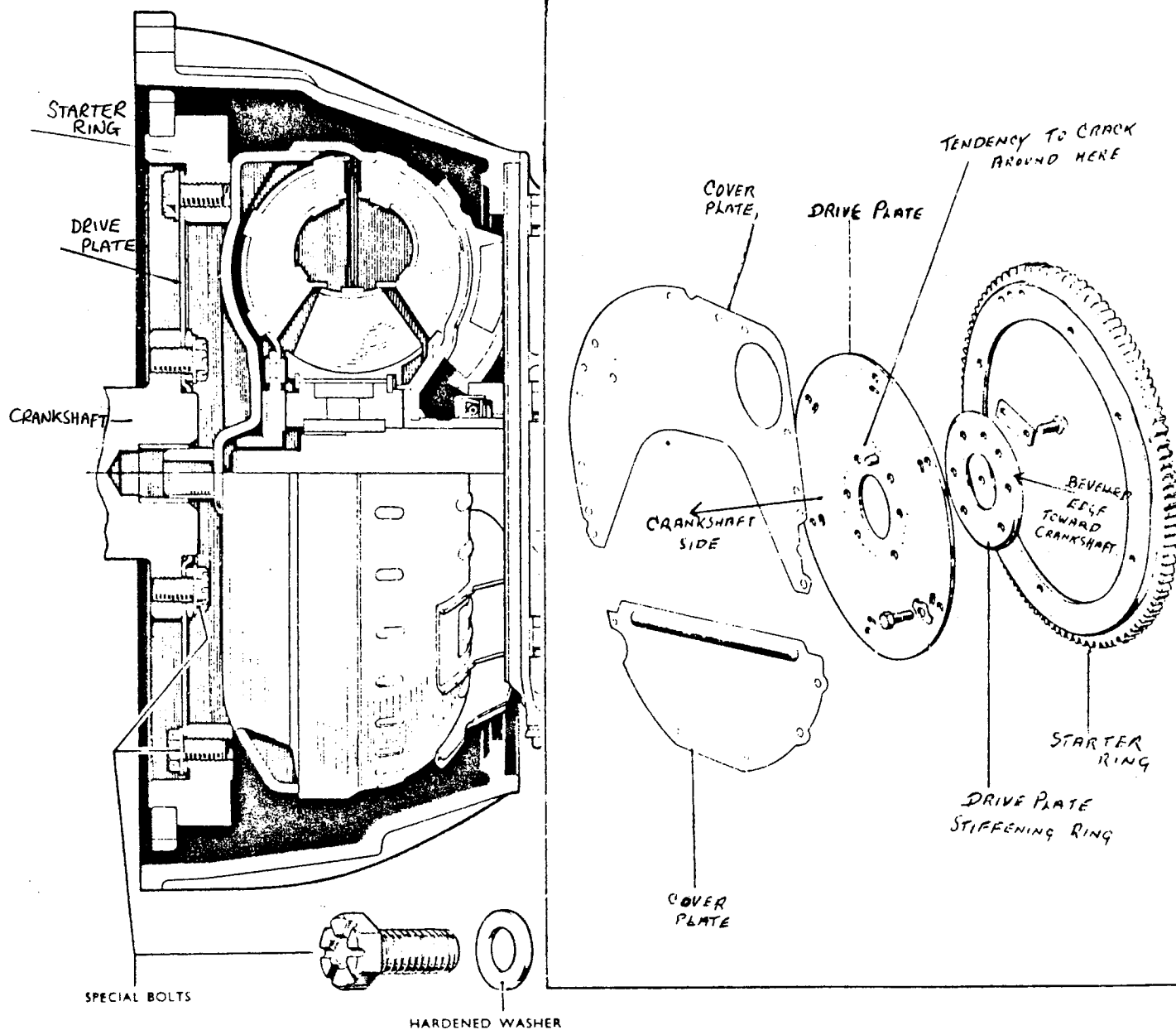


Fig. 9. Converter attachment points to engine drive plate and gearbox external fittings

IMPORTANT NOTE

Special bolts are used to secure the converter to the engine drive plate, and the drive plate to the engine crankshaft. If replacement bolts have to be fitted it is **VITALLY IMPORTANT** to use only the correct genuine replacements. These bolts, and all others for which a torque loading is given in the Torque Chart, in the Data Section, **MUST** be tightened to the correct torque with a reliable torque spanner.

Hardened steel washers are fitted under the bolt heads to improve bolt retention. Any bolts found without these washers should be replaced by the following:—

9003294	Bolt—drive plate to converter	4 needed
9003295	Bolt—drive plate to crankshaft	4 needed
1238859	Hardened washers	8 needed

Ordinary steel washers must not be fitted under the original shorter bolt heads.

FOR SALES

Wanted: MK 2 S/Snipe Panels or complete body or information of same.

Contact: L. Hamilton, Ph: 870 6672.

1934 Humber, last reg 1964, custom made body, needs full restoration, best offer.

Contact: Mrs. Patterson, 21 Nicholson Avenue, Reservoir, Ph: 478 5103.

Series Humber Parts: Send your list of wants to P.O. Box 35, Frankston, 3199 or phone Harold on 783 1164 or Des on 789 6952.

1966 S/Snipe, black/red trim, very good mech and body, no rust, interior excellent, new unis and tie-rod ends, \$3,500.

Contact: M. Thompson, 38 Koroit Creek Road, Williamstown, Ph: 397 7531.

S/Snipe Series 4, clean inside and out, power steering, good goer and reliable, reg 7/1988, \$1,500.

S/Snipe Series 5A, restored car, nothing to spend, \$2,300.

Contact: B. Lyons, 66 Hartington Street, Glenroy, Ph: (03) 300 1671.

Series 1 S/Snipe, complete, needs some assembly, \$100.

Series 3 S/Snipe, reg May 1988, lots of spares available, \$1,200.

Contact: D. O'Neill, Wonga Park, Ph: 722 1895.

Give Away: 1956 Mk 6 Hawk, no gear box or dash.

Contact: J. Woolard, Sunbury, Ph: 744 1026.

S/Snipe Series III, many good parts, engine runs well, no front grille or bumper, upholstery and wiring not useable, \$300-\$400 neg.

Contact: R. Boan, Sorrento, Ph: (059) 84 2078.

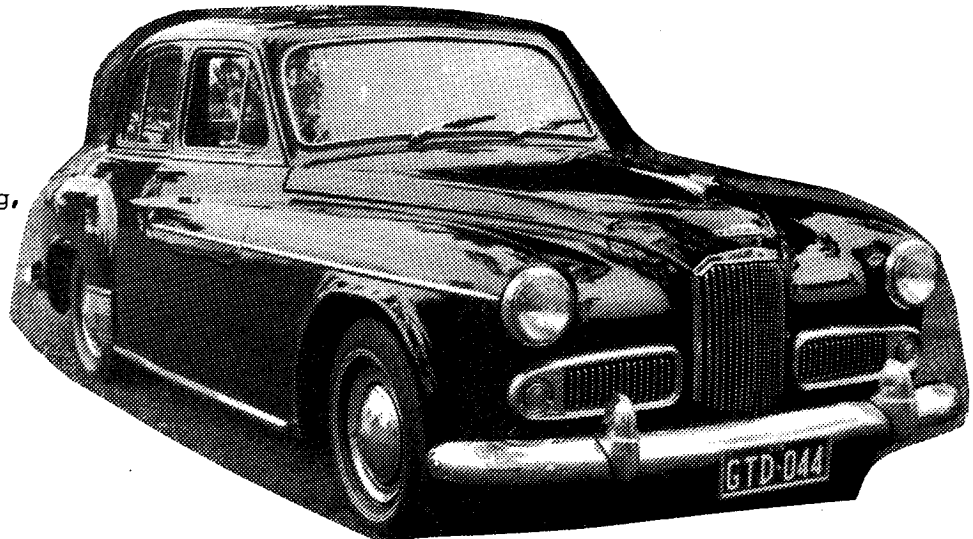
Wanted: Information on reliable service centre for automatic transmission on Super Snipes. Preferably around Sorrento area and Melbourne.

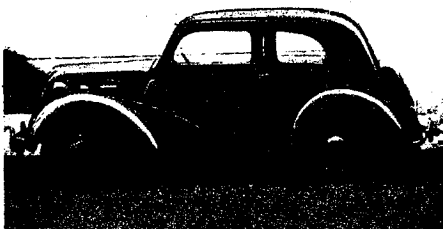
Contact: R. Boan as above.

Wanted: Urgently, good water pump for 5 or 5A S/Snipe.

Contact: Bob Bruce, Ph: (059) 96 1983 up till 2:00pm.

1957 Mk IV A S/Snipe, black ducol plus white wall tyres, original throughout, no rust, 12 months reg, \$5,000. Contact: A. Hall, Ph: 404 2258 after 7:00pm

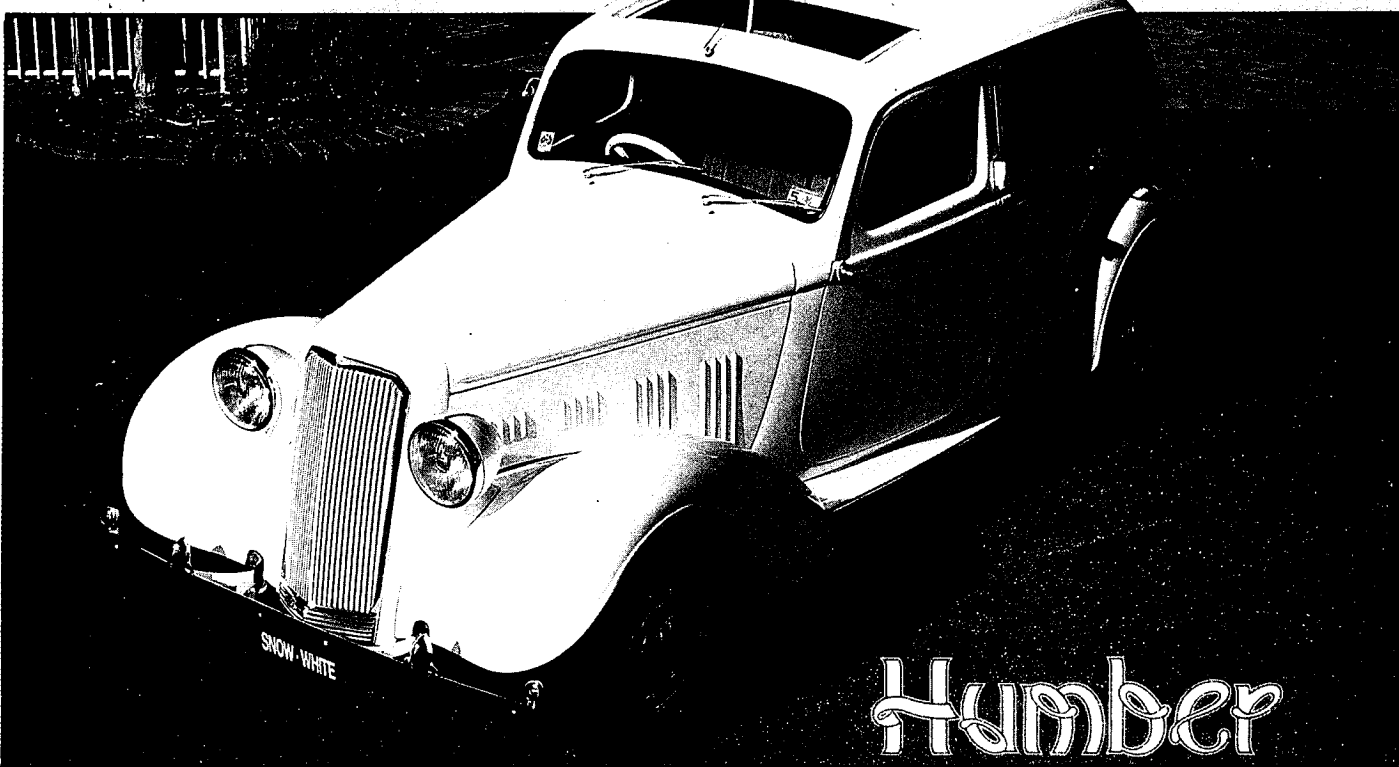
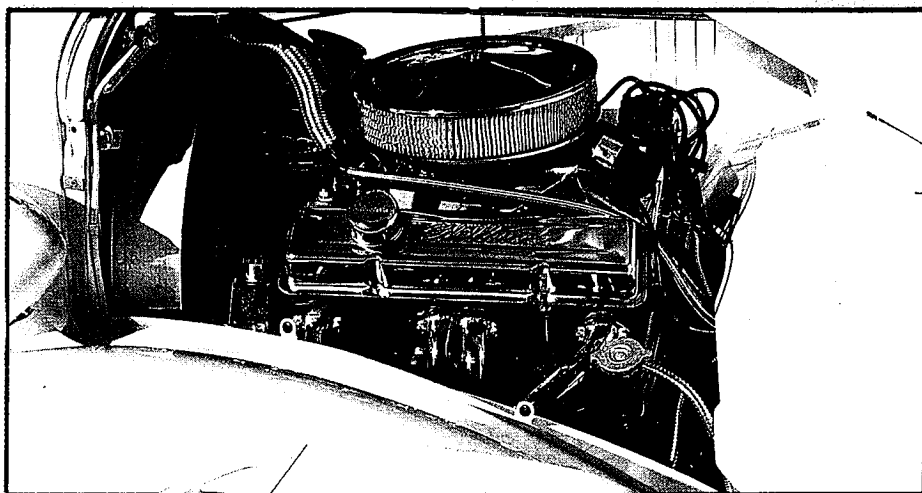
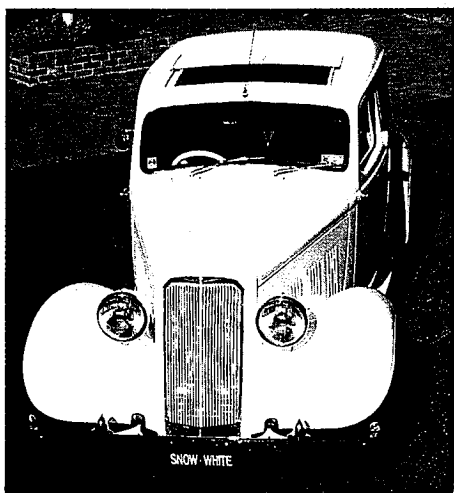
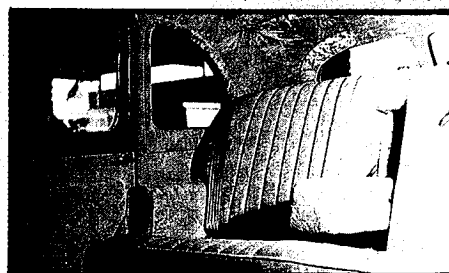
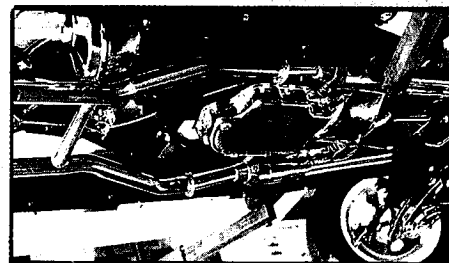
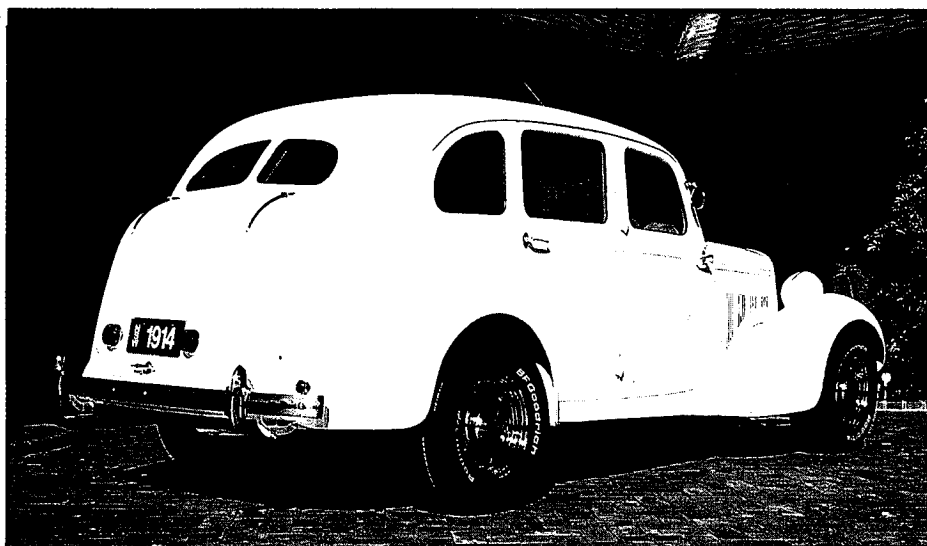




1953 FORD "POPULAR"

10 h.p., 4 cyls. Valves, side; 63.5 mm. bore x 92.5 mm. stroke; 1,172 cc. Gears, 3. Brakes, Girling mechanical. Springing, transverse leaf front and rear. Tyres, 4.50 x 17. Tankage, 6 gals. Consumption, 35 m.p.g. Battery, 12 volt. Garaging, 12ft. 9in. long, 4ft. 9in. wide, 5ft. 4in. high.

It is difficult nowadays to realise that a Ford "Popular" once retailed for £100 new! It was good value then, and subsequent models changing in conformity to fashions and currency values have consistently maintained the makers' aims and claims to provide the cheapest form of comfortable motoring for four adults. Original price, £391. Present price, £235.



MK 4A HUMBER SUPER SNIPE TOURING LIMOUSINE

by Frank McGuire
Chelsea, Vic.
Photos Wayne Mein



Humber Car Club of Victoria
Des Judd (Secretary)
P.O. Box 35
Frankston, Vic. 3199
(03) 783 9743.



This black sedan is Ex Commonwealth Government and has a glass division between front and back seats. The steel body has solid walnut dash and door trims (Body No. SSFH-09394). Chassis No. A/84, 108, 991/HLOS is a boxed channel section for most of its length with 'T' cruciform member, and extended further forward than earlier models, with additional bracing at the point where the side members sweep inwards to mate with the pressed steel structure. The reconditioned engine No. 4FBH/924 develops 130 max BHP (Mk 4 develops 113 BHP). This is a 6 cylinder blue ribbon motor with HC head of 252.6 ci (4138.8 cc) with overhead valves and nominal bore of 3.5". Maximum torque is 28.6 kgm. Carburettor is Stromberg DBVA 42. Electricals are Lucas generator and starter.

The year of manufacture is uncertain but the Smith wiper motor is dated X-11-55 but glazing indicates.

Clutch is Borg of Beck. Single dry plate (Borglite) Driver plate diameter 10.00". Type flexible hum, compression thickness .330". Operation by Adjustable link.

Transmission is manual synchromatic with control ring synchromesh on all four forward gears with ratios of 3.124:1, 2.092:1, 1.42:1 and 1:1, reverse is 3.312:1.

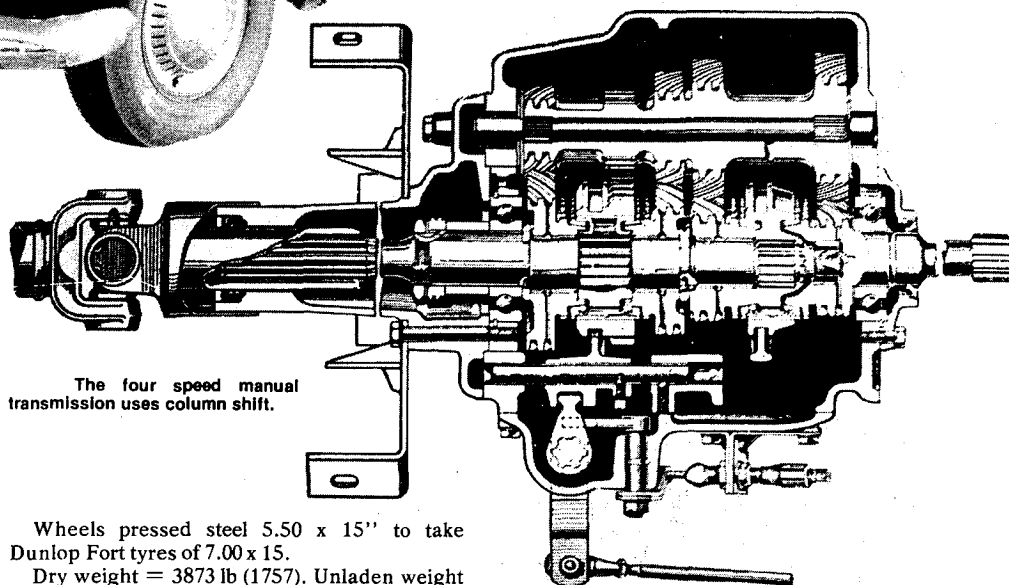
This model had banjo housing encasing hypoid gears with a choice of ratios. These being 3.7:1.39 or 4.1. The chasis number indicates which ratio is fitted so we will take the easy way out and leave that to someone who knows.

Steering is Burman variable ratio, F type high efficiency recirculating ball to give a turning circle of just 43'-6".

Four wheel brakes are Lockheed hydraulics. Drum dia = 11.00", lining area 191 square inches total. The handbrake is mechanical.

Suspension: Coils at front with castor of 1.5° and camber 0.45°. Rear is semi elliptic with 52" springs. Shock absorbers front and rear are Woodhead Munro double acting telescopic of 1 1/4" bore.

Page 32—RESTORED CARS, No. 29



The four speed manual transmission uses column shift.

Wheels pressed steel 5.50 x 15" to take Dunlop Fort tyres of 7.00 x 15.

Dry weight = 3873 lb (1757). Unladen weight 4025 lb (1826 kg).

Measurements: 115.75" (2940 mm) wheelbase, 197" (5004 mm) long, 66" (1676 mm) high, 73.5" (1867 mm) wide. Front track = 57.94" (1472 mm) Rear track = 56.25" (1429 mm), Ground clearance 7.40" (188 mm).

Capacities: 15 English pints (18 American) for the crankcase (8.53 litres). Gearbox 5 pints (6 U.S.) 2.8 l, Rear axle 4 (4.8 U.S.) 2.3 l, cooling system 32 pints (38.4 U.S.) 18.2 l. Fuel 15 gal (18 U.S. gal), 68l.

Fuel consumption around 15 mpg.

Maximum speed around 90 mph.

Paint Black Lacquer.

Body Thru of Maberly England.

Upholstery. Originally in red leather. This was replaced in red 'Naughyde' by J. McConnell, Motor Trimmer, 378 Moreland Rd, West Brunswick Vic. (03) 364044).

Instead of the usual chrome snipe this car is fitted with a flag holder.

Direction indicators are Lucas, Headlamps etc. Lucas, Instruments Smiths P55783 12v 2.2w, Lucas 989 12v 6w. Ignition warning is Smiths P42925 12v 2.2w. A Lucas clock

No. 256 12v 3w from a Mk4 has been added.

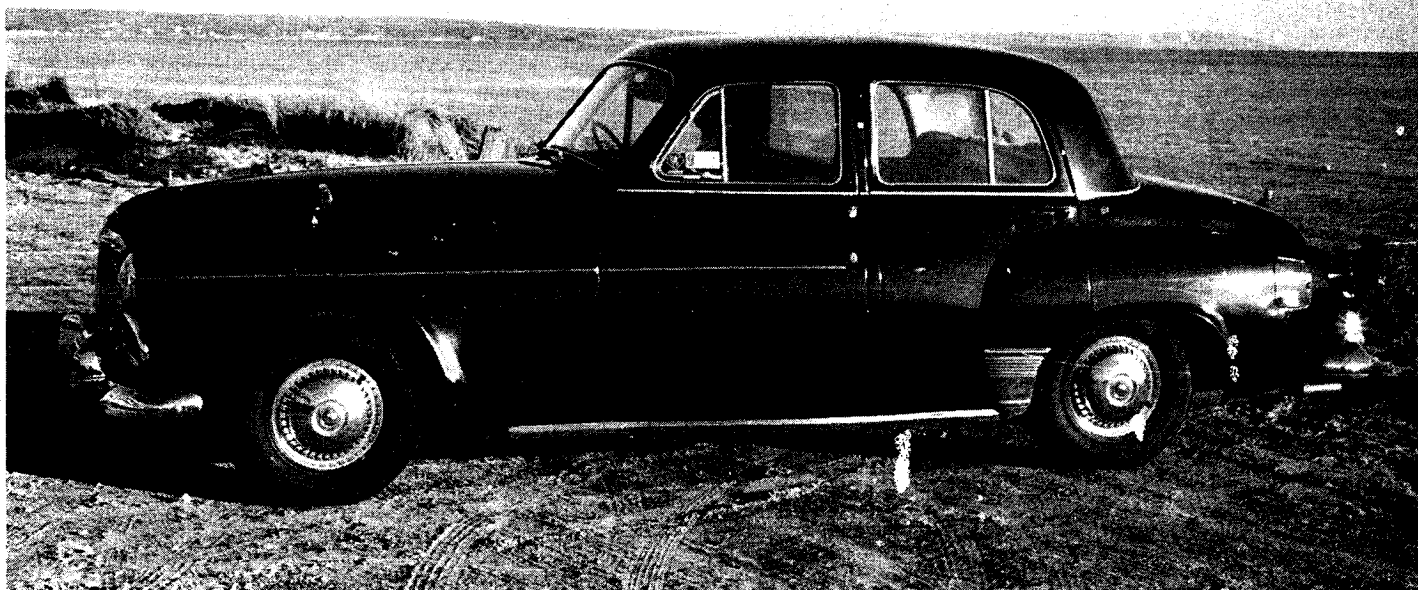
After being owned by the Commonwealth Government the Humber was purchased by Mr Hardware at Canberra ACT. Upon purchase he replaced the motor and clutch. His son Michael of Brunswick Vic. subsequently purchased the car and restored it throughout with the idea of letting it out for weddings.

In the meantime he decided to marry. With the help of his inlaws the restoration progressed. Upholstery, carpets, linings were refurbished. A light colour up of the paint completed the picture.

I should have said future inlaws for the car was completed in time for the wedding and honeymoon in Tasmania.

Mike bought a later model Humber Snipe and decided to sell this one and advertised it in the Age just before Christmas a few years ago. We bought it for \$900 and promised to treat it with loving care.

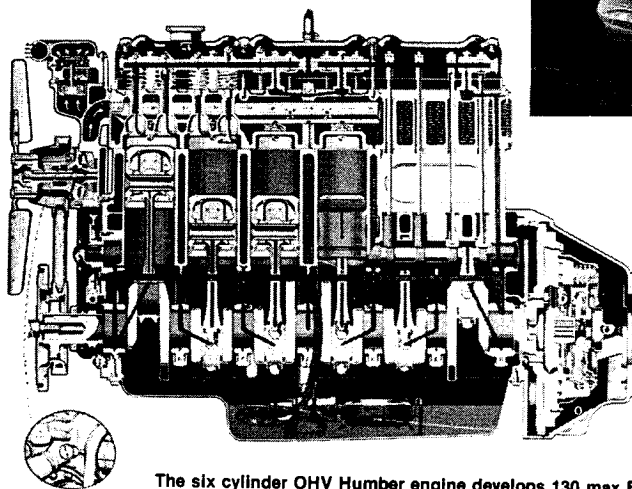
I've had it steam cleaned and painted underneath and had a few minor jobs done, such as



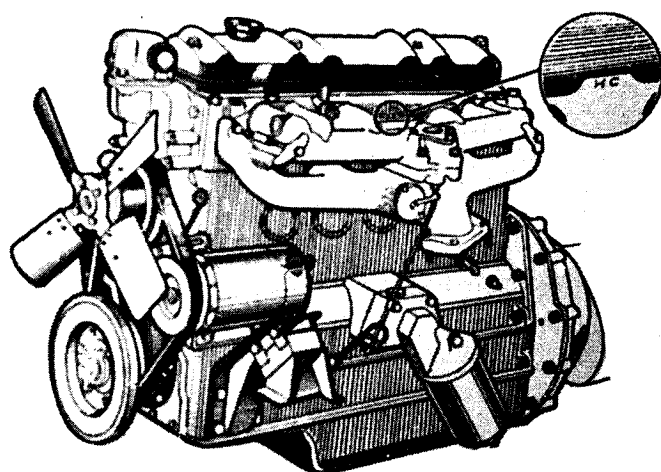
gear linkage, a new tyre and thats about all. The registered number is LZE 015. The Mk IV is known as the Royal visit model and we think the current number quite appropriate. An open version of this model was used for the Queen's visit in 1954.

Club

Very early Humbers were built at two places — Coventry and Bereston just outside Nottingham. The latter being more expensive. Production commenced in 1900. After 1908 all production was at Coventry. During WWII Humbers were used as staff cars and other public service roles. The Super Snipe first appeared with Mk1 in 1945 to 48, 48-50 saw Mk II, 50 to 52 Mk III, while Mark IV was produced from 1952 to 1956. (A comprehensive tabulation of the vast array of Humber models is listed in the Complete Catalogue of British Cars by David Culshaw and Peter Horrobin from Automotive Book Supply, Guildford, Vic. 3451.)



The six cylinder OHV Humber engine develops 130 max BHP. Its size is 252.6 cu. in. or 4138cc.

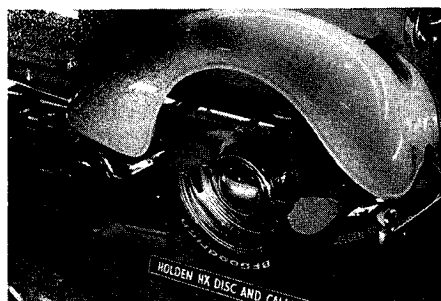
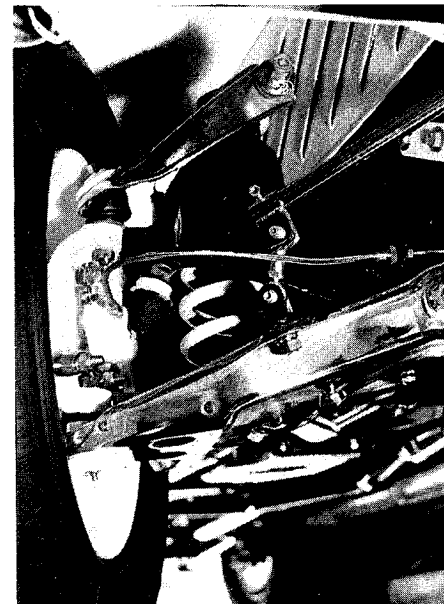
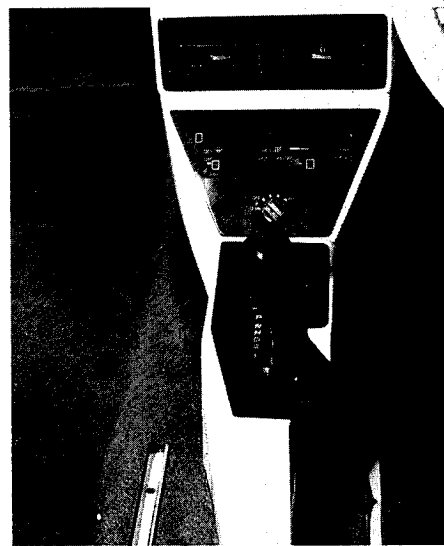
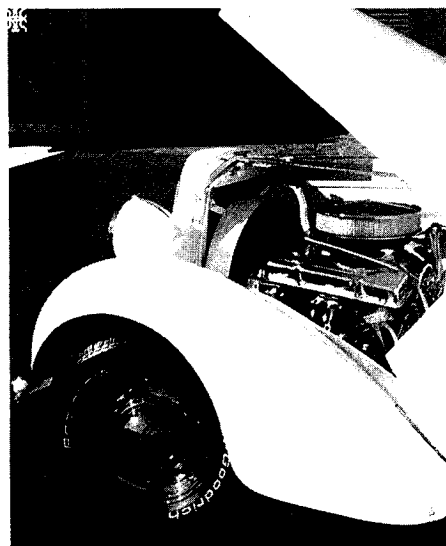


Peter Jennings chose a very unusual car as the basis of his street rod in this 1946 Humber Snipe 4 door sedan. Before you sniff or snort at such a car as a "Hot Rod" it is to be noted that Peter won top show car at the 1987 Sydney rod show which should indicate to the disbelievers just what sort of car Peter has built.

The car has full street rod registration and to get that in NSW the car has to get a full engineer's certification which covers 11 pages with 2 pages of photographs. To cover this report (of which we have a copy) would take up half of this magazine but we'll pick out some of the engineers reports that we found interesting. Speaking of the 283 Chevy engine, good running operation, tested on road and in park conditions. Engine revs from idle to 4500 rpm with rapid changes and intermittent holds at various speeds. Engine continued very smooth with no cough, stall or stutter. All in very good order. NOISE Tested at exhaust with R10W NA 14 sound level meter and NC73 calibrator. Noise level registered at 3500 rpm was 85 DBA. BRAKES 4 wheel disc power boosted (see specs). Test drive under various speeds. The test reports 30 kph to stop in 5.2 metres 77% brake efficiency. Park brake (emergency) 30 kph to stop, 31.3 metres 31% brake efficiency.

SPECIFICATIONS:

Make Four door sedan Humber 1946. **Body** All steel with sun roof, 16 gauge floor panel welded. **Interior** (1) Hoarding dust blue crush velvet, (2) Seats same as hood, (3) Door trim same as hood with carpet, (4) Carpet blue long plush pile, (5) Boot same, (6) Timber dash, timber around the side window. **Suspension** (Front) HK Holden sedan front end. (Rear) Adjustable coil over shocks (spax) handmade ladder bars (chrome). (Front) 20mm front stabiliser bar chrome Commodore pannard bar. **Differential** (1) Ford 9" chrome. (2) Center ratio 3.01 to 1. **Transmission** (1) Turbo 400 automatic (GM). (2) B & M shifter with shift kit. **Brakes** (1) (front) HQ Holden ventilated discs. (2) (Rear) Holden Commodore discs, calipers Commodore. (3) HQ V8 Holden master cylinder (chrome) mounted under front driver seat. (4) Brake pedal assembly is handmade and design (5) All brake lines stainless steel. **Steering** Jaguar 1974 XJ6 power steering, rack and pinion. GH Sigma steering column. Steering wheel white leather. **Wheels** (1) 15 x 7 chrome 1957 Chev Centre 5 slot with Noon hubcaps (ROH rims). (2) B.F. Goodrich radius TA 60 front SR15, B.F. Goodrich radius TA 70 rear SR15. **Alarm** Cobra. **Seat Belts** (1) Grey. (2) Made by TVR. (3) Front belts retractable. (4) Rear belts retractable with lap sash. **Mirror** (1) Inside Ford Falcon (XA). (2) Outside 1934 Ford. **Engine** (1) Chevrolet 283 cid out to 302 cid (4948 cc). (2) Holley 650. (3) Holley fuel pump. (4) Oil cooler mounted behind front grille. (5) Edelbrock manifold. (6) Edelbrock chrome valve covers and air cleaner. (7) Chrome alternator. **Exhaust** (1) Chrome exhaust headers and extractors. (2) Dual stainless polished pipes and mufflers 2". Twin outlet pipes at rear. All handmade to suit. **Lights** Front Hella H4 Halogen globes. Parking lights mounted in front head lights. **Glass** (1) Front screen laminated banded 6mm. (2) Side and rear glass 5mm toughened bronze. (3) Screen fitted by using Urthane with black plastic wedge rubber. **Electrical** (1) 12 volt—relays regular, fuses are mounted under front console. (2) Battery mounted in the trunk. **Interior** (1) Dashboard is steel with timber veneer and original stock gauges. (2) Entertainment provided by Roadster auto reverse R-S 2500N Jaguar with centre roof antenna. Rear speakers, console and timber work all handmade. **Handbrake** LH Torana foot assembly to suit Commodore disc rear. **Tailshaft** 3 in. diam. Ford and Chev universals. **Paint** Max Meyer 2 pak acrylic finish (Binco White), chassis black. **Modifications** (1) Morris Mini windscreen wiper and washer. (2) GH Sigma heater, demister, 3 speed. (3) Front bonnet all handmade. (4) Front glass D/S N/S. **Time** Four years. Thanks to John Bradley Automotive, Delwood; George Foremosa Trimming; Classic Auto Craft (paint and panel).



A Hi-Tech Street Rod that's proving hard to beat!

Contributed by RON FORTH

CUSTOM RODDER, No. 92—Page 37

THE HUMBER CAR CLUB of VICTORIA INC.
Established 1975
23 HIGH STREET, WATSONIA, VIC.3087

Minutes of Committee Meeting held on 6th October 1987 at 8.00pm at the home of Jill & Geoff Webb.

PRESENT. Keith & Margaret Willimott, Barry Bosnich, Geoff Webb, Marie Grande, Brian Parkinson, Bob Kennedy, Arnold Goldman

APOLOGY received from Vic Wilson.

MINUTES OF PREVIOUS MEETING were read by A.Goldman and accepted as a true record on the motion of G.Webb seconded by B.Parkinson.

BUSINESS ARISING. 1. Insurance for national rally being arranged for \$1M.

2. Caps have been ordered and badges for sewing thereon.

3. Corrotech spokesman has been obtained for October meeting.

CORRESPONDENCE. Bicentennial Authority form referred to M.Willimott.

2. A letter from Lloyd Hughes about presentation dinners was discussed. It was agreed that there are insufficient numbers of members willing to participate in such events to make them viable at present.

TREASURER. Approx. \$1100 in operating account which will be sufficient for the next 3 months when fixed deposit account comes up for renewal.

EDITOR. Discussion on proposal for National magazine. Problems that arose between us and Tasmania would no doubt arise with each club still preparing own newsletters. Agreed to maintain the magazine in present format. Reports for next issue are required by 9th October.

SECRETARY. Proposal on format for club register accepted.

Discussion on new members and proposals. Agreed that all requests for membership information be referred to A.Goldman so that records would be maintained of whom we have contacted.

EVENTS DIRECTOR. 1. Concours entries to cut off at 11.30 am.

2. Forms to be filled in on the day.

3. Classes of entry will be same as previous years.

4. Trophies and certificates to be as before, and \$100 allocated for this.

5. Concours - Judges for concours are set. Pride of ownership judges to be arranged on the day. A.Goldman to provide copies of entry forms. Grounds will open at 11.00am. Attendants to be arranged at next general meeting. Afternoon tea to be provided and covered by entrance fee of \$2 per car. Door prize for car entries. Advertisement to be placed in the Age for 7th Nov.

6. Classic Car Show - B.Kennedy has fence, carpet, and banner. Entries to be Bill Holmes' Ser.II Snipe Estate, Geoff Webb's Ser.VA Snipe, Vic Wilson's Ser.IV Snipe, and an engine by Bob Kennedy. A.Goldman to supply 50 copies of introduction leaflet for AOMC stand at the show.

7. National Rally - Design of forms still to be arranged. Deposit of \$50 required for accommodation and dinner. It was agreed to let Margaret continue with arrangements as required without further referral to committee.

8. Bendigo Swap meeting - Sites are booked indoors, outdoors still unsure. An advertisement will be placed in the Age.

9. Christmas hamper - Tickets to go out in October magazine. Jill & Geoff Webb to arrange assembly of tickets.

10. End of year activity - To be at Deepdene Oval on a Sunday afternoon. Date agreed to be November 29th.

OTHER BUSINESS. 1. B.Bosnich suggested more Sunday meetings. This will be discussed at next committee meeting when 1988 calendar is being arranged.

2. Possibility of housing country members on such weekends was raised.

3. Bill Holmes expected to be Father Christmas at end of year function.

4. Five nominations were accepted for the Clubman and Clubwoman of the year.

5. Geoff Webb was appointed as club auditor.

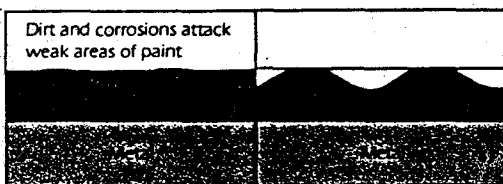
Meeting closed at 10.30pm. Many thanks to Jill Webb for refreshments and putting up with the intrusion.

Arnold Goldman
Secretary

We Out Glow the Competition

Eliminate waxing forever

Fire Glaze Paint Sealant is the world's finest and most effective auto paint sealant and protectant. Only Fire Glaze Paint Sealant contains Tempera-Flex™, exclusively formulated to: Prepare, Seal, Polish and protect your car's paint finish in one, non-renewable application. All other sealants, polishes and waxes offer only some of Fire Glaze's total paint protection benefits and required at least one or more renewal coatings within three to six months to validate a limited guarantee. Only Fire Glaze Paint Sealant is guaranteed to keep your new car "Showroom" bright up to three years.



Penetrates paint to seal the surface

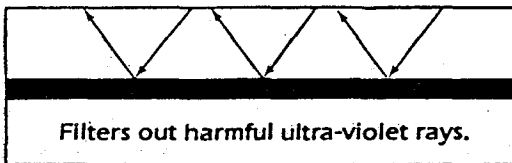
Fire Glaze Paint Sealant is an exclusive paint sealant that flows like liquid glass, penetrating and sealing your car paint's surface leaving an ultra high gloss finish. Blending into the paint rather than just remaining on the surface, Fire Glaze Paint Sealant fills in tiny valleys of pinpoint paint pores, hairline cracks and crevices smoothing out spots where grime clings and corrosion begins, while leaving a glassy, silky smooth, but rockhard finish.

Stands up to wash and wear

Fire Glaze Paint Sealant is impervious to harsh detergents. It will not break down or wear off under constant cleaning with chemicals or the abrasive friction generated by grit, dirt and sand.

Forms a rockhard shield

Fire Glaze Paint Sealant uses Tempera-Flex™ to bond to individual paint globules. As hardeners dry, they cure and form an integrated, super hard protective coating.



Protects against Ultra Violet Rays

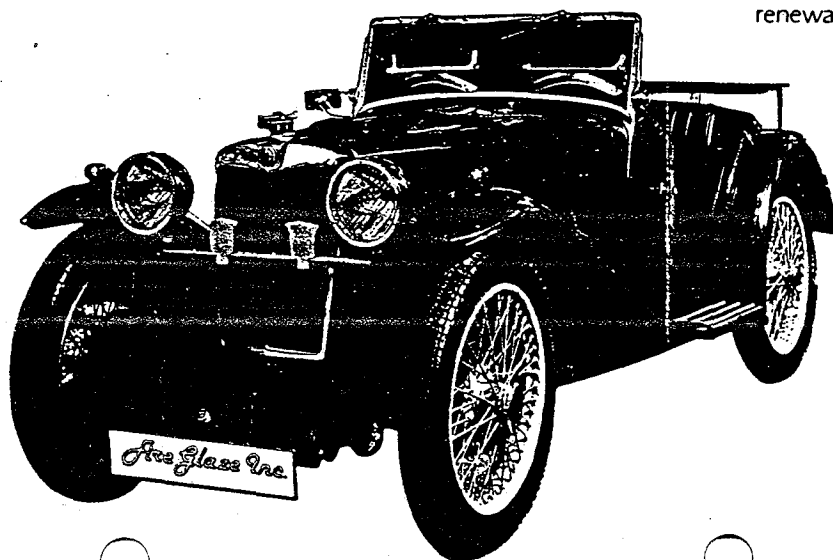
Fire Glaze Paint Sealant is a clear liquid that allows in light, but filters out harmful Ultra Violet sun rays. Ultra Violet rays are the major cause of fading and the primary factor in the breakdown of polishes and waxes.

Blocks out corrosion

Fire Glaze Paint Sealant blocks out ruinous agents of corrosion, oxidation and weather. Fire Glaze Paint Sealant's impenetrable seal protects your car against such hazards as: Road salts, salt spray, atmospheric pollutants, common airborne chemicals, and cleaning alkalines.

Exclusive Tempera-Flex™ Formula

Only Fire Glaze Paint Sealant is formulated with commercial strength Tempera-Flex™. Fire Glaze Paint Sealant has now proven its value repeatedly under a variety of intensive world-wide applications.



Polish magnifies paint luster

Fire Glaze Paint Sealant brings out your car's natural paint gloss. Acting as a magnifier, Fire Glaze Paint Sealant produces a glow from deep within paint layers similar to multiple coatings of paint and reflects it to the surface like no other paint sealants or polishes.

Won't crack, fade, peel or fall off

Fire Glaze Paint Sealant becomes part of your car's paint finish. As part of the paint it will not come off or discolor, is unaffected by changes in temperature extremes and won't wear down under minor abrasion.

Repels foreign matter

Fire Glaze Paint Sealant acts as a repellant to foreign matter. Keeping your car clean is easier because Fire Glaze Paint Sealant eliminates the stubborn stickiness of road tars, grease, bugs, tree sap, bird droppings, food stains, blue, ink marks and most spray paints.

No resins, plastics or waxes

Fire Glaze Paint Sealant contains no performance ingredient that will in any way affect standard car paints. All silicone, polymer, resin or plastic based sealants, polishes or waxes carry ingredients that cause them to break down and require frequent renewal applications.

No renewals

Fire Glaze Paint Sealant is indefinitely stable and semi-permanent for up to three years. A single application requires no renewals, no servicing, no touch ups, no conditioning. Only Fire Glaze Paint Sealant offers an unlimited three year warranty.

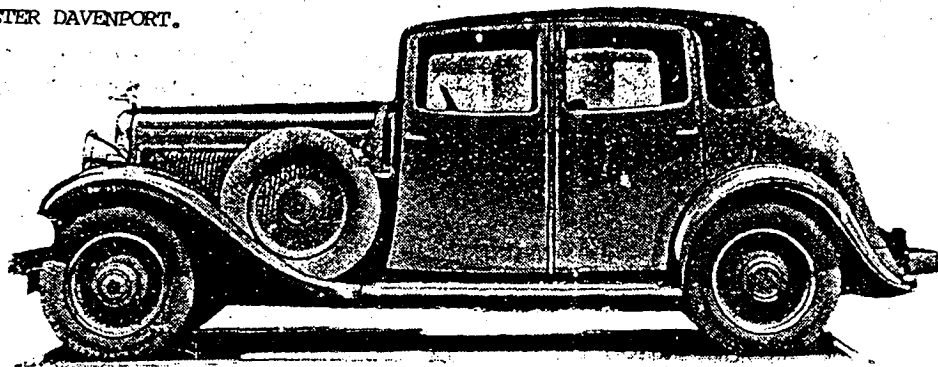
Protection up to 3 year warranty

Fire Glaze Paint Sealant is guaranteed, in writing, to protect your used car finish for a full three years. For details refer to warranty.

FIRE-GLAZE, \$20 PER 12 FL. OZ.
FOR FURTHER DETAILS PHONE H.C.C.V. MEMBER
JACK WARING ON 825 9884

"THE AUTOCAR" ROAD TESTS—(continued)

Contributed by PETER DAVENPORT.



No. 777 (Post-War Series).—HUMBER SNIPE 80 SPORTS SALOON

Fast Averages with Ease: Steady, Highly Pleasing Car to Drive: Good Looking, Very Comfortable Bodywork

ANYONE who had in mind the purchase of a fairly big car of over 20 h.p. could scarcely fail to be impressed by the Humber Snipe 80 sports saloon. The engine is sufficiently large to give a great reserve of power under all conditions, and whilst anyone requiring the maximum of seating accommodation in relation to the size of the car would probably select the ordinary saloon model, there is no possible doubt that this sports saloon is a very attractive car indeed as regards appearance, besides providing great comfort for any number of occupants up to four, and even for five on occasion, such is the width of the back seat.

A number of excellent features combine to make the car most pleasurable to drive, not only because the engine answers immediately to every depression of the accelerator and the machine gathers speed in a most satisfactory fashion, accelerating up gradients almost as though they did not exist, but because, also, the action of the controls is very good. The steering is exact, light and accurate, whilst the car is very steady on the road and can be taken round curves and corners quite fast in the manner of a sports machine should the driver's methods tend in that direction.

High averages from place to place are consequently achieved in a way which is not fully described by the word effortless. It is a characteristic of the car's behaviour that a high cruising speed can be held without the occupants noticing that the machine is travelling fast. Since 50 m.p.h. is a figure reached almost automatically as soon as the open road offers, and speeds around 60 can be held for mile upon mile where conditions permit, it is a quite exceptional car in which to make a journey where hurrying is necessary.

On the other side of things it is an entirely peaceable vehicle, making no demands on the driver as to ignition control at low speeds, the power output being remarkably smooth, and there is little need for gear changing on the ordinary kind

of road or even in traffic unless one wishes to obtain from the powerful engine the utmost that it can provide. In that event there is certainly benefit in employing third gear, since on that ratio a speedometer limit of 55 can be reached, and, of course, by this means acceleration from the lower speeds up to, say, 40 m.p.h. or so can be very much more rapid than is possible by using top gear the whole time. Nevertheless, the top gear acceleration is extremely good even for a car of 24 h.p., and remembering that in the Humber no attempt has been made to save weight at the expense of solidity of construction, whilst there is no suggestion whatever that the body is in any way skimpy. As an additional indication of the acceleration it may be mentioned that through the gears from a standstill 60 m.p.h. can be reached on the level in 25½ seconds.

A timed maximum speed of as near as no matter 77 m.p.h.

gives a range which is more than ample for the vast majority of requirements. That maximum is obtained without fuss or stress, and it should certainly mean that, on the road under favourable conditions, 80 m.p.h. ought to be possible should the owner care to extend the car to its limit.

Yet the remarkably good performance already indicated is available with quite ordinary driving methods,

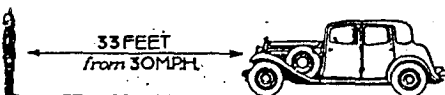
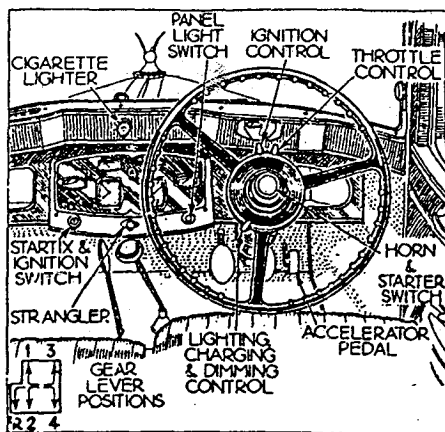
without ever using the maximum speed possible, the driver sitting comfortably at the wheel with no hint of tenseness, for this is pre-eminently the kind of car which almost takes itself along, cornering in answer to but the lightest pressure on the steering wheel.

Other points are in keeping, the brakes possessing very good power indeed with light pressure on the pedal, the effect under hard braking still being smooth; the clutch action is light and free from harshness, and the gear change is particularly pleasing. The long, rigid lever, free from whip, comes back at an angle to exactly the right position for the left hand, and changing either up or down is effected without special care

HUMBER SNIPE 80 SPORTS SALOON
DATA FOR THE DRIVER

23.8 h.p., six cylinders, 80 x 116 mm. (3,498 c.c.).	Tax £24
Tyres: 6.00 x 18in. on detachable wire wheels.	
Engine—rear axle gear ratios.	Acceleration from steady speed.
10 to 30 m.p.h.	20 to 40 m.p.h.
30 to 50 m.p.h.	50 to 60 m.p.h.
16.82 to 1	—
11.23 to 1	5½ sec.
6.66 to 1	7 sec.
4.54 to 1	10 sec.
Turning circle: 41ft.	7½ sec.
Tank capacity 14 gallons, fuel consumption 18 m.p.g.	10½ sec.
12-volt lighting set cuts in at 16 m.p.h., 9 amps. at 30 m.p.h.	12½ sec.
Weight: 33 cwt. 2 qr.	76.92 m.p.h.
Price, with sports saloon body, £2550.	

(Latest chassis described in "The Autocar" of September 30th, 1932.)



INTRODUCED in 1948, the Mk III Humber Hawk used the engine employed to power the Hawks since 1946. But in other respects it was a new car, having a full-width body and including coil and wishbone I.F.S. on a light chassis.

The body shape continued virtually unchanged until separate sidelights were incorporated at the end of 1949. Then the bore of the engine was increased to raise the capacity from 1,944 c.c. to 2,267 c.c.; it then became the Hawk Mk IV.

Although not a car to suit everyone, it has distinct advantages; it will seat six in reasonable comfort and the petrol consumption is not as high as commonly thought. Driven conservatively, it will return figures around 24 m.p.g. and—thanks to its low compression ratio—will use standard fuel.

The engine has an aluminium cylinder head, and we pass on to do-it-yourself owners this word of advice from the manufacturers: *Do not tighten or loosen head nuts when the engine is hot.*

Adjusting the Tappets

This job is frequently neglected by the owners of cars with side-valve engines although they should be adjusted as a matter of course at about 6,000-mile intervals. In the case of the Mk. III Hawk, this is a job which cannot be carried out quickly.

contour, and to ensure this, turn the engine until the valve being checked is fully open. Now a further revolution of the engine will bring the tappet to the "down" position.

Inlet and exhaust tappet clearances are the same, and should be set to .010in. with the engine cold. To do this, slacken the tappet locknut, and turn the adjusting screw until the correct gap is indicated by a feeler gauge between the valve stem and the tappet screw head. A third spanner may be used to stop the tappet itself from turning during this operation. After adjustment, tighten the locknut and check the clearance again, to make sure that the tightening has not altered the setting. Repeat on each tappet.

Refitting the cover plate and manifold assembly is simply a reversal of the dismantling procedure, although it is advisable to renew all gaskets to guard against gas leakage. It is imperative that the manifold gasket be in perfect condition and is fitted the correct way round. Check that the ports are clear over their entire area.

Checking the Thermostat

This instrument is mounted at the front of the cylinder head, and accurately regulates the flow of coolant to keep the engine at the right temperature.

A tricky job, and to do it, the thermostat must be working correctly. Checking it is

the joint is damaged, renew it and smear it with grease. Do not use jointing compound.

Complete the job by refitting the hose securely and topping-up the radiator (closing the drain taps first, of course).

Brake Adjustment

Lockheed hydraulic brakes are fitted to this model—two leading shoe at the front and leading and trailing shoe at the rear, the brake size being 9in. \times 1½in. Only genuine Lockheed fluid must be used for topping-up the supply tank, which is located under the floor on the right-hand front side.

This tank must not be over-filled. Correct fluid level is ½in. below the bottom of the filler-hole boss. If the cylinder is over-filled, expansion of the fluid in warm weather may build up pressure, making the shoes bind.

As brake linings wear, pedal travel will increase, and if this seems excessive, the brakes must be adjusted—or maybe new linings fitted. The pedal should never be allowed to reach a point within 1in. of the floorboards.

To adjust the front brakes, first ensure that the handbrake is on, then remove the nave plate from one front wheel and jack up the wheel until it is able to spin freely. Turn the wheel so that the hole in the road wheel is opposite the screw head of one of the micram brake adjusters.

Working on a MK III Humber Hawk

This model, now over 10 years old, will perhaps have passed through more than one owner's hands and it is unlikely that the original instruction book will have changed hands as frequently. In this article, W. CHRISTOPHER passes on some basic information.



There is an inspection cover in the near-side front wing, and to gain access to it, the car should be jacked up and the wheel removed. The cover is fastened to the inside of the wing with seven setscrews and washers. With the cover removed, next job is to take off the inlet and exhaust manifold assembly complete with carburetter.

This is done in two easy stages. Stage 1 is to disconnect the accelerator control and fuel pipe at the carburetter, and disconnect and lift off the air cleaner. Stage 2: Detach the clip securing the manifold drain pipe to the exhaust and remove it; disconnect the exhaust pipe at the manifold by removing four nuts, noting the flange joint; remove two clamps and nuts securing the manifold to the cylinder and lift off manifold assembly, dowels and gasket. Note the position of the ring dowels on the two centre studs.

While the manifold is off the engine, it must be kept upright so that any carburetter sediment does not become disturbed and cause choking of jets and passages.

There is only one more component blocking the way to the tappets, and this is the valve chamber cover plate, held in place by two wing nuts. Undo these, and the plate can be removed. Note that it has a gasket, and if this is damaged, it must be renewed.

Each tappet must be adjusted when it is resting on the rounded portion of the cam

relatively simple. Firstly, drain the radiator by removing the filler cap and opening the drain taps at the bottom of the radiator and the rear of the cylinder block.

Disconnect the top hose at the thermostat housing and take off the housing by removing the four ½in. B.S.F. nuts and spring washers, taking care not to damage the joint.

Withdraw the thermostat from the cylinder head and inspect it for any obvious damage. Ensure it is clean and free from fur, and that the breather hole is clear.

The thermostat fitted to the Mk. III Hawk operates at approximately 75 deg. C. (167 deg. F.), although if a heater is fitted, the unit has a higher opening temperature of 80 deg. C. (176 deg. F.); these thermostats may be distinguished by reference to the temperatures marked on the body.

To test it, the thermostat should be suspended in a vessel of water. Heat the water slowly and check the temperature with a reliable thermometer. Noting the temperature at which the thermostat begins to open will tell you whether it is functioning correctly. If the unit is faulty, do not attempt to rectify it, as the setting is sealed during manufacture; it should be replaced—or if a replacement is not immediately available—left out.

Refitting is a reversal of dismantling; if

Insert a screwdriver and turn the adjuster in a clockwise direction until the brake shoe contacts the drum, then turn it back one notch to give the correct clearance.

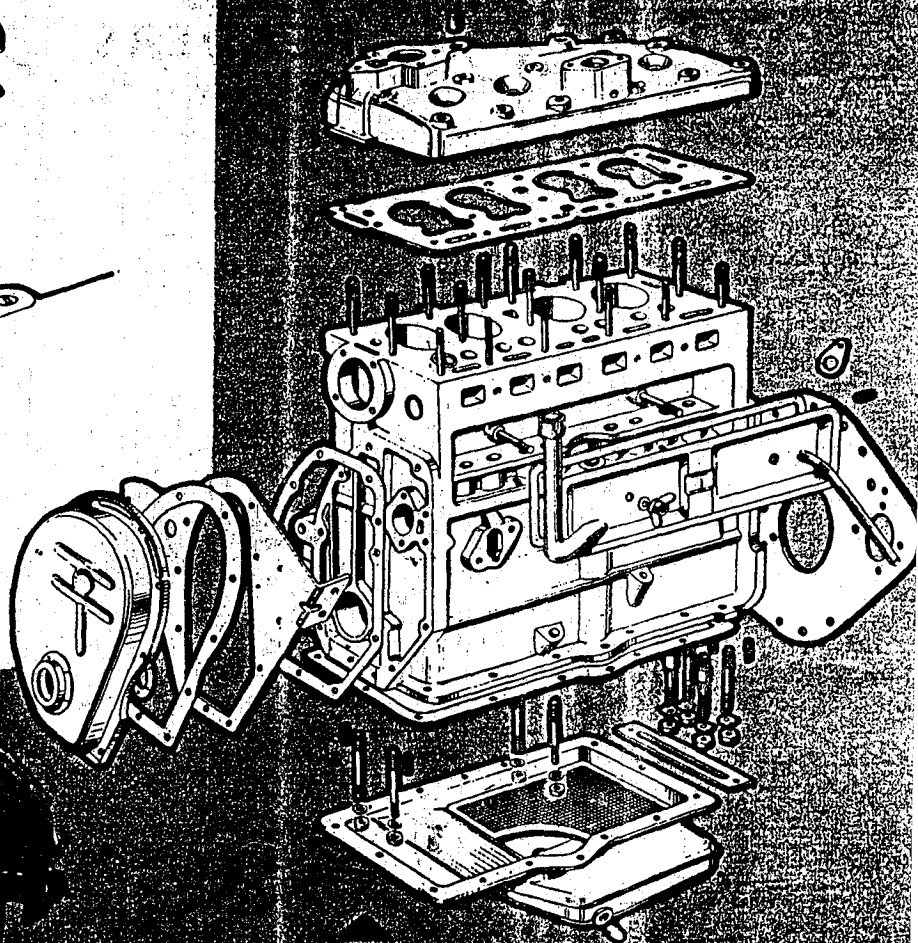
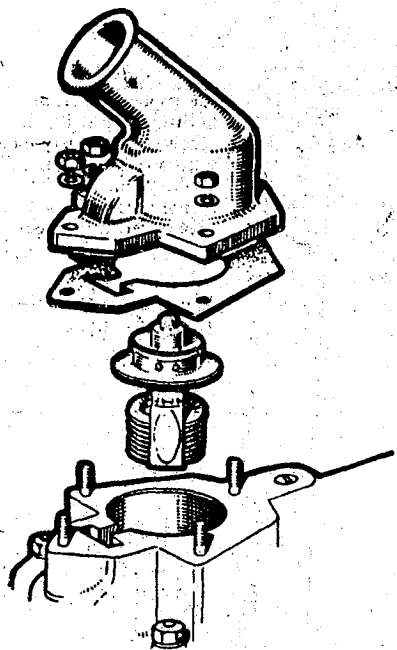
If closer adjustment is required, spin the wheel and apply the footbrake hard to position the shoe accurately and carry out a further adjustment check.

Now turn the wheel through 180 degrees and repeat the operation on the other micram adjuster. The same procedure applies to the other front wheel.

The rear wheels have only one micram adjuster, and here, with the handbrake released, blocks are placed in front of and behind the front wheels to hold the car still. Screw down the adjuster as before until the shoes contact the drum, then apply the footbrake hard (to centralise the wheel cylinder) and release. If the wheel is still locked, back-off the adjuster one notch—or two if necessary—to provide the necessary clearance. If, after centralising the wheel cylinder, the wheel is free, turn the adjuster until the shoes make contact and back-off one notch.

The handbrake is normally automatically adjusted with the rear hydraulic brakes, but should there be play in the linkage, this must be taken up with the rear micram adjusters turned down clockwise as far as they will go. After adjustment, release the adjusters one notch or more until the wheels spin freely.

The thermostat and housing if a water pump is used. An alternative thermostat can be used.



The method of attaching the tappet cover can be clearly seen in this exploded view of the engine.

Specification

ENGINE:

4 cylinder, side valve.
Bore: 74.99 mm. Stroke: 110 mm.
Capacity: 1,944 c.c.
Max. b.h.p.: 56.
Compression ratio: 6.4 to 1.

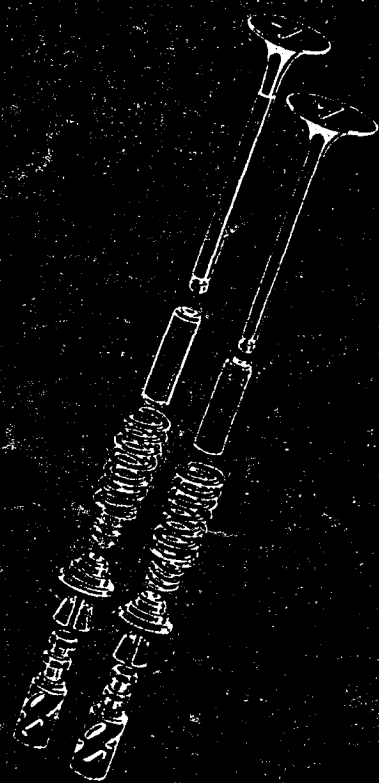
CAPACITIES:

Engine oil: 10 pts.
Gearbox: 1½ pts.
Rear Axle: 1½ pts.

Water cooling system: 16½ pts.
Fuel tank: 10 galls.

GENERAL:

Wheelbase: 8 ft. 9½ in.
Ground clearance: 6¾ in.
Turning circle: 37 ft.
Length: 14 ft. 11½ in.
Width: 5 ft. 10 in.
Height: 5 ft. 4½ in.
Gears: 4 forward and reverse.



Exploded view of valve, valve spring, valve cap, valve tappet, and valve block.

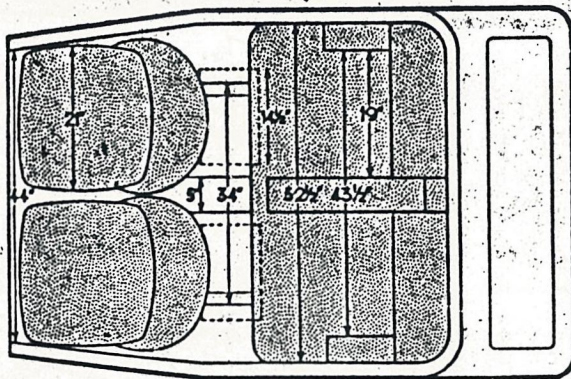
HUMBER SNIPE 80 SPORTS SALOON

on the driver's part, it being possible to make quick changes in both directions. Third gear runs commendably quietly, second also is not at all noisy, that ratio giving, incidentally,

a maximum reading of just over 30 m.p.h.

With a very slight rolling start a hill of the 1 in 12 type, approached by a right-angle corner, can be taken on top gear with a full load on board, there being nothing to indicate that a change down is actually desirable, though naturally on third gear the same hill can be climbed faster, whilst it is an exceptional kind of main road hill that cannot be taken on third. The power of the engine is again indicated by the fact that from a standing start the 1 in 5 Brooklands test hill can be climbed on second gear.

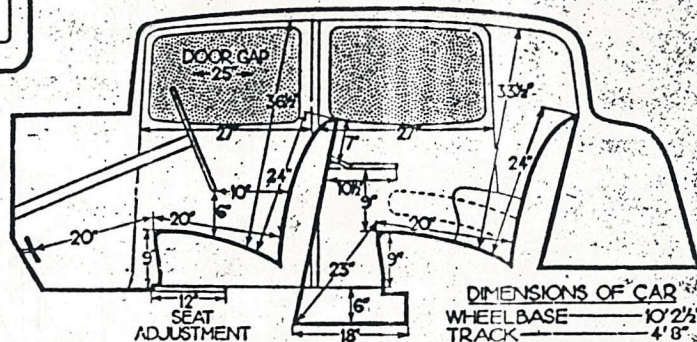
Furthermore, that same hill, again from a standing start, can be climbed faster by starting on first gear and then changing into second when roughly the limit on first has been reached, than by using first gear the whole way, the respective average speeds being 16.68 m.p.h. using first and second, and 15.8 m.p.h. on first gear solely—both excellent figures. Fifteen yards of the 1 in 5 gradient from a standing start were covered in 4½ seconds.



The body is tasteful, well finished and thoroughly comfortable. The upholstery is first-class leather, the separate front seats, which are immediately adjustable by a positive locking mechanism, are exceptionally good in the seating position and degree of support they afford.

The instruments include a clock and engine thermometer besides the fuel gauge. There is a central folding armrest for the back seat, and the sliding roof works easily. The driver's window has a quick-action lever control, a double-blade electric screen-wiper is fitted, and the polished woodwork for the interior generally is very pleasing. Twin electric horns give a powerful, pleasing note.

The side-valve engine is neat, accessible, and



nicely finished, being mounted in the frame, together with the gear box, in the now popular flexible fashion. The Lucas Startix automatic engine restarting device is fitted.

LETTER to the EDITOR

Edited from a letter from Robert Bgan to the Secretary.

"....As I was reading about the need for funds for club activities I wondered if anyone had ever thought of preparing a Club Calendar with photographs of some of the Concours cars within the club? It may be too late this year for such a project, so perhaps we could just have some nice coloured photographs of club cars?

Finally, would it be possible to have some articles in the magazine on restorations being carried out at this time? The joys and the snags would be of mutual benefit!..."



Hagley Hall
D. Clark 1960 S/Snipe Est.
1960 Carlight Casalette Caravan

Rocked by Rolls

The eccentricities of the rich and famous are well

chronicled, but a car trade-in raised more than a few eyebrows at the *Post-Times* this week.

A man calling our office said a 1970 Rolls Royce Silver Shadow was being traded for a Nissan Skyline at a Preston dealership.

While a Skyline is definitely a luxury car, even its makers would have to admit it's hardly in the same league as the Rolls.

Incredulous, we phoned the dealership only to find it was true.

A salesman said not only was the customer getting rid of the Rolls, he was paying the dealership \$2000 as part of the deal.

The Skyline, the salesman explained, was the top of the range TI model, retailing at \$28,060, plus on-road costs.

However, the salesman said he had never experienced such a trade in his 15 years in the industry.

A call to a Rolls dealership confirmed the trade was not as astounding as we thought.

Depending on the car's condition, it was probably worth about \$30,000, a salesman said.

"If it's an absolute screamer (in condition), it could be worth \$40,000.

He said age had a great bearing on Rolls prices.

St Valentine's Day Picnic at Hanging Rock

The Macedon Ranges and District Motor Club cordially invite all motoring enthusiasts to share in a family picnic day, to be held at Victoria's famous Hanging Rock, near Woodend, on St. Valentine's day, **February 14th, 1988.**

Hanging Rock is situated approximately 75 kms north-west of Melbourne via the Calder Highway, and is a unique natural formation set amongst the Australian bush.

It is hoped the picnic will become an annual event, and it seems only fitting that the inaugural picnic be held, according to legend, on St. Valentine's Day. Almost everybody will be familiar with the mystery that surrounds the rock, and the story of the group of schoolgirls who disappeared from Hanging Rock whilst on a St. Valentine's Day Picnic, never to be seen again ...

All classes of vehicles are welcome, from veteran through to today's special interest vehicles, to join together in a family picnic day, where the atmosphere will be on relaxation, rather than worrying about concourse points and trophies. A limited edition commemorative badge will be struck, ordering details will be advised in later correspondence.

There is no entry fee for the picnic. The normal admission price to the Hanging Rock reserve will apply, and there will be a charge for the souvenir badge should you wish to purchase one - there is no obligation! Naturally all participants will need to provide their own picnic lunch, although there are kiosk facilities at Hanging Rock.

For further information Please contact: -

The Macedon Ranges and District Motor Club,
P.O. Box 210,
Riddells Creek. 3431

or phone Graeme Lemin
(054) 295 725

George Porter
(054) 286 336

We look forward to seeing you there!

THE AUSTIN MOTOR VEHICLE CLUB (VIC) Inc.

Is celebrating

AUSTRALIA'S BICENTENARY and
the A.M.V.C.'s 5TH BIRTHDAY

By proudly presenting a

COLONIAL BUSH DANCE

This fun filled evening of mirth, merriment and
dancing will be held on



SATURDAY 20TH FEBRUARY, 1988

Starting at 7:30 P.M. - continuing thru' the evening
- music and dance instruction will be provided by

THE BRUMBIES BUSH BAND

THIS EXTRAVAGANZA WILL TAKE PLACE AT
CHEONG PARK HALL

Cnr. Bayswater & Eastfield Roads,
CROYDON SOUTH (Melway Ref: 50 F7)

THEME: Patriotic - red, white & blue



A SUMPTUOUS LIGHT SUPPER AND B.Y.O. LICENCE
WILL BE PROVIDED

PRIZES

PRIZES

PRIZES

PRIZES

Door Prizes

Straw Prizes

Bonus Prizes

A FABULOUS EVENING OF TRUE ENJOYMENT
FOR ONLY \$12 per Adult (children under 16 - \$8)

DON'T MISS OUT - BOOK EARLY

For tickets phone Hans or Chris Pedersen on 723 4838



FARMER BROWN'S LAMENT.

(With acknowledgement to the Austin A40 Newsflash.)

Poor Farmer Brown has had a hard life - this is his story.

"It all started back in 1966, when they changed to decimal currency, and me overdraft was doubled. I was just getting used to this when they brought in kilograms instead of pounds and me wool-clip dropped by half. Then they changed the rain to millimetres and we haven't had an inch of rain since!

So what do they do? They bring in a thing called Celsius and it never gets hotter than 40 degrees in mid-summer. No wonder me wheat won't grow!"

"As if this wasn't enough, they had to change us from acres to hectares, and I end up with half the land I had. I bought a small car to beat the oil crisis, but they changed from gallons to litres, and I'm using four times as much fuel as before."

So, one day I sat down and had a think. I reckoned, that with daylight saving, I was working seven extra hours a week for nothing. I decided to sell out. To cap it all off, just as I put the place in an Agent's hands, they changed from miles to kilometres, and now I find I'm too far out of town for anybody to buy the bloomin' place!"

HUMBER
NATIONAL
RALLY



SWAN HILL
EASTER 1988
Australia's Bicentennial Year

*** RALLY REPORT. ***

Swan Hill is looking good for the Bicentennial National Rally next Easter. The many tourist attractions around the district will all be operating throughout the Easter period and we are planning visits to many of the most interesting features. These should cater for all manner of interests, whether they be historical, cultural, agricultural (with special emphasis on "the fruits of the vine!"), or just plain leisure seeking.

Without wishing to give away any details of the Sunday Mystery Tour, I can safely say that there are some beautiful lakes around the Swan Hill district including the lovely Lake Boga (why not tow the boat behind your Humber!); there are also plant farms catering especially for lavender and fuschia lovers; and of course the Beverford, Best's and Fairfield wineries will be open.

In Swan Hill itself the unique Military Museum which supplied the original army equipment used in the ANZAC T.V. series, the well-known PIONEER SETTLEMENT on the Murray (home of the P.S. Pyap), and the colourful river parks are all within close reach of both the Highway 16 Motor Lodge and the Pioneer City Caravan Park.

For anyone wishing to bring their own caravan or erect a tent the Pioneer City Park has powered sites available for \$10.00 per night (2 People, extras \$1.50) on a 7 night minimum stay. There are excellent facilities available at the Park and it is next door to Highway 16 Motor Lodge. Accommodation Booking forms should be returned as soon as possible if you have not already done so.

The Vintage Sports Car Club is happy to announce that once again it will organise an event to celebrate the running of the First Australian Grand Prix at Phillip Island in 1928. The dates for the event are the 5th and 6th March 1988. The Australian Grand Prix is one of the oldest in the world with a continuous history, and it is fitting that the Bicentennial year will coincide with this event, and also the 50th anniversary of the win by Peter Whitehead in an ERA at Bathurst in 1938.

The Club has been able, with the co-operation of the Shire of Phillip Island, to arrange for the closing of the original roads that comprised the first Grand Prix circuit. The event will be non competitive in nature, and will consist of demonstrations at appropriate speeds by the actual cars and the types of cars that competed in these events prior to World War II. For all enquiries, whether it be for entries, about eligibility to participate or merely to spectate, please write to the Club at P.O. Box 254 Vermont Victoria 3133.



60TH ANNIVERSARY
OF THE FIRST
AUSTRALIAN GRAND PRIX
1928-1988

HUMBER SPARES



HILLMAN SPARES & REPAIRS BLACKBURN



ENGLISH SPARES GALORE

AUSTRALIA'S LARGEST RANGE HUMBER PARTS *NEW • RECONDITIONED • SECONDHAND*

While our first concern will always be Rootes Group Spares, we have now moved into stocking all model English Spare Parts.

Workshop equipped to recondition engines transmissions, most components stocked on a changeover basis.
We do buy Hillman Humber BMC cars for re-sale or restoration or (heaven forbid) even wrecking.
Contact FTG yard.

MAIL ORDERS

We recommend C.O.D. post for speedy delivery.

HILLMAN SPARES AND REPAIRS

178 Whitehorse Road,
Blackburn, Victoria, 3130.
Telephone: (03) 877 4311, 5 lines

WRECKING YARD

1098 Burwood Highway,
Ferntree Gully, Victoria, 3156.
Telephone: (03) 758 2675

Postal Address: P.O. Box 19, Blackburn, Victoria, 3130.

Saucy Dish Catering Quality Food & Service

Ph: 470 5568 Mon — Fri: 8 a.m.-8 p.m.

CHISHOLM COLLEGE
Latrobe University
Bundoora, 3083

Functions
and Conventions

RESERVOIR BUSINESS & COPYING SERVICES

OFFSET & LETTERPRESS PRINTING
PLAN PRINTING, PHOTOCOPYING

RESERVOIR PAPER SUPPLIES

BANKS, BONDS, BOARDS, DUPLICATOR
PHOTOCOPYING PAPER & ENVELOPES

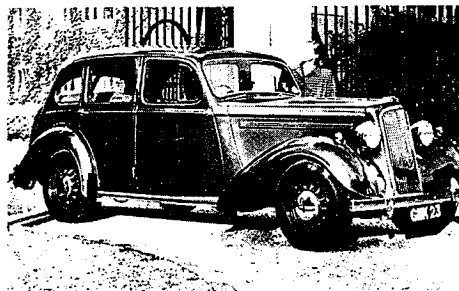
936 HIGH STREET,
RESERVOIR, 3073.

Phone:
478 6044

SHANNON'S INSURANCE

AGENCY

THE CLASSIC CAR INSURANCE SPECIALISTS



DON'T BE PENALISED FOR OWNING AN EXOTIC CAR

Classic Car Enthusiasts have been taking advantage of our Insurance Schemes since the early 1970's and as we move into the 1980's the advantages of our CLASSIC CAR INSURANCE SCHEME continue to grow; compare these points with your existing cover now.

- Agreed Value Policy means no hassle payout in a total loss situation
- Windscreens — One claim per year will not affect No Claim Bonus
- First right of refusal to obtain the wreck
- Choose own Repairer or use our selected Body Shop near you
- Full No Claim Rating transferable from any other insurance Company
- Competitive Premiums
- Personal Contact and Service
- One Policy for all your Classic Cars

GENERAL BUSINESS — We are also very competitive in all types of Insurance cover from domestic to business, and can assist with all matters without obligation.

SHANNON'S CLASSIC CAR CENTRE P/L

321 WARRIGAL ROAD, CHELTENHAM, 3192
TEL: (03) 584 7266

OPEN 7 DAYS A WEEK