



An incorporated club

A0035462V

A friendly family social motoring club

Edition 88

August 2005

Your ABCCC News

FOR SALE!



See inside for details of Peter Chandler's superb British Classic on Page 14.

This is a sort of Humber edition

Please send in photographs of your British Classic so that it can be featured here – otherwise, more Jowett pictures!

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only joining fee of \$30.00. Please send membership subscriptions to

Pat Douglas, 14 Grandvalley Drive, Chirnside Park, Victoria, 3116.

Membership subscriptions should be paid prior to the end of December.

**THE ABCCC IS AN ACTIVE MEMBER CLUB OF
THE ASSOCIATION OF MOTORING CLUBS INC.**

"Owning And/Or Appreciating the Spirit of Fine British Classics"

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THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS <http://www.abccc.com.au>

IMPORTANT CLUB INFORMATION

Introduction

The All British Classics Car Club of Victoria Incorporated, hereafter called the ABCCC, is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC, must carry the ABCCC's Association Incorporation Registered Number: A0035462V.

The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25th of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14th of each month. Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. cannot be held responsible for any inaccuracies relating to other clubs' listed events.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC website <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

Club members will be kept up to date with respect to changes and improvements to the Victorian Club Permit Scheme. However, it cannot be stressed enough, that a vehicle operated on the scheme, must carry the VicRoads Permit (current), the AOMC Victorian Club Permit Scheme Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in.

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

ABCCC EVENTS DIRECTORY

Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the Magazine Editor prior to the 14th of each month. Events organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue.

July 2005

30 AOMC Clubs' Information Seminar Bill Allen (03) 9848 2323

August 2005

12 The Great ABCCC Trivia Challenge Frank Douglas (03) 8704 2533

27 Escape to Norfolk Island – An ABCCC Event Rob & Mary Nolan (03) 5978 7798

September 2005

14 Mid-week Run – ABCCC Event Frank Douglas (03) 8704 2533

25 Top of the City Tour – An ABCCC Event Mike Allfrey (03) 9729 1480

October 2005

9 Aussie / British Gippsland Pie Run – An ABCCC Event Rob Nolan (03) 5978 7798
[More details in next newsletter](#)

23 Morning Tour & Lunch Run Tony Pettigrew (03) 9739 1146
This will be a scenic run and will finish for lunch at Kelly's Restaurant, Olinda.

November 2005

1 Yarra Glen Races (Cup Day) – An ABCCC Event Colin Brown (03) 5964 9291

20 Mystery Bus Ride – ABCCC Event Ray Higginson (03) 9370 5236

December 2005

11 Christmas Luncheon – ABCCC Event Frank Douglas (03) 8704 2533
Venue – RACV Country Club, Healesville.

18 Event to be advised.

EDITORIAL NOTES – ISSUE 88

Over the past few days I have been reviewing the newsletters sent to the AOMC by member clubs. This is a quarterly activity where information can be gleaned for the AOMC Newsletter *Events Directory*. One very heartening aspect this time was the number of good, and in some cases lengthy, reports on the RACV Fly the Flag Tour. There was a nice item in the Riverina Sports Car Association's magazine, *Open Topics*, where one of their members stationed himself up on Mount Hotham and took more than three hundred photographs of the passing tour cars. It was nice to read these reports and to note the expressions of thanks to our club for the superb organization of this important event. A couple of reports have encouraged their membership to join in next year!

In this issue, we continue the Top Marques series – as well as jokes, it indicates the editorial desperation for material for our magazine. This time my associations with the Humber marque are recorded, and the main association was with an ex-army desert campaign Humber staff car. When one looks back, it soon becomes apparent just how such a car becomes a part of family life. In my case, I was extremely lucky in having a father who appreciated unusual cars to the full. In addition, it makes me realize just how tolerant my mother was about father's choice of transport. She did put her foot down a few times, but was always happy with his choice of Daimlers – at one time he had three of them. But it was the Humber that was, for me in my youth, a most exciting motor car with effortless performance, on and off the road.

Coming up soon is our first mid-week run, on 14th September. In other car clubs this seems to be a popular type of event, as the Austin Healey Owners Club runs monthly R.O.F. (I will leave you to work it out!) runs of a similar style. The MG Car Club has its Breakfast Runs and some others have Early Morning Runs. All of this is very good for our chosen social activity.

Recently Tore and Connie Pannuzzo were involved in a severe accident while visiting Lorne. Injuries, thankfully were not too bad, and fortunately, they were not in one of their fine classics. Sadly, their modern car fared a lot worse than them. Club member, Tony Hodges, was of great support at this time and his assistance was greatly appreciated by Tore and Connie. Thanks Tony.

A REMINDER FROM THE PRESIDENT

With reference to the article in the June issue of *Your ABCCC News*, mention of 'Them' and 'Us', 'Splitting the Club' and the various comments relative to what constitutes a classic British car was disturbing.

THERE ARE NO THEM AND US.

We are all in the All British Classics Car Club for *friendship* and all new members are welcome in the club as *friends*. It does not matter what your profession is, or where you come from, or what you drive. All are equal and you are treated royally as a *friend*.

When our club was developed in embryo form, we discussed at length the term 'Classic' and decided that it had many connotations which varied according to your viewpoint. It could be a new Bentley, or it could be a twenty-five year old car in pristine condition or, arguably, one in very poor condition. In the end, the definition of CLASSIC is in the eyes of the beholder, so we decided not to nitpick and to leave the matter open to individual interpretation. Social use of our toys and enjoying the company of our friends is the overriding factor.

So, there will be NO 'them and us' in our club and we will not welcome splits of membership. Join in and enjoy our company, as we will enjoy yours, and let's go forward as a club TOGETHER.

*Frank Douglas – Founder and President.
The All British Classics Car Club.*

WORK THIS ONE OUT

This month we don't have a brain teaser as such, but we do have a humorous item with a twist at the end, see if you can guess what Marlene was getting for her birthday:

Three wealthy gentlemen are sitting at the bar in their city club having a quiet drink. Eventually the conversation gets around to what presents they are going to give their wives who, coincidentally, have consecutive birthdays. These are all significant birthdays and special gifts are in order.

The first gentleman, making a bit of a quiz of it, says, "I bought something for Louise which goes from zero to one-hundred in six seconds".

The other two gentlemen have no idea of what the first is talking about, so he informs them that he has bought Louise a nice yellow Porsche.

"Ah!" says the second gentleman, "I bought something which accelerates from zero to one-hundred in four seconds".

"That just has to be a Ferrari – correct?" asks the first gentleman. "Yes, that's correct", answers the second gentleman, "I bought Rosemarie a beautiful red Ferrari".

Not to be outdone, the third gentleman, who is a bit wealthier than the other two, chips in, "I bought Marlene something that goes from zero to one-hundred in just two seconds".

"That cannot be right, the Ferrari is the world's fastest accelerating car!" exclaimed the first gentleman, a knowledgeable sports car enthusiast.

The third gentleman replied, "Well, it is not a car – it is"

So, what did Marlene get for her forty-fifth birthday? The answer is somewhere in this magazine!

Lyn Higginson.

A WARM WELCOME FOR NEW MEMBERS

The All British Classics Car Club extends a warm welcome to our new members, and their cars, who have joined our club since the last issue of *Your ABCCC News*. We look forward to meeting you at one of our events very soon.

New Members	Motor Car	Model	Year
David & Sandra McLaren	Ford	Cortina Mk 1	1967
James Edge & Elizabeth Lawrence	Ford	Anglia 105E	1963

Pat Douglas – Membership Secretary.

PAST AND FUTURE EVENT REPORTS

PORTSEA PUB LUNCH – Sunday 10th July, 2005

What a beautiful day! Lots of sunshine, no cold winds and lots of friends – what more can one ask for? Well, maybe something to do as well. Some fifty members gathered at the morning tea break at Moorooduc for morning tea and a convivial chat. Peter Chandler joined us for the tea and chat, but other obligations sidelined him for the rest of the day.

After our refreshments we assembled the fleet of classics and motored off to the Portsea Hotel. A really nice drive on such a perfect day.



Our group, obviously very satisfyingly replete after a splendid lunch.

Lunch was on the veranda overlooking Port Phillip Bay. The scenery was just the best, the food very nice and the company of so many friends pleasant. After the longish lunch, we departed and many went to the Tyabb Antique venue for afternoon tea and maybe an odd purchase or two.

What a day – our thanks to Maxine and Tony Pettigrew for organizing this splendid outing.

Frank Douglas.

THE ANNUAL DINNER – Sunday 24th July, 2005



Our Annual Dinner, which took the form of a '*Christmas-in-July*' lunch was, for some weeks before the event, fully booked. This was a very successful happening and was enjoyed by all. The fare was great and the auction was a great success, raising about \$800.00. There was also the traditional Krissy Kringle presentation of small gifts to and from all participants.

Left: Pat Douglas presenting a very appropriate award to Bill and Terri.

This event was subsidised by our club to demonstrate gratitude for the work done by club members at our major events that raised funds for our club. This subsidy was in the form of a certain amount for the meal and for the drinks. The total subsidy per couple was virtually the value of the club's annual subscription – which is pretty good. All members present received their free car badge as well.

Two very special awards were made, being for '*Service to our Club*' over and beyond the call of normal duty in the past year. The magnificent carved wooden awards were presented to couples who had worked hard for our club this year. The very worthy recipients were Terri and Bill Allen, and Mary and Rob Nolan – congratulations and sincere thanks from all of us.

Right: By Jove! It takes two to lift it!

Mary and Rob receiving their award from Frank Douglas..

During the lunch a form requesting marshals for next year's RACV Fly The Flag Tour was handed out so that members could register
Your ABCCC News – August, 2005



their intent to assist with the Tour. Once again, this task is over-subscribed and there will be a ballot for the number of marshals required. Thankyou all for your intent to volunteer. If you were not able to attend our Annual Dinner, but wish to be placed in the ballot for marshalling the RACV Fly the Flag Tour, please call me on (03) 8704 2533, and your entry will be placed in the box.

The lunch was so much enjoyed that many had to be cajoled at 4:00 pm plus to vacate the premises! Our thanks to Colin and Joy Brown for doing the organizing of this important event. Thanks also to all of those who took part and made it the success that it so emphatically was.

*Frank Douglas – Via the Telephone.
All photographs from Frank Sawyer – With Thanks.*

THE 3rd GREAT ABCCC TRIVIA CHALLENGE – Friday 12th August, 2005

Please note that this event is fully booked. Please telephone Frank or Pat Douglas on (03) 8704 2533 or (03) 8704 2973 to enquire about possible cancellations. Thankyou for your support.

Frank Douglas.

AN ABCCC MID-WEEK RUN – 14th September, 2005

During our calendar planning meeting, someone suggested a mid-week run – well, here it is. This is the one for those of us who are not so busy at the mid-point in the week. On Wednesday 14th September, we will meet at Coldstream at 10:00 am for a 10:15 am departure, close to the intersection of Killara Road.

Our route will take us up the Melba Highway (B300) to Yea, where we can have a refreshment stop before continuing on the Goulburn Valley Highway (B340), on which we will be passing through Homewood, Kerrisdale and Granite, before reaching our destination, Trawool Resort where a bistro lunch has been booked. Trawool Resort is located on the right hand side of the highway.

A suggested quiet return route would be to take the Upper Goulburn Road from Trawool to the Hume Freeway (M31), for the short run down to the Broadford-Kilmore exit and, at Broadford take the Broadford-Flowerdale Road (C382) to Flowerdale. Turn right in Flowerdale onto Yea Road (C725) to Kinglake West. From here we can disperse on our most convenient route home.

Route notes will be provided at Coldstream.

This is going to be a good one, fine spring weather has been organized, so it will be best to book early to avoid disappointment. We would appreciate your advice of attendance so that we can advise the Trawool Resort staff of our requirements. Please call Frank or Pat Douglas on (03) 8704 2533 or (03) 8704 2973 to confirm your attendance for this fun run.

Frank Douglas.

TOP OF THE CITY TOUR – Sunday 25th September, 2005



We are going to visit the Melbourne Observation Deck at Rialto Tower. Our meeting point is the reception foyer where the tour lift departs from, and we will meet at 10:37 am for a tour start at 11:00 am. A group booking tour price of \$9.50 adults and \$7.00 for concession/children/pensioners. This admission includes entry to the Observation Deck and to the Rialto Vision Theatre which shows a 20-minute film about Melbourne and Victoria. Lunch will be at Café 55 after the viewing activities.

The entrance to Rialto Tower is at 525 Collins Street, Melways Directory reference: Map 2F B6; UBD Directory reference: Map 1 G16.

The Rialto car park is closed on Sundays so alternative parking is being investigated for you.

We definitely need to know numbers taking part in this event, our price is based on twenty or more in our group.

More details in September magazine.

If you wish to join us on this exciting vertical tour, please call Mike and Sue Allfrey on (03) 9729 1480 to make your reservation. Close-off date is 23rd September.

We look forward to your joining us on this event.

Mike Allfrey.

CUP DAY AT THE RACES – Tuesday 1st November, 2005

See details on Page 14.

PROJECT LAGONDA

As many of us are aware, Tony Pettigrew has embarked on a very interesting restoration project – a drop head coupé Lagonda 2½ litre. The complete car featured on our front cover of Issue 78 of Your ABCCC News, a photograph taken just prior to Tony dismantling the car. This worthy project is planned to be an ongoing topic to keep readers informed about progress.

In the three images below, we have a set showing work progressing on the impressive chassis. At left, it is still in a 'rolling' condition and on the right is the gleaming result of much labour. The bare chassis was straightened and repaired with the help of club member Bill Bonner, and once that work was completed, Tony carried out the sand blasting operation himself. This could have been interesting, because I can relate to a similar activity on my Jupiter chassis, some years ago. Indeed, quite another story.



1. Removal of the DHC body.



2. The impressive rolling chassis.



3. The richly powder coated chassis.

Bare chassis are not at all easy to photograph, but once the wheels and running gear are installed, it will be much easier to publish pictures that show the car's progress. Tony's plan is to have the chassis rolling again in two months and the engine in and running after six months of work.

This is all most impressive and we will keep you informed on progress.

Mike Allfrey.

TOP MARQUES – THE HUMBER

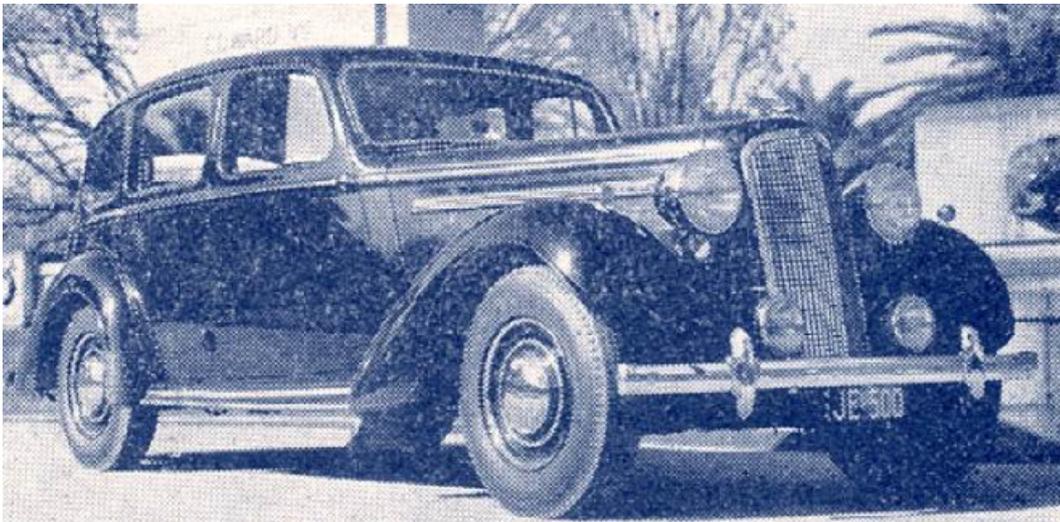
Occasional Ruminations By The Editor

As a ten year-old school boy (students were only in universities then) and while post-war petrol rationing was still in force in England, I had my first encounter with a Humber motor car. At the time, my father was running a vintage Standard that, as the used car salesman stated – could turn on a sixpence and run for miles on a rag dipped in pool petrol. More exciting cars were to follow that reliable and worthy Standard.

The arrangement for my transport to school, about four miles from home and up the very steep Wraxall Hill, was that Mondays, Tuesdays and Wednesdays, my father would take me and class mate Henry Butler, whom we met at the bottom of the hill, to school in the open top Standard. Then on Thursdays, Fridays and Saturdays I would meet Mrs Butler for the ride to school. On these days our transport was a beautifully kept and maintained vintage Humber, with gleaming maroon body and black mudguards. It was quite a large car and Mrs Butler, who also drove the tractor on their large farm, drove the Humber with gusto. This Humber used to climb Wraxall Hill, steep and with a nasty hairpin bend, with a noisy gearbox and, in summer, a warm engine. I remember it being a very comfortable car, and Henry and I preferred it to a new Austin A40 Devon that another class mate's father had just taken delivery of.

The arrangement for going to school lasted until petrol rationing finished and father obtained from London a very smart and fast Railton Cobham Sports Saloon with a Powerdome Hudson engine. Most days I walked home from school cutting across the fields that we were free to roam in those days.

Later, after we had moved to an eight acre small holding and ran a few head of cattle and goats, a farm type vehicle was required. Another contact with Humber, this time in the form of an ex-army Humber staff car – complete with desert sand tyres and wheel centres with rope pull lugs to winch itself out of sand-bogged situations no doubt! But there was no fitting at the front of the bonnet for a General's pennant, and this disappointed father somewhat. The car was a survivor of the WW II desert campaign, complete with sand inside under the trim. Sand coloured paint appeared where the brushed-on green was flaking off. The feature of this magnificent Humber was the fitting by its previous owner of a Perkins P6 4.9 litre six cylinder diesel engine. An added bonus was that if more than five gallons of diesel fuel were bought at a time, there was a substantial discount. This car returned a fuel consumption of better than thirty-four miles per gallon and a bit better on a long country run.



*A civilian Humber Snipe, a derivative of the Humber Staff Car. Imagine it:
Drab green, huge wide tyres, bulbous mudguards and no chrome.*

Shoe-horning large diesel engines into large cars were in vogue at the time. There were many Bentleys and such that were fitted with Gardner, AEC and Bristol six cylinder diesel engines, due mainly to the high cost of petrol. A workmate of mine had a straight eight Hudson into which he installed, very successfully a then modern Bedford diesel engine. This was mated to a four speed gearbox and, a novel feature of this car, a second gearbox of the same type, fitted back to front behind the first gearbox. This box had reverse gear removed and the selector mechanism was set so that only third and top gears could be used. Top gear in this gearbox was direct drive and third was used as an overdrive gear. It was quite bizarre, with a second gear lever to the rear of the front seats, that was operated by the driver by reaching backwards, or by the back seat passenger working to instructions! This car was a genuine 100 miles-per-hour cruiser and regularly returned a genuine fifty miles per gallon of diesel fuel consumption!

By now I was well into my apprenticeship and was entrusted with servicing the Humber. This entailed installing service exchange injectors, changing oil and fuel filter elements, fixing oil leaks and adjusting the tappets. We riveted together an aluminium framed farm trailer and installed a substantial tow bar on the Humber. This Humber soon became family transport, although my mother was not overly enamoured with it after the heater dumped its hot antifreeze mix about her best shoes one morning, and she didn't like the smell of the diesel fuel that seemed to hang around the car, even though there were no fuel leaks at all.

At this time, I was heavily involved with Rover Scouts and our Humber, the envy of other Rover Crews, was to be seen all over the countryside as we went to various camps in remote odd-road locations and other scouting activities. On one occasion, when returning from a weekend's activities in the Cotswold Hills, we had six up in the car and the trailer on behind. We were charging down the Gloucester Road and, unknown to us, the brake master cylinder had stuck in the partly operating position and, the big diesel engine took this in its governed stride and maintained speed strongly. This was all very well, until we came to Alveston, where there was a traffic hold up. Father braked and there was nothing! We finished up on the RH side pavement alongside the stopped traffic. A close shave, but all father calmly said was, "Oh dear, no brakes!". Thankfully there was no one coming the other way or on the pavement at that time of hasty evasion.

This car was used for transporting our nanny goats to the local billy stud for servicing and, afterwards – for days – the interior of the car stank. It was probably the Bedford Cord upholstery that soaked up the billy goats lasting stench – it was awful! One time, probably due to the weight of that mighty diesel engine, the steering box was replaced by the Bristol Humber and Rootes Group dealer. Later we found out that the task had been given to an apprentice and the consequence was that, upon exiting the workshop the car turned left with no problems. It was when the first tight right hand turn had to be executed, that it was discovered that we only had steering to the left! The drop arm did not have a master spline and had been attached in the wrong position. The dealer, Cathedral Garage, soon had it fixed with great apology – we had to take a well planned route to get back to the workshop.

On another occasion, we were stopped at the traffic lights coming out of Bristol and there was a slight thump in the back. Father and I got out and there, lodged on the tow bar, was a well-groomed Sunbeam Rapier – the owner was most upset about, not the damage to our Humber, but to the serious damage to the Sunbeam. It turned out to be his wife's car and he had just completed a really good a trade-in deal at Cathedral Garage on a new one. Father said we would have to pull over after the traffic lights, so that congestion could be eased, and there exchange names and insurance companies. He jumped into the Humber and drove off, not realising that the Sunbeam was firmly attached! This left an irate owner stranded in the middle of the road. Later it was found that there was a small crease across the Humber's lower boot lid. We took it to the agent's panel shop and they said they would have a look at it. It turned out that they claimed it was too thick to beat out cleanly and a new lid was fitted. After this, the car looked a bit incongruous – it featured a shiny new spray painted boot lid and the rest of the car was very obviously brush painted in dull green.

This was an astounding car, but father was not too impressed with the car's top gear performance when negotiating roundabouts. The Humber had such huge torque at low revs that it could accelerate smoothly in top gear from modest revs, the run up to maximum speed was seamless. There used to be great vibration at low revs in the drive line, so great experimentation with engine mountings took place. Several different engine mountings were tried and my father wanted the softest possible. Other motorists must have wondered what on earth was going on – the car, bonnet-less, was negotiating roundabouts in top gear with me hanging right out the passenger side window observing how far the engine could lean on its mountings. We would then change direction and father would hang out the window while observing the engine on his side! We managed to get the car to negotiate tight corners at low idle in top gear without a trace of vibration or bucking. Its straight line top gear tractability had also improved greatly.

Whenever we parked in the village, people came up to my father and apologised for holding him up on hills. It must have been quite something to have that huge green Humber with its fat tyres and huge mudguards in your rear vision mirror! Although father never crowded any one in front, I think the locals simply understood the hill climbing performance of the Humber and its P6 engine. On one occasion, the Humber was the only car parked in the village High Street, when the local builder drove his new Ford Zephyr smack into the back of our car. It turned out he was admiring the new shop he had built on the right hand side of the street, didn't see the Humber and demolished the Zephyr to a write off. The Humber? Another crease in that shiny boot lid.

The remarkable thing was that those huge desert tyres were re-cut to get a new tread after wearing it away, three times. Imagine such activities today! Another point of note was that, once warm, the Perkins was really easy to start with the crank handle. The car was frequently used for farm work, and at hay making time the hay side delivery rake would be hooked on and the cut hay turned over. Initially, we did have problems with the long grass wrapping around the tail shaft, but this was cured by installing shields fabricated after work and carried home on the bus.

Finally, coming home from a county scout camp on Dartmoor, the engine cried "ENOUGH" and broke number five connecting rod. There was nothing much for it but to continue home the thirty miles on five cylinders and a flailing connecting rod that had punched a hole in the cylinder block. We had to top up the engine's oil frequently, but we and the loaded trailer got home OK. I found another Perkins engine, from a Fordson Major tractor, and the car was then pensioned off to farm duties only, and a smart dark blue Daimler DB18 took over the family motoring duties, much to my mother's relief. The Humber was then registered as a tractor and insured as such at very cheap rates. This meant that it could then, legally, use farm diesel that was about half the price of road-use diesel fuel. Later, it was scrapped and superseded by a more versatile Austin Champ with Rolls Royce engine. It is sad that no family photographs of this sturdy Humber have survived.

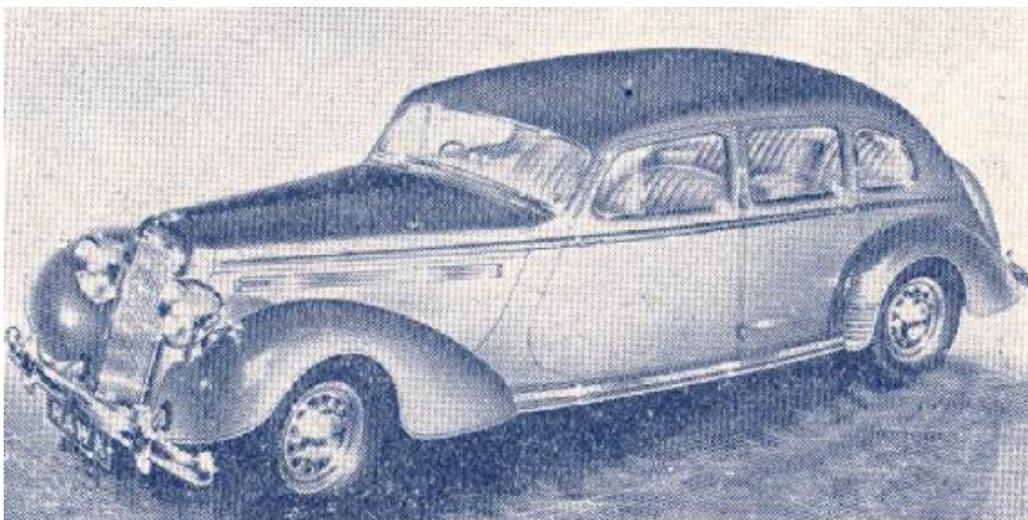
A stately black Humber Super Snipe was used as our wedding car, one of a fleet run by our local coach operator-cum-funeral director. It was interesting to note that we were sitting on the same Bedford Cord upholstery as in the old staff car, but of course it was much cleaner! Another, later, contact with the Humber marque was when I went to work in the north midlands. The company had a fleet of smart Austin A55 vans and an immaculate dark blue 1965 Humber Imperial that was used for collecting important visitors from airports and railway stations. At times, in the busy season when all the A55s were out on jobs, the big Humber would be called into action. A couple of times I used it to visit farms around the country where our prototype machines were being tested. It was most incongruous to arrive at a farm in the Humber limousine with its sumptuous interior appointments and glass division, with a boot full of manure spreader parts and a large tool box to fit some new try-out bits. That was my last real contact with the Humber marque, however, it is good to see them at the various events here. The Humber is a real British car and is a very worthy car for classic motoring activities. Long may they be preserved!

Mike Allfrey.

1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting reviews on all motor cars that were available in this country for 1949. Each month we are going to feature one of the British cars here. It is now interesting to read what was said then, about the British cars in the market place. We now know how they all performed, but let's enjoy the writers' expectations of the British offerings for 1949. Here is Number 14:

HUMBER HAWK 2 Litre 14 h.p.



Following in the classic English line of Rootes Humber range, the Hawk makes its appeal as a family saloon with finger-tip gear control and a really improved gearbox, one that is crashproof. Here is a saloon with elegance plus 4 cylinder economy. It has a 114 inch wheelbase making it a roomy car for Australian conditions. The 14 h.p. motor has side valves, and develops 56 b.h.p. at 3,000 r.p.m. This is conducive to petrol economy averaging about 25 m.p.g. Typical Humber luxury and comfort include a sunshine roof and a roomy boot which can be floodlit when opened at night. Jacking is simple with special brackets permanently fixed to the chassis.

From Motor Manual, 1949. With Thanks.

A SPECIAL OFFER

We have just received from the supplier a shipment of car badges. These are 90 mm (3½") diameter, made of brass with an outstanding design coloured in enamel. We are giving each club membership FREE one badge, and a second one may be purchased for only \$10.00, about half the cost of making these top class badges.

The only catch is that you will be given your new badge at the next ABCCC event YOU ATTEND. See either Bill Allen or Pat Douglas and they will give you your badge and cross your name off the list. This offer is only valid till Christmas, and we look forward to seeing lots of ABCCC car badges on nice cars.

Frank Douglas – President.

THE WAY IT WAS – AND STILL IS (MAYBE)

Recently our club was presented with a quantity of old motoring publications, which have been kept in the Editorial Office for posterity. Amongst the magazines, there is a book titled The Odhams Motor Manual, a revised edition published in 1951. This excerpt discusses the storage of a motor car and provides tips for readying a stored car for the road again. It should be noted that some practices described are no longer acceptable – this should be read for historical reference to the way cars were laid up in the early 1950s.

STORING THE CAR – GETTING IT READY FOR THE ROAD

If it is decided not to licence the car for a period of three months or longer, it is essential to take certain precautions in order to avoid deterioration by corrosion and otherwise. The following action should be taken, therefore, when the car is laid up.

LAYING-UP THE CAR – The car should be raised off the ground. Obtain four wooden blocks of the correct height, jack up the front axle, and place one block under each end of the axle beam to raise the tyres two inches above the ground. Keep the handbrake 'on' when doing this. Next, jack up one rear corner of the car, place another block under the rear spring pad and lower onto the block. Before raising the fourth wheel place two chocks, one on either side of one of the front wheels, then jack up the other rear corner of the car and place the fourth block in position. The chocks can then be removed and the handbrake released. Care should be taken to ensure that the car is stored in a dry and convenient position so that any parts needing attention as outlined later are easily accessible.

Radiator And Cooling System – First drain all the water off, then flush out the system to thoroughly clean it. Make sure that the cylinder drain tap is not choked, so that no water is left in the cooling system. Unless the anti-freeze has been recently added to the cooling water, it is not worth saving. If the cooling fluid in the radiator is dirty, it is far better to throw it away.

Engine – One of the most important points is to protect the cylinder bores and it is recommended that the following steps should be taken.

Tie a small label to each of the high tension leads (the wires connected to the sparking plugs), each label bearing the cylinder number. The engine cylinders are always numbered from front to back. Thus starting at the radiator end, the first cylinder will be No. 1, the second No. 2 and so on. Cylinder numbering for a v-8 should be numbered as left-hand bank being A-1, A-2, and the right-hand bank being B-1, B-2 and so on. Disconnect the leads and remove the sparking plugs (clean the plugs and put them away in a dry place). Insert a tablespoon of fresh lubricating oil into each cylinder, and turn the engine by hand a few times quite slowly so that the oil will be well smeared over the cylinder walls. Put a cork in the sparking plug holes to keep out dust and dirt when this operation has been completed. Drain off the lubricating oil in the sump; flush out and refill with fresh oil.

The custom adopted by some people of running the engine at intervals during the storage of the car is strongly deprecated and does nothing but harm. In explanation, it is well known that cylinder wear takes place most rapidly when the engine is started up from cold, this being due to the fact that a rich mixture must be used, the liquid fuel is introduced into the cylinders which washes away the oil on the cylinder walls. Again, when the engine has been 'warmed-up' in this way and is stopped, condensation takes place inside the cylinder and this moisture sets up corrosion.

When the car is laid-up, therefore, give the cylinder walls a coating of oil as recommended, and do not run the engine while the car is out of use.

Fuel System – Any fuel remaining after the last run should be removed and stored in airtight cans, petrol left in the car tank while the vehicle is not being used will deteriorate as the lighter fractions will evaporate

(the petrol tank in a car is not airtight), and difficulty may be experienced when restarting the engine after storage. The carburettor float chamber should also be emptied and all fuel filters removed, cleaned and replaced, renewing any defective joints during the process.

Clutch, Gearbox And Rear Axle – These components need no special treatment.

Tyres – As the car has been raised off the ground and the handbrake released, the wheels can be turned and the tyres examined. All stones, nails etc, should be removed from the treads. The tyres should then be deflated and the outer covers eased away from the rim sides.

Examine the tyre valves and replace any defective valves. It is a good plan to introduce a little French chalk between the sides of the outer covers and the wheel rim. Do not inflate the tyres until the car is replaced in service.

Batteries – It should be realized that a battery deteriorates rapidly when not in use unless steps are taken to prevent it. The following courses are open to the car owner:

- A. Remove the battery from the car and send it to a garage or battery maintenance depot. They will keep the battery in good condition by regular charging and topping up of the electrolyte (the liquid in the battery). The cost of this service is quite small, but a reputable battery agent or repairer should be selected. Only firms specializing in this class of business should be employed.
- B. The car owner can keep his battery in order himself. If this course is adopted, the electrolyte should be maintained at the correct level by the addition of distilled water (on no account use ordinary tap water). The electrolyte should always cover the lead plates inside the battery which can be seen if the filling plugs are removed.

Once in every five to seven weeks charge up the battery by using a battery charger or 'trickle' charger as it is often known. As its name implies, a 'trickle' charger is a portable electric transformer which may be connected to the standard A.C. house circuit and provides suitable direct current (D.C.) to recharge the battery. 'Trickle' chargers are normally provided with three tappings: 2, 6 and 12 volt as required. 'Trickle' chargers can be obtained through any garage and full instructions are supplied with every charger. If in doubt, the vendors will usually advise as to the best method of using the 'trickle' charger, and most of them will install it if they are asked to do so.

It is usually more convenient to remove the battery from the laid-up car and fix it up on a bench with the charger near a suitable point in the house circuit. In addition to the regular charging of the battery, it should be discharged for an hour or so between charges by switching on the headlamps or, if it has been removed from the car, it should be connected to a couple of headlamp bulbs.

NOTE: Batteries do not last for ever; their life seldom exceeds 25,000 to 35,000 miles, and if the battery is nearly worn out, when the car is laid-up, it is not worth trying to preserve it as it will only fail shortly after the car has been placed in service. Better to scrap it and buy a new one.

- C. There is a third course which is only applicable to new batteries, or those which are in practically new condition. This is the dismantling and drying-off process. It involves charging the battery, completely dismantling it, and taking the components apart. The positive plate groups are then allowed to dry. The negative plate groups are allowed to dry after first being soaked in water for twenty-four hours. The wood separators and the acid are discarded. The container, lids, vent plugs, etc., are washed in clean water, dried, and then stored, along with the plate groups, in a cool dry place.

When putting into commission again, the battery requires reassembling with new wood separators. It must then be filled with fresh acid and given a prolonged first charge, just as though it were a new battery. The cost and complication of this process would not be warranted for an old battery.

Where there are any electrical units permanently connected to the electrical circuit of the car, such as an electric clock, it is advisable to disconnect the battery when the car is laid up. Wherever practicable course B is recommended, and the battery should be removed from the car as referred to previously.

Body – The coachwork should be thoroughly cleaned and polished before the car is laid up, in addition it is wise to cover it with a dust sheet.

Chromium Plating – This type of metal finish deteriorates quickly when the car is not in use unless precautions are taken. First polish and then cover the plating with a thin film of light running oil (sewing machine oil is good).

Mats And Carpets – Beware of moths, this warning also applies to any upholstery other than leather or Rexine. Shake out carpets and mats and apply D.D.T. powder to discourage moths and other insects.

Door Fittings – Take the opportunity of checking over latches and hinges and lubricate these parts – they are often neglected – the absence of squeaks will be appreciated when the car is replaced on the road.

Spare Wheel – Inspect the spare wheel and tyre and make sure that the wheel can be readily removed from its housing in the car. Nothing is more annoying after replacing the car in service than to discover the spare wheel fastenings have corroded or seized up, and the spare wheel is not quickly available in the case of an unexpected puncture. Deflate the spare wheel and inspect valve as in the case of the other tyres.

Brakes – It is not necessary to take any special action as regards the brakes when laying up the car, but it is as well to confirm the condition of the brake linings and drums if there is any suspicion that the linings are approaching the end of their useful life. Some manufacturers provide a small opening in the brake drum enclosed by a cover. The thickness of the brake linings can be observed through this opening when the cover is removed.

REPLACING THE CAR IN SERVICE – The first step will be to inflate the tyres to the correct pressure. Do not forget to inflate the tyre on the spare wheel. Apply the handbrake, then jack up the car and remove the wood blocks. If the car is stored in a confined space, it can be pushed out of the garage which affords greater freedom of movement when proceeding with the other preparations for replacing the car in service.

Sparking Plugs – Check the gap between the firing points, this should be about 0.020 in.; the instruction book will specify the exact figure. Make sure all sparking plug points have the same gap. Warm the sparking plugs, leave them on the hot plate of the kitchen boiler until ready to start up the engine. Check the lubricating oil in the engine by means of the dipstick, adding oil if necessary.

Gearbox And Rear Axle – Check the level of gear oil in these units and add more lubricant of the type recommended by the manufacturers in the instruction book if necessary. The gearbox usually has a dipstick to indicate the oil level. The rear axle gear oil level can be ascertained by removing the filler plug when the lubricant should just be visible. The position of the filler is usually arranged in line with the gear oil level so that it cannot be over-filled.

Air-Filter – Clean the air-filter on the intake to the carburettor and refill with oil; the principles of most air-filters are the same, but their construction varies, so consult the instruction book supplied with the car, where specific instructions will be found for the cleaning and treatment of such equipment. The point is that after cleaning an air filter and preparing it for use there is usually an excess of lubricating oil, which is very beneficial when running the engine for the first time after the car has been laid up.

Fill the fuel tank with petrol and to ensure quick starting, fill the carburettor float chamber with petrol as well. Remove corks from the sparking plug holes and give the engine a few turns by hand to ensure that the moving parts are free. Fill the radiator with hot water and leave for a few minutes while you replace the battery, should this have been removed as recommended. Lastly, place the warm sparking plugs in position, using a little graphite grease on the threads and tighten them down hard with a box spanner. Attach the high tension leads to the sparking plugs, the labels on them will indicate their correct allocation.

The engine is then ready for starting up, and the hot water introduced into the radiator will have ensured that the power unit is effectively warmed up. Before starting the engine, make sure the handbrake is 'on' and the gear lever in neutral position. Check the clutch by depressing the clutch pedal to make sure that there is no undue resistance to the freeing of the clutch. Switch on, and before using the starter switch, look at the ammeter on the instrument panel to verify that the ammeter is working. Use the carburettor choke with discretion, do not overchoke because if the induction system gets flooded with unvaporized fuel, starting will be delayed and may prove very difficult.

If by chance overchoking has occurred, switch off the ignition, open the throttle wide by depressing the accelerator pedal to its fullest extent, put the choke out of action and use the starter for five or six seconds to clear the system. Then switch on and start again. Overchoking is the most common cause of difficulty in starting after a car has been laid up and provided the foregoing suggestions have been rigidly adhered to, the engine will fire at the first attempt. If the engine still refuses to start, test the ignition. A simple test is to disconnect one sparking plug, take it out, reconnect the lead and lay the plug on the cylinder-block. If the ignition system is in order, a fat spark should occur at the plug points when the engine is turned. If there is no spark, the most likely cause of the trouble will probably be found in the distributor. After being immobilized it is possible that the contact breaker arm is sticking on its pivot pin; if this is found to be so, remove the arm, polish the pivot pin, if necessary using a strip of fine emery cloth, and apply a smear of light oil when replacing the arm.

Chromium Plating – Wipe off the film of oil applied when the car was laid up and polish.

Door Fittings – Remove any excess of oil from latches so that clothes will not be soiled when entering and leaving the car.

Direction Indicators – Check their operation and if inclined to stick, lubricate the bearing at the base of the arm. Before taking the car on the road, check the following:

Lighting – Switch on the various lamps and make sure that they are in working order and properly adjusted.

Number Plates – Check the attachment of the number plates to the vehicle to ensure that they are not loose. Also note that the stop light is illuminating it.

Warning Device – Try the electric horn. After storage the press button sometimes sticks and requires easing. It is embarrassing to be caught out on the road with a hooter which won't be silenced.

Driving Licence And Insurance Policy – Make sure that your Driving Licence has not expired and that your Insurance Policy is in force. It is an offence to drive a car without third party cover.

Finally – Take the car for a preliminary run of a few miles, and try out the brakes and steering. At the same time verify that the instruments in the dashboard panel are functioning correctly, particularly the oil pressure gauge.

From Odhams Motor Manual – With Thanks.

THE ABCCC SALEYARD

1966 Humber Super Snipe



This superb and dependable motor car is offered for sale by club member Peter Chandler. It is currently operated on the Victorian Club Permit Scheme, and proudly carries the red plate number CH-7312. The Engine Number is 8084700850. The car is in very good condition and has had considerable upgrade and maintenance carried out by Downshire Motors.

Asking price is \$8,000.00.

Please contact Peter on (03) 9572 1112 or,
E-mail peter.c.chandler@bigpond.com.au

Austin A70 – FREE !!

Free to a good home, this car has poor body but is suitable for sourcing mechanical parts.

Telephone D Myrand on (03) 5727 6328 for details.

Marlene's birthday present? – A set of bathroom scales! Wicked!

MELBOURNE CUP DAY – Tuesday 1st November 2005



Come and enjoy a country race day with your fellow club members. We have hired two mini marquees in front of main grandstand, and have arranged to display ten classic cars on the lawn adjoining the grandstand. Tony Pettigrew will select the cars (gifts of a suitable nature will be accepted, and could help his decision making).

Bookmakers and the TAB will be on hand to accept donations to the horse racing industry. So dress up, pack a picnic, a bottle of bubbly, and watch some great harness racing, and see all the thorough bred events on the big screen.

Cost Adults \$20 Children Free More information next month.

Colin Brown 5964 9291 or 0408343176 or colinbrown@abccc.com.au

*Colin and Joy Brown.
Page 14 of 14*