

National Humber Rally 2014

thank
you!

On behalf of the Humber Car Club of Victoria Inc, we extend our wholehearted thanks to Debbie Fenyn, Barbara & Eric Austin, David Robinson & Wendy Avery and John Roberts of the Humber Club of South Australia Rally Committee for a wonderful Rally!



L-R: Lotte Linden; Neil & Kathleen Hiho; Judy Lewis; John Washbourne; Anne Anderson; Ray Linden; Jan Strange; Colin Anderson; Judy Finch; Jan Beattie; Bev Lindorff; Roy Strange; Les Lindorff; Thelma & Ian Watson.

The move away from the Easter holiday period proved to be a winner. This was a well-attended Rally - even those of us who still work full-time (like me!) had plenty of notice to arrange holidays. Although Murray Bridge was busy with the National Speedway Championships, there was room and accommodation for everyone.

Most participants arrived on Thursday to give themselves time to settle in. The ANZAC Day observances on Friday were well-attended, followed by our 'Meet and Greet' at the Murray Bridge Auto Collectors Club. We spent a very pleasant afternoon at the Captains Cottage Museum, well worth a visit. After a delicious BBQ dinner we retired well-fed and pleasantly tired.

Saturday we assembled at the Sturt Reserve on the banks of the Mighty Murray River for the Pride of Ownership judging. Our plan is to have the paint on MM4 redone SOON, then we will be eligible to enter!! Fabulous BBQ lunch, after which we dispersed for some down time - some to the Speedway championships; some to a Chinese Banquet, and some (like us) to do our own thing.

Sunday: a convoy of Humbers to Mannum, where we joined the display on the banks of the Murray. Lunch at the Mannum Rowing Club then sight-seeing and expenditure of funds at cafes and antique shops, museum & information cen-

tre.

This was followed by the Presentation Dinner at the Murray Bridge Golf Club - beautiful food, great company and lots of fun with raffles and the all-important prize presentations - Colin & Anne Anderson won the 'Mark Hawk' category with their beautiful 1956 Mark VI Hawk, well done!

On Monday we set off in convoy once again, to cross the Murray by ferry after an early morning 'tasting' at Willow Point Winery (mmm, liquid breakfast!). On to Old Tailem Town, a recreated village with wonderful trips down memory lane. A great country-style lunch was followed by a wander through the old town streetscape, with permission to drive our old cars in for fun and atmospheric photos.

We had a brilliant pub roast dinner that night, a chance to chat, catch up and farewell in a relaxed, casual and informal atmosphere.

We save up our \$1 and \$2 coins for two years for each National Rally, and we have already started saving for Stanthorpe in Queensland - we are already really looking forward to it!!

Lotte & Ray

Our National Rally 2014 Experience

Murray Bridge in South Australia was the venue for this year's National Humber Rally – quite a distance away but we managed to drive there taking just one day with no mishaps along the way. We trailered our old Humber as fighting the traffic on the highways is not our idea of fun.



Meeting up with other Victorian Humber owners and some of the Interstate members who we have got to know over the years took up most of the first rally day. The next day before we could unload our Humber from the trailer we had to start it. I think the rain on our way over to Murray Bridge had affected the magneto so John dismantled part of it, cleaned and dried it and once back together and the leads back in their right places the car sprang into life to the delight of the crowd that had inevitably gathered to oversee, offer advice and generally encourage.



The Humbers on display at the Murray Bridge recreation ground were duly admired, photographed by the general public and examined by the judges for the prize giving at the final dinner. We met up with a couple of fellows who are keen to restore their vintage 14/40 Humber tourer.

Lots of discussion ensued over the vehicle layout and casting car parts that they are missing. Perhaps one day SA will see another 14/40 on its roads.

Our final rally day was a trip to Mannum. The run over was a delight, although the engine seemed to miss a beat now and then, maybe because it had two extra passengers on board (Jacki & Richard Jubb) and it had a few small rises to contend with. It was a lovely sunny day so we enjoyed a stroll around Mannum's streets and tried to find out where the Shearer Engineering Works once was as the original body of our 9/20 Humber (still under restoration) was built in Mannum. Unfortunately too few people knew anything about the Shearer Works or even that the first car built in Australia was built in Mannum.

Our trip back to Murray Bridge was quite eventful as our car did not want to run. It misfired and it seemed like a lack of petrol. We stopped to try to locate the problem. John removed the main jet and flooded the system (twice) and with Richard



Jubb and I pushing, it rolled down the hill and started almost straight away. Richard knew he had been invited for a ride in our car for a reason! For the rest of the trip back the car purred along very happily with no further issues - thank goodness.

Enjoyable rally, good to catch up with interstate Humber members though we would have been happy to drive more and see what that corner of SA had to offer. We'll have to come back and spend a week or two I think to do it justice.

John Washbourne & Judy Lewis



And the winners are...

HUMBER PERPETUAL TROPHY - Jack & Valma Stunnell (NSW) 1965 Imperial Series V

MARK SNIPE - Steve and Connie Boros (SA) 1955 Mark IV

MARK HAWK - Colin and Anne Anderson (Vic) 1956 Mark VI

SERIES HAWK - Annie and Tiffany Whittup (SA) 1959 Series IA

SERIES SNIPE - Jack & Valma Stunnell (NSW) 1965 Imperial Series V

VOGUE / SCEPTRE - Lawrie & Jean Bennett (Qld) 1963 Mark I Sceptre

PEOPLE'S CHOICE - Jacki & Richard Jubb (SA) 1925 2 door Tourer



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Members from the Humber Club of S.A. presented a well organised four day Rally based in Murray Bridge as H.Q. Short interesting day trips were planned for each day visiting many local tourist venues. We crossed the Mighty Murray River a number of times by both bridge and

sents as a wonderful visual story of early Australian History of the second half of the 1800's. The tyranny of distance, marginally productive land, together with low population, have all contributed to slower economic development. Some say the absence of any free labour from convicts



vehicular ferry - only 6 cars at a time. We had several afternoons of free time and managed to fit in a visit to Monarto Open Range Zoo. In SA all signs point to Adelaide and rarely mention towns or attractions to visit. Even the local Tourist Information Centre didn't have a map and locals said they never went there! We did find the zoo and it proved to be very worthwhile.

The whole of the Riverland District pre-

was a major problem. Even today the total population of S.A. is not much more than a million people. S.A. has the dubious distinction of having the only example in the world of a designated highway for buses (Obahn) which use little wheels each side to steer with - and they had, until very recently, a multi-lane freeway which was one direction for half the day, then closed for two hours before reopening for travel out of the city in the oppo-

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site direction in the afternoon!

Present day roads in country S.A. are mostly in very good condition and well maintained but with very limited 4 lanes as we are used to. The highway from Adelaide to Melbourne is mostly 2 lanes with frequent overtaking lanes in both directions. These roads are 110 kph and it was necessary to maintain 60 mph for long distances to avoid impeding following traffic. Credit should be given to the highway engineers as they have designed the roads with wide shoulders and a metre wide centre strip which adds safety for the separation of oncoming traffic.

Our Rally participation occupied 10 days - 6 days touring and 4 days actual rally activities. Our speedo recorded a total of 1,400 miles, petrol used was 320 litres of 98 octane, oil consumed or dripped was about 1.2 millilitres per kilometre (you do the maths!).

We have found our SSNIPE runs cooler, quieter, with 10% better economy using the premium fuel. We also recently replaced a broken speedo cable with one from Ringwood Speedo Repairs (\$70) with surprising outcome - the needle stays as steady as a rock at all speeds. The odometer reading will register with 99,999 miles for the first time on the next club run!

There was a diverse range of nearly 40 Humbers and Rootes Group vehicles assembled for a display on the foreshore of the river and with a market nearby we were assured of plenty of people admiring the cars. There were only 6 cars similar to ours in the Rally, one of which was a superb 1946 model which had only recently been imported from South Africa - unrestored and unmarked except for the front seats which were almost a perfect "used and weathered" replacement. This model was a carry over from the pre-

WW2 model. Purists in the movement claim only pre 1932 vehicles are proper Humbers, and after that Rootes badge engineering takes over. Cars on display had to have a "Humber" badge! So the Sceptres and Vogues were "in" while others such as Hillman, Commer, Singer, Sunbeam, Talbots, etc were "not in". Politics!! Personally, I believe we would all be better off if Clubs combined and made an Australian Rootes Group Club!

Whenever possible we travelled off the highway seeking slower travelling and exploring each town and hamlet. There are literally dozens across our state but only 3 from the S.A. border. We spent a day exploring the Grampians and Halls Gap discovering the extent of the recent fires and floods. Literally more than half of the area is "off limits" while regeneration and repairs continue. Nevertheless, it would still make an excellent destination for an extended Rally.

Some trivial challenges were met and achieved on this trip:-

1. Find a pair of matching fibre board suit cases with PnO Cruise labels for the roof rack display - Done! \$4.00 at the Op Shop!
2. Find a rare Humber Pullman close to Rally H.Q. and unknown to any rallyist. Done!
3. Avoid any traffic infringement - Done! We were pulled over by a police car though!
4. Use less than 2 tankfuls of petrol each way (276 litres) Done!

Contributed by Jan, Roy, and SSNIPE.