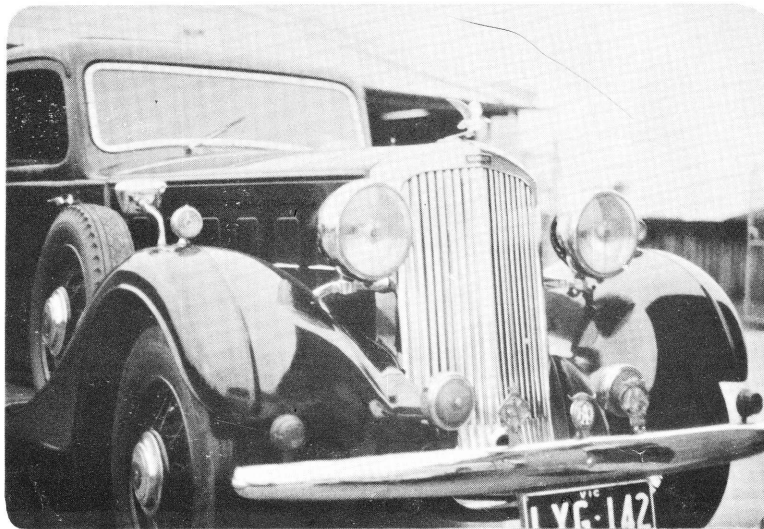


THE HUMBERETTE

OFFICIAL NEWSLETTER OF THE



April 1977



ROBERT. H.
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THE MARCH MEETING OF THE HCCV WAS OPENED AT APPROX. 8.15PM.
APPROX. FIFTY MEMBERS WERE IN ATTENDANCE. NEW MEMBERS WELCOMED
WERE:-

MICHAEL EGAN - 1949 MK11 SNIPE
MARK KERRIGAN - MK1V SNIPE

THE HCCV CALLED FOR A DELEGATE ON THE CLUBS BEHALF TO ATTEND THE
NEXT MEETING OF THE ASSOCIATION OF MOTOR CLUBS BEFORE THE CLUB
WILL COMMIT ITSELF TO JOIN THIS ORGANIZATION.

THE CLUB ALSO DISCUSSED THE POSSIBILITY OF RENTING STORAGE SPACE
FOR BOTH CARS AND PARTS.

TREASURERS REPORT

AS AT THE MARCH GENERAL MEETING THE TREASURY STANDS AT \$583.05.

SOCIAL NOTES (FORTHCOMING EVENTS)

TOUR OF KENWORTH TRUCKS:

ON WEDNESDAY MAY 4TH THE HCCV HAS BEEN INVITED FOR A GUIDED TOUR
OF THE KENWORTH TRUCK CO. THE TOUR STARTS AT 7.00PM SHARP AND
MEMBERS ATTENDING MUST BE PUNCTUAL AND BE AT THE PLANT BY 6.45PM.
THE TOUR LASTS APPROX. 1½ HOURS AND PERSONS ATTENDING WILL BE SHOWN
THE STAGES OF MANUFACTURE OF THE TRUCKS, FROM BASIC CHASSIS TO THE
COMPLETED UNIT. THERE IS A LIMIT OF TWENTY MEMBERS WHO CAN BE
PART OF THIS TOUR SO IF IF YOU PLAN TO GO FIRSTLY PHONE ALAN JUDG
ON 288-1996 OR SEE ALAN AT THE NEXT CLUB MEETING.

TOUR OF THE SEC PLANT

ON SUNDAY MAY 8TH THE HCCV WILL TOUR THE SEC POWER PLANT AT YALLOURN
COUNTRY MEMBER TOM MCALPINE WILL BE OUR HOST (SEC EMPLOYEE) ALL
MEMBERS WILL MEET AT THE PRINCE MARK HOTEL WHICH IS ON THE PRINCESS
HWY. APPROX. 1½ MILES OUT OF DANDENONG. THE MEETING TIME IS 9.30AM
WITH A PUNCTUAL START OF 9.45AM. CARS WILL THEN TRAVEL IN CONVOY
TO THE GIPPSLAND FOLK MUSEUM (ARRIVAL TIME APPROX. 11.30) WHERE
BARBEQUES ARE AVAILABLE. AT 12.45PM WE WILL LEAVE FOR THE SEC PLANT
THE TOUR TAKES APPROX. TWO HOURS. ELECTRICITY IS ONE OF THE POWER
SOURCES THAT I THINK WE ALL TAKE FOR GRANTED WITHOUT THINKING OF
HOW IT IS GENERATED FOR OUR USE (IT MIGHT ALSO EXPLAIN WHY WE RECEIVE
LARGE SEC ACCOUNTS!!). ONCE AGAIN - STARTING TIME 9.30AM PRINCE MARK
HOTEL - ARRIVAL AT FOLK MUSEUM 11.30 - DEPARTURE FOR SEC PLANT
12.45.

SOCIAL NOTES (PAST EVENTS)

CHELSEA PROCESSION

THE HCCV AGAIN TOOK PART IN THE CHELSEA PROCESSION WHICH IS THE CLIMAX OF THE CHELSEA YOUTH WEEK. UNFORTUNATELY SOMEWHERE IN OUR NEGOTIATIONS (OR LACK OF THEM) WITH THE YOUTH WEEK COMMITTEE, THERE WAS A MIX-UP IN STARTING TIMES, WE ARRIVED AT AN EMPTY OVAL (EXCEPT FOR TWO SEAGULLS AND A DOG). HAVING A COUPLE OF HOURS TO SPARE MOST MEMBERS HAD A CHAT AND A LEISURELY LUNCH. I THINK THESE COUPLE OF "LEISURELY" HOURS WERE NEEDED FOR WHEN WE HAD TO LINE UP FOR THE PROCESSION THERE WERE KIDS, MILLIONS OF THEM, RIDING BIKES, BLOWING TRUMPETS AND GENERALLY MAKING MORE NOISE THAN MY SNIPE DID WHEN THE EXHAUST FELL OFF. THE ATMOSPHERE FOR THE PROCESSION WAS IDEAL WITH BEAUTIFUL SUNSHINE, GAILY COLOURED FLOATS AND AGAIN MILLIONS OF KIDS. THE HCCV VIRTUALLY LED THE PROCESSION WHERE THE CARS WERE IN ORDER OF AGE AND BELIEVE ME THEY LOOKED MAGNIFICENT. DAVID BALL LED THE PROCESSION IN HIS TWO 1934 SNIPE (BOTH IN REGAL BLACK) AND REG HATTERSLEY FOLLOWED UP THE REAR WITH HIS VA SNIPE. THE PROCESSION FINISHED AT THE CHELSEA FOOTBALL OVAL WHERE THE CARS COMPLETED ONE CIRCUIT OF THE GROUND (SOME-ONE COMMENTED "THE POMS ARE COMING"). THE AMOUNT OF INTEREST SHOWN IN OUR CARS BY BOTH SPECTATORS AND PARTICUPATORS IN THE PROCESSION WAS TERRIFIC AND NOW MANY PEOPLE REALISE WHAT A FINE VEHICLE THE HUMBER IS.

MEMBERS ATTENDING:

DAVID BALL	1934 SNIPE 80 (RUSKIN BODIED)
" "	" " " (MARTIN & KING BODIED)
REG HATTERSLEY	SER. VA SNIPE
TOM MCALPINE	MK1 SNIPE
RAY EASTON	SER. 1 HAWK
RALPH SCHUMANN	MK11 VOGUE
ALAN DAY	SER. VA IMPERIAL
BOB KENNEDY	SER. 1V WAGON
DAVID RAYNOR	SER. 1V SNIPE
ALAN JUDD	SER. 111 SNIPE
LOU COPELAND	SER. 1V SNIPE
SYD HUMPHRIES	SER. 1V SNIPE
CHRIS WEBB	SER. 1V SNIPE
NANCY BUTT	SER. 1V SNIPE
FRANK MAGUIRE	MK 1VA SNIPE
HAROLD UNDERWOOD	SER. 7 SNIPE
DES JUDD	SER. 111 SNIPE
JOHN BROWNE	DATSON

PROGRESSIVE DINNER

THE DINNER STARTED AT REG AND MARION'S HOUSE WHERE SAVOURIES AND CHERRIES WERE AVAILABLE. IT WAS A SERVE YOURSELF ARRANGEMENT AND THE SHERRY WAS GREAT AND SO WERE THE SSHAVERIES. THERE WAS THEN A SHORT DRIVE TO LLOYD AND PAM'S HOME WHERE THE MAIN COURSE WAS SET OUT IN SMORGASBOARD STYLE. AFTER TASTING THOSE DELICIOUS CASSEROLES I'M SURE EVERYONE CAME OUT A FEW POUNDS HEAVIER. AFTER THE MAIN COURSE WE TRAVELLED TO GREG & LYNN'S HOME IN MILDHAM. THEIR STREET HAS NOW BEEN RENAMED "BIG DIPPER STREET" AND REG MATTERSLEY MUST HAVE FAITH IN HIS HANDBRAKE TO PARK IN GREGS DRIVE. HOWEVER THE DRIVE WAS WORTHWHILE TO GET INTO THOSE LOVERLY PAVLOVAS AND CHEESECAKES (AND I FORGOT THE "DOGGY BAG"). THE EVENING WAS NOW MARCHING ON SO IT WAS OFF TO RAY & DIANNE'S HOME FOR COFFEE AND CAKE.

ON BEHALF OF THE MEMBERS AND THEIR FRIENDS WHO ATTENDED THIS FUNCTION I WOULD LIKE TO SAY THANKS TO THE LADIES WHO PREPARED AND COOKED FOR US AND A SPECIAL THANK YOU TO OUR KIND HOSTS.

MEMBERSHIP DUES:

THESE ARE NOW OVERDUE. SO FOR THOSE MEMBERS WHO HAVE NOT AS YET PAID THEIR DUES FOR 1977 COULD THEY PLEASE FILL OUT THE BACK PAGE OF THE NEWSLETTER

SER. VA. IMPERIAL

MANY MEMBERS HAVE SHOWN AN INTEREST IN ALAN & RITA DAYS' IMPERIAL AND ALAN HAS BEEN KIND ENOUGH TO GIVE US SOME OF THE HISTORY AND WORK REQUIRED TO BRING THE CAR UP TO ITS PRESENT CONCOURS CONDITION.

IN SEPT. 75 I PURCHASED, FROM A DEALER, MY HUMBER IMPERIAL FOR THE SUM OF £2,000. THE DEALER ASSURED ME THAT THE MOTOR IN THE CAR HAD BEEN COMPLETELY RECONDITIONED. THIS PROVED NOT SO, AND AFTER MUCH HASSLE AND THREATS HE AGREED TO PAY THE COSTS TO HAVE DONE, WHAT HE SAID HAD BEEN DONE IN THE FIRST PLACE. I WENT AHEAD AND HAD THE MOTOR PULED COMPLETELY DOWN BY A CHAP WHO HAD HAD EIGHT YEARS EXPERIENCE WORKING ON HUMBERS. WE HAD THE CRANK SHAFT CHECKED AND BALANCED. THE FOSSES WERE UNMARKED AND STANDARD SIZE. PISTON PINS RENEWED AND ALIGNED. RINGS AND BEARING, VALVE GRIND, PISTON BEARINGS AND MAIN BEARING RENEWED. AFTER EIGHT MONTHS OF REGULAR MAINTENANCE THE COMPRESSION HAS SLOWLY BUILT UP TO A COMPRESSION RATIO OF 195 IN ALL CYLINDERS. WE WERE ADVISED BY THE SAME CHAP TO GET THE BEST PERFORMANCE OUT OF THE CAR, TO RUN-IT-IN AT 10 MILES AN HOUR FOR THE FIRST 400 MILES, WHICH WE DID ON THE NEXT FINE SUNDAY. APART FROM "COMMENTS" FROM FELLOW TRAVELLERS ON THE ROAD SUCH AS "B- SUNDAY DRIVERS" THE DAY WAS SLOW BUT PLEASANT

WE THEN SYSTEMATICALLY CHECKED THE REAR OF THE MECHANICAL PARTS OF THE CAR. DIFF. TRANSMISSION BRAKES, REMOVING THE LOWER SPRINGS,

WE WERE BEGINNING TO REALISE WE HAD A SPECIAL CAR ON OUR HANDS. NOT ONLY BECAUSE IT WAS A "HUMBER" BUT BECAUSE IT WAS A "HUMBER" THAT PEOPLE WERE STOPPING AND ASKING US THE HISTORY OF THE CAR. SO WE DECIDED TO DO A CHECK AND FIND OUT FOR OURSELVES. THE CAR IS A VERY IMPORTED AND HAS A HAND FINISHED BODY BY THURTELL. PASSENGER CAR. IT ARRIVED IN AUSTRALIA AND WAS REGISTERED IN 1962. BEFORE BEEN USED. IT WAS BROUGHT OUT FROM ENGLAND FOR THE ROYAL VISIT TO AUSTRALIA. IT CARRIED THE "CROWN" ON ITS BUMPER BAR FOR FOUR YEARS. THE "CROWN" ENCOURAGED US TO FURTHER RESTORE THE CAR TO ITS ORIGINAL CONDITION. WE FOUND WE COULDN'T OBTAIN ANY OF THE DOOR OR BODY REPAIRS IN AUSTRALIA, AS THE "IMPERIALS" DOOR SIZE IS LONGER THAN THE OTHER SNIPE. FORTUNATELY WE HAVE RELATIONS IN ENGLAND WHO DID ALL THE LEG WORK AND MANAGED TO PURCHASE THE RUBBERS FOR THE DOOR. WE ARE STILL WAITING FOR ONE WHICH WE ARE STILL WAITING FOR.

THE NEXT BIG JOB WAS THE BODY. THE TWO FRONT DOORS WERE DROPPED AND HAD TO BE RE-ALIGNED. THE BODY WASN'T IN THE BEST OF SHAPES BUT UNDER SCREFFING IT NEEDED A BIT OF PANEL BEATING DOWN. INCLUDING THE UNDERCOATS, THE CAR HAD FIFTEEN COATS OF PAINT ON HER. THE TOP COLOUR BEING THE ORIGINAL. THE PANEL BEATING AND RE STRAY TOOK THREE MONTHS, SO WHILE THE CAR WAS AWAY WE HAD THE CHROME RE CHROMED. PUT ALL BACK TOGETHER AND TOOK IT TO THE ANY JOURN!

WE WERE LUCKY ENOUGH TO GET THE SAME BRAND AND TYPE OF LEATHER AS 15 YARDS, WHICH WE HAD FITTED RIGHT THROUGH THE CAR AND HAD TO BE WE OBTAINED FROM 'RODAN BUTLER' IN COLTHERNOCK. WE HAD A RANGE OF ENGLISH CARTERS FOR VEHICLES. I ASKED HIM NOT TO WRITE TO CONNOLLY BROTHERS IN ENGLAND WHO SPECIALISE IN LEATHER UPHOLSTERY FOR ENGLISH CARS. ENCLOSED A PIECE OF OUR LEATHER TO BE SURE OF GETTING THE CORRECT COLOUR, AND THEY AIR DELIVERED OVER TWO CASES OF THE ORIGINAL LEATHER D.S.

THE CAR IS ALMOST COMPLETED EXCEPT FOR A FEW MINOR DETAILS WHICH WE HOPE TO GET FINISHED IN THE NEXT FEW MONTHS. A RECORD OF THE OF MAN HOURS SPENT ON RESTORATION COULD BE IN A BOOK OF 100 PAGES.

ALAN DAY

BORG-WARNER MODEL DG & 35 AUTO TRANSMISSION

SOME REPAIRMEN FAINT, OTHERS REFUSE TO WORK ON THEM AND OTHERS PUT HUGE REPAIR BILLS ONTO ANY WORK THAT IS ASKED TO BE DONE ON THESE BOXES. LET THESE TRANSMISSIONS ARE USED BY QUITE A LOT OF OTHER VEHICLES. BELOW I HAVE LISTED A FEW OTHER USERS OF THESE TRANSMISSIONS, IT MIGHT HELP YOU IF YOU ARE STUCK SOMEWHERE OUT IN THE OUTBACK AND NO ONE KNOWS ANY THING ABOUT THE HUNTER THAT YOU ARE MOTORING AROUND IN.

BORG-WARNER DG

AUSTIN 1957-61 A99 A101
FORD ZEPHYR & ZODIAC 1956-62 MK11
HUMBER S/SNIPE MKIV (NOTE THAT ONE)
HUMBER HANE 1956-61 SER. 1, 1A, 11, 111.
HUMBER SNIPE 1960-61 SER. 1, 111 IV (SOME 5 HAD THEM)
JAGUAR ALL MODELS EXCEPT MK 10 2.2 LITRE, 240 & 340
ROVER 1959-61 2 LITRE MK 11
STANDARD 1955-63 VANGUARD
WOLSELEY 1961-66 6/99, 6/110 MK1

BORG-WARNER 35

AUSTIN 1957-61 PREFERRAT 1961 1962 66 A60
BEULIET 1960-63 ISUZU
COMMER SERIES 11
DAEWOO 1960-61 135 SER. 2000
FIAT 1960-61 1300
FORD V8 VA 1965-66 MK 11
FORD ZEPHYR, ZODIAC 1962-66 MK11A
FORD TRAMETT 1966-68
HILLMAN 1959-64 MINX SER. 111 A, B, C. SUPER MINX MK1
HOLDEN 1961-68 TORANA
HUMBER 1965-68 SER. V, VA IMPERIAL
HUMBER 1963-67 VOGUE
JAGUAR 1962-63 4, 340
MG 1968 MK11
MORRIS 1965-66 MESSENGER 11
ROVER 1960-61 3 LITRE MK111
ROVER 1961-66 1000
VAUXHALL 1967-68 V8VA
WOLSELEY 1967-66 6/110 MK11
WOLSELEY 1967-66 2400 MK1 11
WOLSELEY 1967-66 16/60

THESE ARE SOME OF THE VEHICLES THAT USE THE DG & 35 TRANSMISSIONS SO AS YOU CAN SEE THEY ARE NOT ONLY FITTED TO HUMBERS AT ALL. I HOPE THIS CLEARS UP THE MATTER FOR YOU

BOB KENNEDY.

CARS & PARTS FOR SALE OR WANTED

FOR SALE: 1951 HUMBER SUPER SNIPER MKIII SALOON IN GOOD CONDITION (CRISTAL). HERB PERKINS 709 NORA CT., FRANKSTON 781-0078.

1957 HUMP HAWK, GENUINE 54,000 MILES IN EXCELLENT ORIGINAL ORDER SOLD C.M.O. PETER SCHOFIELD 598-4802.

1961 HUMBER 1 SNIPER GENUINE 29,000 MILES "THE BEST SERVED IN AUST" SMELLS AND DRIVES LIKE NEW \$5,000 PETER SCHOFIELD 598-4802.

WANTED: SER. V BODY (COMPLETE) MECHANICS INTERIOR, TYRES ETC CONDITION OF THESE UNIMPORTANT BUT BODY MUST BE STRAIGHT AND RUST FREE AND PREFERABLY CHEAP JOHN BROWNE 358-7526

FOR SALE: PRESSURE ENGINE CLEANER - PORTABLE \$100. ROVER 1055 MOTOR COMPLETE GOOD CONDITION \$80 - BOB KENNEDY 358-3119

SNIPER SNIPPETS

GET WELL WISHES TO MRS. MACPHER, WE TRUST YOU ARE WELL ON THE WAY TO RECOVERY.

RALPH'S AMBULANCE IS PRESENTLY ABOUT TO UNDERGO SURGERY

LET'S ALL BE GOOD AND MAKE DADLY'S NECK "PERSPIRE" WHILST GIVING A GOOD OOMPH TO THE BOYS OF FATHERHOOD.

HANDY HUMBER HINTS

TEST START MOTOR WILL RAZOR BLADE

IF THE STARTER MOTOR ON YOUR CAR LACKS PEP AND SEEMS DRAGGY EVEN THOUGH THE BATTERY IS IN GOOD CONDITION, IT MAY BE THAT THE ARMATURE IS RUBBING ON THE FIELD COILS. TO FIND OUT, TAKE A NEW SAFETY RAZOR BLADE AND HOLD IT LIGHTLY BETWEEN THE THUMB AND FOREFINGER, RESTING THE HAND ON THE MOTOR HOUSING SO THAT THE BLADE CAN BE HELD IN FRONT OF THE HOUSING. THEN START THE MOTOR. IF THE ARMATURE IS RUBBING AT ANY POINT THE BLADE WILL BE ATTRACTED TO THE HOUSING.

DOOR HINGES

DO NOT FORGET THAT CAR DOOR HINGES NEED PERIODIC LUBRICATION. POWDERED GRAPHITE IS THE BEST LUBRICANT, BECAUSE IT DOES NOT GO OFF TO DUST AND DIRT, IN MOST CARS THE HINGE PINS CAN BE EASILY REMOVED, WIPED CLEAN AND THEN SMEARED WITH GRAPHITE.

SAGGING DOORS, HARD TO OPEN AND SHUT, ARE OFTEN THE RESULT OF WEAR AT HINGES WHICH HAVE NOT BEEN LUBRICATED.

GENERAL

AS WE HAVE MENTIONED IN OUR PREVIOUS ISSUES OF THE HCCV NEWSLETTERS, THAT WE HAVE BEEN OBTAINING TIRE DISCOUNTS FROM AUTO TRADE OUTLETS, WELL NOW THAT OUR MEMBERSHIP CARDS ARE AVAILABLE. IT IS TIME THAT WE INFORMED YOU OF SOME OF THE FIRMS AND THEIR BENEFITS AVAILABLE.

FIRSTLY LET US REMIND YOU THAT THESE SERVICES ARE ONLY AVAILABLE TO FINANCIAL MEMBERS, AND THAT UPON PRESENTATION OF YOUR FINANCIAL MEMBERSHIP CARD THESE FIRMS WILL BE GIVING SPECIAL SERVICE AND VERY GENEROUS DISCOUNTS TO OUR MEMBERS, SO AS YOU WILL NO DOUBT AGREE. BEING FINANCIAL DOES HAVE DISTINCT ADVANTAGES IN OUR YOUNG BUT GROWING CLUB.

THE FIRST FIRM APPROACHED WAS 'KINGSTON TYRE SERVICES' WHO HAVE OFFERED GOOD DISCOUNTS ON OUR HARD TO OBTAIN. GOOD QUALITY 15" BRIDGESTONE RADIALS AND VARIOUS OTHER PRODUCTS E.G. BATTERIES WHEELS ETC. THEIR ADDRESS IS KING STREET MELBOURNE.

THERE WILL BE A LARGER AND MORE DETAILED LIST ISSUED IN THE NEXT EDITION OF THE NEWSLETTER, BUT WE'RE SURE THAT THESE FIRST FEW WILL BE A GOOD EXAMPLE OF THE OPPORTUNITIES OFFERED.

FOR OUR EASTERN DISTRICT MEMBERS WE APPROACHED KNOX AUTO ACCESSORIES PTY. LTD. WHO CARRY A COMPREHENSIVE RANGE OF AUTO ACCESSORIES AND SPEED. WE. OR MOSTLY NON HUMBER CARS I SHOULD IMAGINE, AND A VARIOUS RANGE OF SPARE PARTS, MOSTLY FOR THE MORE COMMON MAKES OF CARS, WHICH A LOT OF US DO HAVE FOR WORK HORSES OR SUCH LIKE. ANYWAY THEY ARE OPEN SEVEN DAYS A WEEK AND THEY ALSO HAVE OFFERED SPECIAL ATTENTION AND HELP, AS WELL AS GOOD DISCOUNT PRICES. THEIR ADDRESS IS:- 14a STATION STREET, BAYSWATER. PHONE NO. 729-9166.

THESE FIRMS ARE OUR STARTERS IN OUR CAMPAIGN TO GAIN MEMBERS DISCOUNTS ON AUTO PRODUCTS AND IT IS ENVISAGED A WIDER RANGE OF SUPPLIERS WILL BE CONTACTED DURING THE FORTHCOMING YEAR.

WE CONSIDER THAT OUR EXHAUST SYSTEMS ARE A MAJOR PART & THAT WE NEED A GOOD SUPPLIER FOR. SO WE APPROACHED AUTO EXHAUST SUPPLIES (A.E.S.) PTY. LTD., WHO ARE BASICALLY TRADE & WHOLESALE SUPPLIERS, WE WERE HOPEFULL OF OBTAINING THEIR SUPPORT, AS WE CAN CUT COSTS DRASTICALLY BY BY-PASSING THE RETAILER. TO OUR DELIGHT THEY NOT ONLY OFFERED TO SUPPLY OUR MEMBERS, (SERIES MODELS ONLY AT THIS POINT) BUT ALSO TO GIVE GOOD FITTING SERVICE AS WELL AS DISCOUNTED PRICES. THEIR ADDRESS IS: 7 NEWMAN STREET, RINGWOOD. PHONE NO. 370-4983.

ANOTHER FORM OF ASSISTANCE OFFERED TO US BY AUTO EXHAUST SERVICES' RINGWOOD BRANCH MANAGER, IS A SUPPLY OF LITERATURE AND FILMS FOR VARIOUS MOTOR ASSESSORIES FIRMS. THE MANAGER ALSO OFFERED TO ATTEND ONE OF OUR MEETINGS TO EXPLAIN THE PRINCIPLES OF AUTO EXHAUSTS AND WHY IT IS SO IMPORTANT TO TAKE CARE AND MAINTAIN THEM.