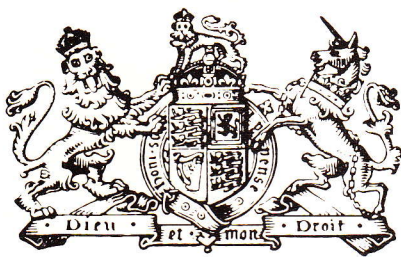


April 1982

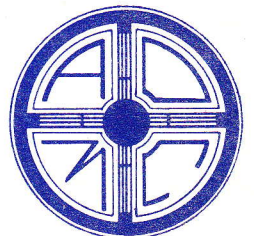
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

P.O. BOX 35, FRANKSTON, 3199

COMMITTEE 1982/1983

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Lloyd Hughes	877 3208
SECRETARY	Des Judd	783 9743
TREASURER	Peter Sheldon	818 5829
SOCIAL SECRETARY	April Beardsmore	762 4180
ASST. SOCIAL SECRETARY	Margaret Willimott	435 6354
EDITOR	Nancy Kennedy	789 5119
ASST. EDITOR	Denise Judd	783 9743
TECHNICAL OFFICER	Herb Perkins	781 3078
LIBRARIAN	Paul Carter	—

SOCIAL CALENDAR 1982

Sunday March 21st	British Motoring Show Mornington Racecourse	August	Open
April 9th to 12th	Easter National Rally South Australia	Sunday September 12th	President's Run Mystery Trial
Sunday May 16th	Picnic Run — Gumbuya Park, Pakenham	Sunday October 10th	Mitchelton Winery
June 12th to 14th	Weekend at Indented Head	Sunday November 14th	H.C.C.V. Concours
Saturday July 17th	Roast on the Spit	Saturday November 27th	Annual Dinner and Presentation Night
		Sunday December 12th	M.G. Club Concours

The Club meets on the Fourth Friday of the month (except December) at 8.00 p.m., in the Deepdene Park Hall, Whitehorse Road, Deepdene.

FOR EXPERT HUMBER SERVICE

CARR'S MOTORS PTY. LTD.

(BOB THWAITES, Manager)

17-27 COTHAM ROAD, KEW, 3101 Telephone (03) 861 7612

HILLMAN — HUMBER — COMMER SERVICE

Automobile Engineers — New and Secondhand Spares Available

Experienced former Rootes Group Dealers

Golden Fleece Service Station

PRESIDENT's REPORT:

Well the new committee has settled in very well indeed and I'm sure that all of the problems that crop up through the year will be ironed out as they appear.

The day down at Mornington racecourse at the British Motoring Show was certainly worth the effort, I'm sure that all the Club members that went along will agree.

Our Club had a very good line-up, both from the City members and the Country members, 17 cars turned up for the outing.

I only hope that the 5th Australian rally turns out alright and the weather holds for all the members that attend the rally, I bet we hear some tall stories from the members of our club that go over, maybe we can hear some at the next general meeting at the end of the month.

I think all Club members will join with me in wishing Adelaide Underwood all the best in health; Adelaide was quite ill a few weeks ago, so to you Adelaide, I hope that you are up and about and feeling fit and well again.

Ross Bromley sends his regards to all of us over here on the 'mainland'. Ross has just finished quite a bit of work on his "Estate" car to make it run a bit smoother, well the best of luck and health to you and your family Ross, we are all looking forward to the day that we see your "Estate" over here.

I have one of my "Estates" off the road as you read in the last news letter. Des also has his off the road so I must agree with Ross that this seems to be the time of the year for working on "Estate" cars. The end results in all three cases, I'm sure will certainly be worth the efforts put in by us.

As a fill in set of wheels I'm driving a series V sedan. It is fitted out with L.P.G. and so far my fuel bill is very down, just how much as yet I have not worked out. The car had a blown motor when purchased - so before I could put it on the road I built up a motor for it and while at it also stripped the auto trans. down and checked it over, changed the diff., repacked wheel bearings, checked the brakes, steering, front end, suspension, repaired exhaust etc., etc. I had a ball but it now runs very smooth, when my Estate goes back onto the road I'll be selling the Ser'V sedan.

Well fellow Club members, I'll be looking forward to seeing you at the next meeting for what seems to be quite a good night, by the way our trading table was certainly a boomer last meeting, it seems to be getting better all the time.

Well till next we see each other,

"GOD BLESS YOU ALL"

Bob Kennedy

STOP PRESS.....STOP PRESS..... STOP PRESS.....STOP PRESS.....STOP PRESS.....

THE H.C.C.V. SENDS SINCERE WISHES FOR A SPEEDY RECOVERY TO
OUR GOOD FRIEND AND MEMBER LES LINDORFF FROM BALLARAT. LES
WENT INTO HOSPITAL TUESDAY 13th APRIL FOR AN OPERATION. ALL
THE BEST LES AND HOPE YOU'RE ON YOUR FEET AND FEELING WELL
VERY SOON.

MINUTES OF GENERAL MEETING HELD 26th MARCH 1982.

The President opened the meeting at 8.15pm before 23 members including committee.

1. Bob Welcomed members
2. Apologies: Peter Sheldon, Denise Judd, Joseph & Mary Spencer, Margaret Willimott, Syd & Gwen Humphreys, Brian Beardsmore.
3. Minutes of last meeting passed Bill Holmes.
4. Correspondence: Inwards:
Dues from members include Paul Carter - \$15.00
Newsletters from A-40, Daimler, Wolseley car clubs.
Outwards:
Phone calls only to H.C.C.S.A. re Easter Rally.
5. Treasurer's Report: Des Judd issued the total balance as of 26th March and advised that Auditor's Report will be published in April News letter. H.C.C.V. account stands at \$650.00.
6. Social Secretary's Report: April thanked members for condolences and went on to give a brief resume of British Motoring Show and also thanked the Country members for making the trip.
7. Tech. Officers Report: Herb stated that no report will be given due to the fact that all Humbers are running very well.
8. Librarian's Report - Paul Carter announced that books could be swapped with Singer Car Club.
9. Lloyd Hughes presented H.C.C.V. propaganda cards for members to place on Humber windcreens for recruiting new members.
10. A.O.M.C. Report was given by Lloyd Hughes.
11. Editor's Report: - Nil.
12. The President gave a brief resume of problems of cost with the Humberette regards typing and printing and that Bob was awaiting information from Norm Watt who has offered to seek help for the H.C.C.V.
13. Keith Willimott gave a run down on what will be happening in S.A. over the Easter long week-end and showed a pamphlet on the convention centre where they will be staying.
14. Bob announced a bottle of white horse whisky for tonights raffle and that Nancy Butt and Nancy Kennedy had donated pot plants to the Club for sale on the Trading Table.

MINUTES OF GENERAL MEETING - Cont.....

15. The President requested members approval for venue and time change for annual dinner. Enquiries have unearthed a place called Borrellis at Southland who require 50 to 55 people at \$19.50 a head all inclusive except spirits and a booking is available for Saturday night, November 27th 1982. After discussion Harold Underwood moved that the above be booked. Motion was carried.
16. Peter Davenport proposed that a rolling booking be made two years ahead rather than be in a rush and under pressure leaving it to the last minute.
17. Peter also warned that Repco pistons for Vogues (& Hillmans) are 20 thou smaller between crown and gudgeon pin which reduces compression ratios. J.P. Pistons (S.A.) are recommended by H.C.C.V.
18. Bob Kennedy has found two Borg Warner Transmissions with symptoms of band slip and shudder but needed only oil change and filter clean to put them right, so advice to members is to give your transmission a service before contemplating overhaul.
19. President then threw open the meeting for general discussion.
20. Meeting Closed at 9.15pm.

SOCIAL SECRETARY'S REPORT.....

"Mr. & Mrs. K. Beardsmore of S.A. and Mr. & Mrs. B. Beardsmore of Victoria would like to thank everyone in the Humber Club for their condolences."

I would like to thank Adelaide Underwood for the fantastic job she has done for the Humber Club as Social Secretary for the past year, and hope that I can do as well as Adelaide did as Social Secretary.

The British Motoring Show on Sunday at Mornington Racecourse was a great success and was enjoyed by everyone, the weather couldn't have been better, our only problem was the dust but that couldn't be helped. We had a great support of Humbers, they looked great amongst the array of old British cars. Thankyou to all our members and a special thanks to our Country members for coming down for the day.

The raffle for the bottle of scotch was drawn at our meeting on 26th March, 1982 and was won by Mr. Garry Rowland. We raised \$20.80. The Trading Table raised \$15.73 which was a good effort for the Club.

April Beardsmore

FOR SALE..... FOR SALE..... FOR SALE..... FOR SALE.....

1. 1961 Humber Hawk 4 cyl. plus spares. Auto Transmission - was overhauled 2 years ago. Good Tyres - no rust - not registered. \$500 Negotiable
Mr. M. Pirrie - 41 Cluden Street, East Brighton. Phone: 592-2006
2. Mazda E2000 Luton Peak Van. Rec. motor Exc. mechanical cond. Petrol/Gas 12 months reg. R.W.C. \$3,300 O.N.O. or swap for Hi Ace or similar.
Phone: 783-9108 or (059) 782-213

SECRETARY'S NOTES:

As you all know there is a "GLUT" of oil on the World market and with a toning down of the Iran-Irak war, there will be even more oil to be had. Iran will be selling her surplus at a cheaper rate to make up for lost time and revenue and although Big Mal has stated that our petrol prices will stay as they are until at least Christmas, it looks as though petrol prices will come down after then but certainly no rises are tipped for quite some time.

Already, this has caused a shortage on the used car market of V-8 engined cars. No longer can you buy a late model Statesman or Fairlane for 3 grand, No sir, they're right back up to 6 grand onwards.

Good news for us too with our Humbers, aren't you glad you hung on to her now? I'm sure there are many people wishing they hadn't traded in their big cars for half their market value and pay out 6 grand plus for some tin and plastic little econo-boxes now.

It's interesting to note how the American car buying public have caused a big turn around in what was just recently a very stagnate car market. Small car and Company car (About Super Snipe size) sales have dropped dramatically in the past month, causing manufacturers to concentrate more on full size car production. Chrysler Corp., (once known as Chrysis Corp) have ceased production on compacts and are running 24 hrs on big car production.

American manufacturers have admitted two things regarded as bad blues. Twelve months ago they said they had underestimated the Japanese and the marketability of Jap. cars in the U.S. and that they, the U.S. car makers, had left their run too late in small car research, production and marketing. Therefore all effort and a large amount of money was poured into tooling and production of small cars to win back the American buyer. But it didn't work, the American car buyer can only think Japanese when it comes to small cars, he doesn't believe G.M., Ford or Chrysler know how to make small cars, and he's right..... they dont!

The second blue the manufacturers admit to is that they overshot the mark in trying to compete with the imports. Rather they should have stuck to the full size car and made it more economical to run which they say is not out of their reach. But is that what the public want? By Public demand Ford have re-installed V-8's to their Capri line, the Mustang has gone up in cubic inches with the 351 as standard in liue of the 302. G.M. have re-introduced the 397 CID engine to the corvette range where as last year one could only order a 'Vette with the economical 350 CID!!!

The Americans say "Long Live the V-8! Long Live the Tank" Whatever happens over there will eventually happen here, but whatever the whatever, our Humbers are back in the upper echelon where they belong. With petrol coming down and no real big cars on our new car market for people to buy I think you and I will have the last laugh on the road when we pass all these econo-boxes struggling along the highway against a head wind. Who cares what the petrol pump meter reads? We got there first, in comfort, without effort and in the safety of steel and power. YES.... LONG LIVE THE HUMBER TANK.....

See you on the 23rd.

Des Judd

NEXT OUTING "FAMILY DAY"

APRIL 18TH WITH WOLSELEY CAR CLUB AT EMERALD LAKE.
MEET AT KNOX CITY. CNR. BURWOOD HWY., & STUD ROAD
10.30 AM.

A P O L O G Y
G U E S T S P E A K E R

Guest Speaker for April General Meeting, MR. R.B. JONES Deputy Manager of Westgate Bridge Authority, sends apologies as he is unable to attend on 23rd. Lecture and film of bridge's construction, running and emergency services etc., will now be the highlight of our May meeting. (3rd time lucky).

EDITORS NOTES:

Over the past two years Lloyd Hughes, with the help of his wife Pam, have done a wonderful job with our news letter. Your new editors, Denise and myself hope to keep up the same excellent standard, but as from this month we have a slightly different procedure. No longer is our letter being actually typed and printed by the Clubs Editor(s) as it has been in the past. All correspondence for our letter must be into either myself, Denise or P.O. Box 35 Frankston by 15th each month. We then sort it all into its different catagories, correct spelling mistakes etc., and deliver to the printer for typing and printing. When finalised we then pick up news letter (This is where the fun starts) collate, place in envelopes and address to members. The letters are to be sorted numerically into post-code area, bundled into twenties and then posted.

Please give us your support and send in as many items of interest as possible for our letter. The story by John Browne "Cars I've Owned" will be concluded in part 3 next issue.

Nancy Kennedy

P.S. If you receive this before the next General Meeting you will know that we managed to put it together alright.

C A R S I H A V E O W N E D (continued.....)

With the Daimler "laid-up" I needed another cheapie to take me to work until I received a Company Car in the next few months. I bought a '55 Vauxhall Velox. The Vauxhall was a beauty (especially for \$150) and the engine was one of the quietest and smoothest I have ever experienced. Seated inside the car it was nearly impossible to tell if it was idling, infact I had several passengers tell me the car had stalled - one even argued the point! Well that Vauxhall was magnificent and carried me everywhere without fail.

Several times a year myself and friends would holiday at Lakes Entrance - the Vauxhall would be loaded to the hilt and still comfortably do 70 M.P.H. all the way. The only problem I had with that car was a clutch replacement (leaking rear seat on motor) and eventually the keyway drive to the rear wheels wore out. The Vauxhall was no beauty but I still have a "soft spot" for this model. The Vauxhall was retired when the Company Car came along, a Ford Escort Van 1300 c.c. I had the Escort from new and covered 90,000 miles in 3 years and the car was still on the original clutch! - a good little 4 cyl. but a little modern for my taste. During the Escort's time I decided that I would like to restore an old car. I followed up an advert and purchased a 1934 Vauxhaull Sedan. I guess it was one of those things you rush into, as soon after I decided the vauxhall wasn't

Cont.....

what I wanted. I've always admired the lines of the early fifties Snipes and I bought a MK11 on the spur of the moment for \$100. This car was a splendid example - no rust - a magnificent original interior, however the engine was "CACTUS". I decided a "chassis up" was the only way to restore a car so off with the body and mechanics and I started with a bare frame. I resotred the chassis to the "rolling chassis stage". I dissassembled and cleaned and painted every mechanical part at a friends garage whilst I did the interior in the lounge room at home. The chassis now sits under my house, the seats etc in the sunroom and the body went to the tip. I still have the panels but intended using the running gear and interior for my Tickford drophead.

I now know that the car was "too good" to remove the body from the chassis, as if I had done the mechanicals in situ; then painted her the old girl would still be on the road today. During the restoration I saw an advert for an MK111 Snipe which was for sale at \$200 near Hamilton. I rang the owner and asked whether the car would "make it" to Melbourne, very offended he retorted "IF IT BLOODY DOESN'T YOU CAN HAVE YOUR MONEY BACK!" So for \$200 I had a warranty as well!

This MK111 Reg: VB-056 was a good original car. I eventually repainted her from the bare-metal up, restored the interior and had everything re-chromed a few of the older members will remember this "Old English White" MK111. I eventually sold this car for \$1500 and recently was surprised to see it offered by a used-car dealer.

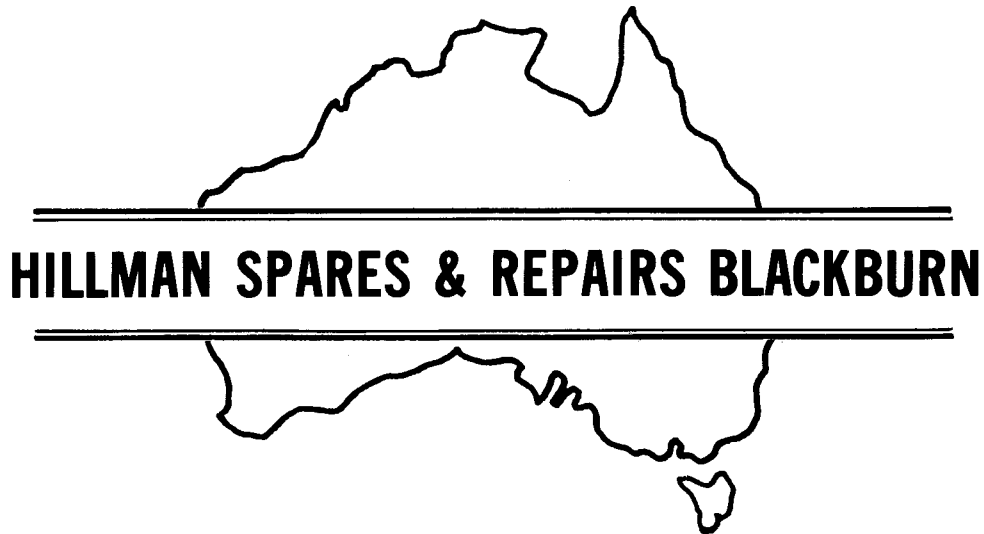
I also owned in this time a Ser. 1V Snipe and Ser.VA Snipe which proved good reliable cars. I've never really like the series cars particularly much, as I believe Rootes in Australia bastardised them too much with vinyl upholstery etc., however I would like to own a series Imperial one day.

Talking of Imperials I did own an Imperial - an MK111 which was another would-be restoration project. The Imperial differed from the Pullman in that it was designed for the owner driver, it contained no glass division and the front seat was adjustable. This particular Imperial was eventually wrecked for parts after I discovered that the wooden framing in the roof and door pillars was badly rotted, this was probably a good thing too as when the car was reduced to a "shell" I discovered the Chassis was badly cracked around the front suspension area. I was now driving another Company Car - a Datsun 120Y which managed about 42 M.P.G. during the petrol strikes, the only good part of the car was the engine - a very sweet running 4 cyl. with good economy and power for 1200cc.

My next Company Car was a Toyota Corona - of which all I can say is that it is the most "boring" vehicle I have ever had the misfortune to drive. During the company cars time, my ex-wife was driving the Ser.1V and then the Ser.VA Snipes. When the VA was sold to a friend (who motored without any troubles for 3 years and has gained a genuine respect for Humbers) I bought a MK111 Snipe. (Yes we always come back to quality) that was advertised at a HCCV general meeting. This car was magnificent, a believed genuine 28,000 miles, excellent interior good mechanics and no rust. The MK111 was given a repaint, rechrome and new carpets etc., and it motored beautifully, truly was what Humbering is all about. However, due to a marital split the car and the wife went.

To console myself on losing such a fine car I purchased an MGA roadster for \$2,800 that was registered and road worthy. The MGA was a 1957 model, 1500 cc and the condition was "tatty"! I planned on giving the car a cosmetic type of restoration job but as is much the case with "tatty" types of cars one thing leads to another. The MG over the years had been bastardised and "botched up" in just about every department. The car had been repainted so many times that I couldn't bring myself to put another coat on top of the ten or so already there.

HUMBER SPARES



While our first concern will always be Rootes Group Spares (Australia's Largest Range).

We have now moved into stocking all model English Spare Parts, but as always we are eager to buy collections of new English Spares for Australian dollars.

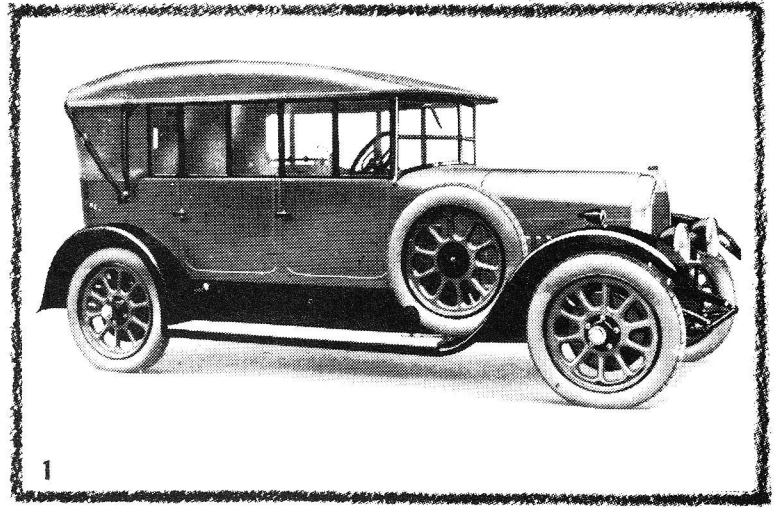
The King Pins stored in somebody's garage, may be the set that Mrs. Smith of Charters Towers needs for her 1948 Rover.

With the entry of my son Jim into the business we have shifted into mail or phone orders.

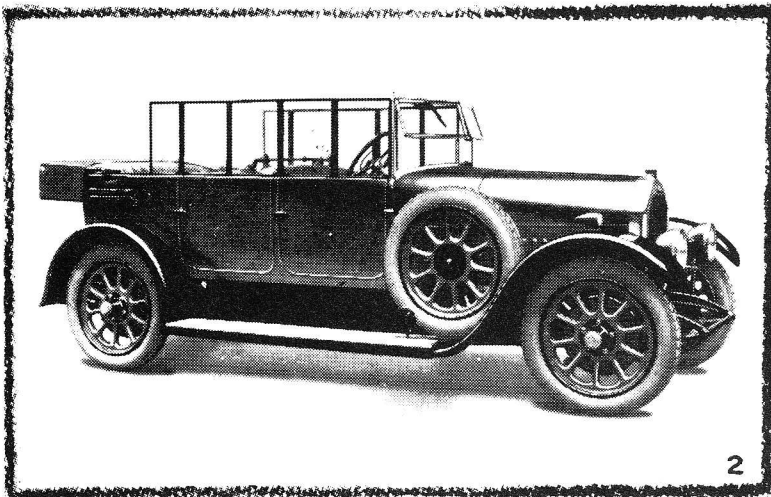
Spare parts delivery is by C.O.D. Post whereby for a \$3.00 postal charge parts will arrive the following day and the receiver pays the postman.

HILLMAN SPARES AND REPAIRS
178 Whitehorse Road,
Blackburn, 3130
P.O. BOX 19, BLACKBURN, 3130
Telephone: (03) 877 4311, 5 Lines





1. 15/40 h.p. Tourer with hood raised.



2. 15/40 h.p. Tourer with side windows raised.

3. 15/40 h.p. Tourer showing easy access to driver's seat.

