

April 1988



By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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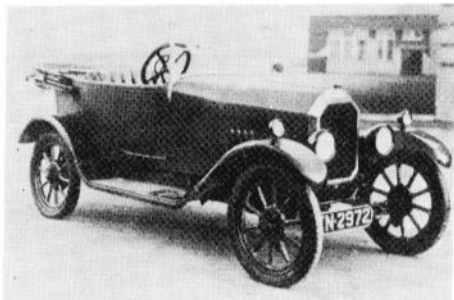
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Monday to Friday: 8.30 a.m. to 5.30 p.m. Saturday: 8.30 a.m. to 12.00 noon

- APRIL 22ND. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
INCLUDING SWAN HILL RALLY REPORT.
- APRIL 24TH. GUMBUYA PARK OBSERVATION RALLY WITH STANDARD/VANGUARD CLUB.
MEET AT 9.30AM IN THE CAR PARK AT K MART SHOPPING CENTRE,
BURWOOD HIGHWAY, BURWOOD. MELWAY MAP 61 K6. BYO LUNCH.
BBQ'S AVAILABLE AT THE PARK. THERE IS AN ENTRANCE FEE TO
GUMBUYA PARK.
- NOTE: THE OBSERVATION RALLY IS EXPECTED TO REACH GUMBUYA
PARK AT APPROX. 11.30AM - MIDDAY. IF PREFERRED YOU MAY
MEET THE RALLY PARTICIPANTS DIRECT, OUTSIDE THE PARK
ENTRANCE WHICH IS ON THE PRINCES HIGHWAY, TYNONG.
- MAY 15TH. CLUB RUN TO THE RAAF MUSEUM, POINT COOK.
MEET AT 10.30AM IN THE CAR PARK AT McDONALD'S RESTAURANT,
CORNER OF GEELONG AND SOMERVILLE ROADS, WEST FOOTSCRAY.
MELWAY MAP 41 G7. BYO PICNIC OR BBQ LUNCH. BBQ'S ARE
AVAILABLE. FREE ADMISSION TO MUSEUM.
- THE MUSEUM FEATURES A FINE COLLECTION OF UNIFORMS, WEAPONS
AND MEMORABILIA FROM THE VERY FIRST DAYS OF MILITARY
AVIATION TO CURRENT OPERATIONS. PLANES ON DISPLAY INCLUDE
EARLY TRAINING AIRCRAFT TO SOPHISTICATED JET FIGHTERS.
- MAY 27TH. ** NO FRIDAY EVENING MEETING THIS MONTH. SEE SUNDAY 29TH. **
- MAY 29TH. (SUNDAY). GENERAL MEETING AND FAMILY DAY AT THE CLUB HALL, WHITEHORSE
ROAD, DEEPDENE. WEATHER PERMITTING, BBQ LUNCH WILL BE
AVAILABLE FROM MIDDAY. BYO DRINKS, TEA AND COFFEE AVAILABLE
FROM THE CLUB ROOMS.
- GENERAL MEETING COMMENCES 2.00PM. TRADING TABLE INCLUDING
PARTS, BRIC A BRAC ETC. AFTERNOON TEA.
- JUNE 3RD-4TH. VDC SWAP MEET "SPECTACULAR" AND DISPLAY AT THE MELBOURNE
SHOWGROUNDS, ASCOT VALE.
INCLUDES DISPLAY OF SELECTED HUMBER CAR CLUB VEHICLES.
- JUNE 11TH-13TH. QUEEN'S BIRTHDAY WEEKEND, CLUB OUTING TO BE DECIDED AT
APRIL MEETING.
POSSIBLE VISIT TO LEN LUKEY MEMORIAL MUSEUM AND GARDENS
AT COWES.
- JUNE 24TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- JULY 16TH. STANDARD/VANGUARD CLUB ANNUAL DINNER DANCE. ELTHAM NORTH
COMMUNITY CENTRE. (MELWAY MAP 11 K12.) 7.30PM - MIDNIGHT.
\$20.00 PER HEAD INCLUDES 3-COURSE BANQUET AND COMPLIMENTARY
PRE-DINNER DRINKS. CHILDREN UNDER 15. HALF PRICE; UNDER
6 YEARS FREE.
- JULY 22ND. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
GUEST SPEAKER TO BE ARRANGED.
- AUGUST. TBA. RESTAURANT OUTING WITH CHEVROLET CLUB.
- AUGUST 26TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- SEPTEMBER 25TH. SUNDAY FAMILY DAY AND GENERAL MEETING. DEEPDENE HALL.
- OCTOBER 28TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- NOVEMBER 6TH. ANNUAL CONCOURS D'ELEGANCE, PRIDE OF OWNERSHIP AND DISPLAY.
DEEPDENE PARK OVAL.

SOUNENIR RALLY REGALIA NOW AVAILABLE.

COMING EVENTS



NATIONAL RALLY THE ALPS — 1988

BRIGHT — VICTORIA

24th October — 1st November

Organised by the Bright Vehicle Preservation Society Inc. with permission from the Veteran Car Club of Australia.

We invite any Veteran, Vintage and Classic Vehicle (Commercial and Motorcycle) manufactured on or before January 1st 1963 to participate in this very special rally to help celebrate the Bicentennial of Australia.

Further details from the Rally Director .Jim Anton
P.O.Box 75
BRIGHT VIC 3741

AUSTRALIA · BI-CENTENARY

BAY to BIRDWOOD RUN

SUNDAY, 25th SEPTEMBER, 1988
Australia's premier historic motoring event.

In association with this year's Bay to Birdwood Mill event, Invicta Coaches will be running a tour to Adelaide for the weekend. Departing Friday evening and returning by early Monday morning. It is an ideal way to view what is fast becoming a major national event. Cost will be \$135.00 (Twin share) and further details are available from Dave Briers at Invicta Coaches 729 8099 or Iain Drummond of the Bus and Coach Society on 763 5463 ah.

BAY TO BIRDWOOD RUN ENTRY OPEN TO THE FIRST 2000 VEHICLES APPLYING. ONLY THOSE VEHICLES BUILT BEFORE 31st DECEMBER 1949 ARE ELIGIBLE TO TAKE PART. ALL VEHICLES MUST BE ROADWORTHY, FULLY LICENCED OR ON "CLUB PLATES". ENTRY FEE IS \$18.00. ENTRY FORMS AVAILABLE FROM THE ENTRY DIRECTOR, MR. IAN HUNTER, 236 CROSS ROAD, KING'S PARK. S.A. 5034.

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1987-88

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Vic Wilson	478 9352
SECRETARY	Arnold Goldman	795 4521
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	460 4505
EVENTS DIRECTOR	Margaret Willimott	435 6354
LIBRARIAN	Fred Pieterston	781 5169
REGALIA	Geoff Webb	233 6592
TECHNICAL ADVISORS:		
Vogues	D. Dunlop	439 7059
Series V, VA S/Snipes	A. Goldman	
Hawks	K. Willimott	
Mk Cars	B. Kennedy & L. Hughes	877 3028
General Information	B. Kennedy	
Auto Electrical	M. Fitchett	336 7915



David Dunlop & Roy "Deepdene Park" Pepprell



Dianne Hardy's Series II Vogue Sports. Purchased 1976 for \$300 and has given excellent service since and is now coming off the road to be restored.

PRESIDENT'S REPORT (Kennedy's Klangers)

The Swan Hill National Rally was a success; I think I could call it the "Happy Rally". We all had a ball and the weather couldn't have been better if we had ordered.

I'm sure everyone who attended will join me in thanking Margaret Willimott for her efforts in putting the rally together. Over the last year or so Margaret and Keith both have put a huge amount of work into the rally so that it ran smoothly.

While up in Swan Hill we met and made new friends as well as picking up a couple of new members. One of the big items that was brought up at the rally was the trip to Darwin next year. This has been on the boil for a fair while, while our fellow Humber car lovers from the South Australian Club have been busy sorting out a layout for the trip. This is included with your newsletter. Because of the nature of the trip we are calling for names now or as soon as possible so that plans can go ahead.

A layout of the itineraries that the S.A. Club has provided caters for most needs. The big cost on a trip like this is fuel. This is being looked at in a couple of different ways but as yet no decisions have been reached; as soon as one comes up you will be informed, but until then please read the trip layout and if you are interested, please let me know. We must have figures to work on as soon as possible as there is a lot of items to be sorted out so that the trip goes off O.K.

At this stage the trip looks good thanks to the work put in by the S.A. Club. The other State Clubs have been invited so with a bit of help from those that want to join in, all I can see is an interesting, friendly run up the centre.

Well, see you at the next Club Meeting.

Bob Kennedy

SECRETARY'S SECTION

April 1988

This month I had a call from a member, who wishes to remain anonymous, telling me that I was acting in an irresponsible way in allowing lists of members cars with engine numbers to be published so that prospective thieves could make use of it. I was taken back by this suggestion and was all for stopping any further publication of the club register. Then I had a think about it. Any car thief determined enough to obtain a copy of the club magazine with the details of a model they desired to own would then need a membership list which is only sent out each year to financial members. Looking in the telephone directory is not an easy way of finding where A.GOLDMAN lives as there are 8 of us in the directory. The easier way is to follow the driver home, and nothing I do will prevent this from happening. I then thought of the positive aspects of publishing a club register. If our anonymous member were to have their Humber stolen, and if it should later appear on a new members application form, I would not recognize it. However, if I had all the details, it would immediately be recognized from the engine or chassis number, and I would suspect that the market for any stolen Humbers and there engines would tend to be members of the Humber Car Clubs in Australia. The anonymous member need have nothing to fear, as I do not have details of your car, not even the colour, and as I do not have your address, or telephone number, I am unable to write to you other than in public. Just as an aside, the Rover Car Club publish their register each year and couple the car details with addresses and telephone numbers. Among their vehicles are several Range-Rovers and other fairly new models of much higher value than any Humber in our club, apart perhaps from the beautiful old Humber owned by Norm Watt, which would surely bring a good price at auction. Even the best restored Imperial, as I am sure Bob Kennedy's will be, would probably not sell for more than \$10,000 even though it would be better than anything else around that price.

With the publication of the club register, members will see their cars listed, not always with complete details, and in some instances with no details. It is sometimes of interest to see how many gaps there are in the list of numbers, and to see who has the earliest of a particular model. The title of youngest Humber in the club at present goes to Rob Dunlop's Series VA Snipe although I have two others on my list that are not currently owned by club members, and there are others, owned by members, about which I have little information. Some of the names shown are no longer members of our club and perhaps these cars no longer exist. Any information will be gratefully received.

Now on to other matters. I have not yet glued a patch onto my front suspension, but when I do, I shall be using an adhesive called Flexon 241. It is made by Permabond and is marketed in Australia by Australian Precision Adhesives, a division of Precision Bearings Pty. Ltd. The Melbourne office is at 37 York Street, South Melbourne, tel. 03 699 7755. A small kit sells for around \$18 but it does not need mixing, it cures at normal temperatures, and although the brochure says it will stick oily steel together, it is recommended that the surfaces be cleaned, degreased, and abraded with something like a steel wire brush, steel wool, or carborundum paper. When reinforcing a steel plate, use a piece of steel of approximately the same material and thickness. The application of a reinforcement patch in this way to your front suspension will not guarantee a crack free life. It will delay the onset of a crack, and will slow down its rate of growth. It can not do any harm.

Some of you will have noticed that my Series V Snipe is now two-tone blue. Some have commented on its appearance, and others have probably looked on appalled at what I have done. In discussion with a member of the AONC recently he made an interesting comment that certainly applied in my case. He said so many people own cars that need a repaint, but cannot afford the \$1000 to have it done professionally, and indeed many of the cars do not justify this expenditure. Also they do not have the confidence in their ability as spray painters to risk buying \$300-\$400 of paint for a less than perfect job. Well, I went along that line of thought, and after patching up some of the small rusty bits, and filling in the stone chips, the car looked a bit shoddy. I have tried spraying with acrylics before, and it is expensive, time consuming, and not especially easy. With spray enamel, the risk of paint runs is ever present, and they cannot be brushed out, so I decided that painting with a brush should not be beyond my ability. The Dulux refinishers guide actually has detailed instructions for brush refinishing. I have used British Paints Glossmasta. What else could one use on a British car? In the course of the job I have learnt that the optimum conditions for brush painting are that the car should have been in a warm environment during the day, the temperature when painting should not be more than 25 degrees C, preferably closer to 20 degrees, and the overnight temperature should not drop below 12 degrees. Buy the best brush possible, definitely not a K-Mart special, and away you go. The brush marks flow out at these temperatures but not at higher temperatures. Anyone looking closely at my car will see which parts were done in temperatures over 25 degrees. At speeds of 60 kph and over the brush marks are not visible, and at distances of 3 metres with poor eyesight the glossy finish is beautiful. It is now a relatively simple job to keep the car in good appearance after repairing the continuing appearances of rust. A simple repair job can be quickly painted with a small brush without using large amounts of spray thinners and cleaning equipment. In no way will my car ever win a concours in this condition, especially with some of the beautiful bodies on some members cars, but as for pride of ownership surely such enthusiasm should not go unrewarded.

Best of luck, more next month.

Arnold Goldman, Secretary

CHANGE OF ADDRESS

As from 22.4.88 the new address for your editor will be 16 Windham Street, Wallan, 3756, Ph: (057) 83 1899. Closing date for May Newsletter will be Friday 13th and any relevant material arriving after that date cannot be published.

FOR SALES

Series V S/Snipe, two owners, good body, dash and interior, brakes overhauled, reg December 1988, minor work only for r.w.c.

Contact: Mr. Hughes, Ph: 523 6140.

Side valve Hawk, mostly upper body fittings, grill etc, hub caps, instruments.

Contact: Ted Brasser, Fish Point via Lake Boga, Ph: (054) 54 5230.

Series 4, two front fenders, good condition, no rust, boot, bonnet, black, two Hawk boots, \$40 lot.

Also Series Hawk grill needs plating.

Contact: J. Waring, Ph: 725 9884.

**MINUTES OF GENERAL MEETING
HELD ON FRIDAY 25th March 1988 AT DEEPDENE HALL**

PRESENT: Approximately 33 members as per attendance book.

NEW MEMBERS: The president welcomed Stewart Hibbert and Jim Yates to the club. Stewart has a Series V Snipe and Jim has a pair of Mk. I Snipes.

APOLOGIES were received from Nancy Kennedy, Vic Wilson, Frank Stockwin, Chris Atwell, and Bernie Trubie.

MINUTES of the previous meeting as printed in the March 'Humberette' were accepted as a true record on the motion of L.Hamilton seconded by G.Webb.
There was no business arising from the minutes.

CORRESPONDENCE:

IN:from Alan Peterson asking about club membership, from L.Fleming with a donation of \$30 for assistance by Rob Dunlop in helping him to sell his Humber, Dave Martin with details of wanted ad. for magazine, Austin 7 Club with details of a swap meeting, John Berry with information on the Humber bridge in northern England, Safer Tech setting out details of proposed spares manufacture for Humber, Road Traffic Authority with details of Club Plate scheme, application forms from Alan Peterson, Chris Attwell, Steven C. Analia, Frank Wyett, Peter Moss, Peter Blick.

Exchange Magazines: Austin A40 Car Club of Aust., Austin Car Club of Aust., Chevrolet Car Club., Humber Car Club of Australia, C.H.A.C.A. Journal, Humber Torque from New Zealand, Humber Car Club of South Australia, Rover Car Club, Standard Tribune, Sunbeam Talbot Owners Club News, Humber Car Club of Queensland newsletter..

OUT:Welcome package to Jim Yates, Alan Peterson, Carolyn Jenkins, Chris Attwell, application packages to Frank Wyett.

Correspondence accepted on the motion of Peter Davenport, seconded by Lloyd Hughes .

BUSINESS ARISING: Club plate requirements were questioned by Bill Holmes. The letter states that roadworthy certificates will not be required. Bob Kennedy said that they will for cars after 1930. This will be followed up by secretary, as will the question of who will do the inspection if necessary.

TREASURER'S REPORT: Brian Parkinson presented the report for the month ended 25th March.

Balance at 1st February(fixed deposits)	\$5000.00
Balance at 1st February(current account)	\$1790.63
Receipts	\$1408.20
Expenditure	nil
Accounts for payment	\$1389.27
Balance (current account)	\$1809.56

Accepted on the motion of Peter Sheldon seconded by Geoff Webb.

EDITOR'S REPORT: Presented by B.Bosnich

172 magazines sent out this month. New covers are in use with a new advertiser contributing to the costs.

EVENTS DIRECTOR'S REPORT: Presented by Margaret Willmott.

Presentation made to Lloyd Hughes for his win in the club concours.

Details given of the raffle for tonight, a book donated by Jack Varing.

Details of outing to Daleside concours given.

Referred to article in Age Weekender about Morris Minors in which Humber were mentioned in less than ideal terms.

Chris Attwell attended the Koo-Yee-Rup potato festival parade.

Details given of Gumbaya Park outing.

TECHNICAL OFFICER'S REPORT:Discussion on front end cracks following article in the magazine. Rob Dunlop has repaired two cross-members by welding externally. Details were provided of adhesives readily available from suppliers in Melbourne that can be used to bond steel to steel. Used in the repair of military aircraft and approved by Dept. of Aviation.

continued...

ADMC: No report.

LITERARIAN: No report.

CARS FOR SALE & WANTED:

Several were mentioned and will be listed elsewhere in April magazine.

Bob Kennedy offered two power steering systems for sale at \$200 each. One was immediately taken.

GENERAL BUSINESS:

Arnold Goldman mentioned that after following up on an idea to sponsor two birds at the Healesville sanctuary, he has learnt that there are no painted snipes in captivity, and all the native hawks prefer to be called falcons and kites. There are hawks in Australia but all are able to avoid captivity. The snipe is a bird that flies low and fast with a whirring sound. Probably a worn diff.

A proposal to supply club hats to TV shows is not to be continued with as there is little publicity given at present. (Some brave club member has been performing above and beyond the call of duty by watching these shows.)

Retreaded 6.70x15 cross-ply tyres are available at \$43 from a dealer in Coburg. Also available from Highway Tyre service in Dandenong. No further details were provided.

Jack Varing gave details of a manufacturer of stickers with good UV resistance.

Laurie Hamilton mentioned a non-acid paint stripper and will provide details to the Editor.

Jack Varing informed meeting of the difference between stub axles on Series IV and V Snipes which makes them non-interchangeable.

Meeting closed at 9:10 and supper and videos were enjoyed by all.

Arnold Goldman
Hon. Secretary

Club Plates

At our last general meeting there was some confusion about the operation of the new Club Plate scheme. Since then I have had words with a Mr. Fernando at the Road Traffic Authority who confirms that it will not be necessary to obtain a Roadworthy Certificate to obtain or renew Club Plates. This applies to all categories of vehicles. There is however, a responsibility on the part of the owner to ensure that the vehicle is in a roadworthy condition. The application form for renewal or issue of Club Plates will require a signature from the club secretary, me in this instance, to verify that the applicant is a club member. This signature in no way verifies that the vehicle is roadworthy. If it becomes apparent through spot checks by police or traffic inspectors, that Humber Car Club members are driving unroadworthy vehicles on Club Plates, then the authority for the club and its members to participate in the scheme will be withdrawn.

It would seem reasonable that some sort of inspection will be required by designated club members to ensure that we do not fall out of favour with the RTA. The appropriate day for this would be the annual concours day. Alternatively, any member preferring not to do this should be prepared to obtain a roadworthy certificate in the usual way and submit it to the club committee prior to or along with the request for membership verification.

The new forms for applying for Club Plates are now available at all RTA offices. The plates themselves are only available from the RTA head office.

Anyone wishing to discuss the matter further should speak about administrative matters to Mr. Fernando on tel.03 345 4361, or on engineering matters to Mr. John Middlehurst on tel.03 345 4030.

Arnold Goldman
Secretary

SOCIAL NEWS & NOTES

Hello everyone! With the Swan Hill National Rally now safely and successfully behind us, the emphasis once again is on Victorian Club activities.

Our mail box of late has been filled with subscription renewals being returned in the pre-stamped envelope provided. Thank you to all who have so promptly responded with their membership cheques. Please remember that your 1987 membership expires next month and with it the cessation of your mailed Humberette. Subscription renewals should be made payable to H.C.C.V. Inc and forwarded to the Club address in front of this magazine.

Recent Club events have been notable for the number of new members and cars attending. It is always a pleasure to welcome a new face or family to a Club outing and to view the variety of cars that turn up; the telephone and letter box are other fertile sources that help keep the Humber communication lines alive.

Although the Swan Hill Rally will be the subject of a special magazine feature, there are several pertinent comments that I would like to make here. I think they exemplify the spirit of goodwill and companionship that mostly seems to pervade Humber activities. Firstly, it was great to see two completely unknown H.C.C.V. members tackle the rigour and uncertainties of a four day rally. Congratulations Kevin and Sivjin McGee, also Ron Hallihan and grandson Andrew on their achievement - may we see a lot more of yourselves and your splendid vehicles during the year. Secondly, I would like to thank all rally participants who came to the aid of those in need when misfortune struck on several occasions. From windscreen replacements to alternative homebound transport, Humber Aid responded - I'm actually thinking of setting up a late night "Humber Haven" for stranded travellers at the next Rally. Peter Clarke is quite an expert on unusual accommodation styles and as I believe found the ultimate use for unlocked parked cars!!! I'll leave all further explanations to my Rally Report which should appear in the next Humberette.

The Daimler Club Concours at Haileybury College was blessed with beautiful weather which enticed about eight Humbers out to display. Nice to see new members Barrie & Leoni Trubie, also Christine & Trevor Attwell amongst those present. The Daimler Club had a marvellous range of vehicles on show, ranging from an immaculately restored 1909 Daimler to the latest model available. Other Clubs also contributed to the event which was well worth a visit. Norm Watt's beautifully presented 1935 Humber Snipe 80 Sports Saloon well deserved its prize for the most popular visiting car.

The next two Club runs are both planned as family days. The Gumbuya Park Observation Run is a joint event with the Standard/Vanguard Club and all the details appear on this month's calendar page.

On May 15th we will be taking a run to the R.A.A.F. Museum at the R.A.A.F. Base Point Cook. This has a fascinating display of aviation history including planes, uniforms, weapons and memorabilia etc. There are picnic and B.B.Q. facilities in the grounds. Please consult the calendar for details of this outing.

At the next meeting I will be asking for your comments and help with a number of projects. We need approximately six cars for a display at the V.D.C. Swap Meeting Spectacular at the Melbourne Showgrounds on June 3rd and 4th. Volunteers of Mark and Pre-Mark cars would be especially welcome as well as man power to set-up and staff the stand on Friday evening and all day Saturday. Any volunteers?

In previous years we have held a weekend rally over the Queen's Birthday holiday. To anyone interested in a trip this year or would you prefer a day run?; my suggestion is a weekend based at Inverloch (two night motel or three night caravan park booking) with activities to include tour over Wonthaggi Coal Mine, dinner at Takeners Whalebone Inn on Saturday; Len Lukey Museum, Phillip Island (perhaps Penguin Parade) on Saturday; Cape Patterson Beach visit if weather permitting.

Please come with comments and or suggestions to the next meeting. I'll look forward to seeing you there.

Margaret.

For a number of years, Melbourne motorists (and soon those in Adelaide) have contended with those silent sentinels guarding a number of intersections - the Red Light Camera. Some 150 sets of housings dot the suburbs with the 15 cameras and flashes rotated at random - hence the term "Red Light Roulette"

Look closely and the name "Gatso" can be seen on the front. This is an abbreviation of Gatsonides, the Dutch manufacturer of the cameras. For a number of years Maurice Gatsonides and his son Tom have been manufacturing a range of radar and red light cameras and associated equipment.

Last October "Humberette" mentioned Gatso's previous career as a rally driver, in particular the 1950 Monte Carlo Rally. This article is Maurice Gatsonide's story of that rally, in which he and his team came in second in a Super Snipe. It is from a book by William Leonard recounting the famous Dutch driver's career behind the wheel.

Graham Hardy.



Klaus Gatso Bobby

CHAPTER XVI

Monte Carlo Rally 1950*Through snow and ice, fog and gale to the Sunny South*

IT was no doubt due to the success Klaas and I had with the Hillman in the Monte Carlo Rally in 1949, that Rootes agreed to my taking a Humber Super Snipe in the 1950 Monte Carlo. The Monte, with its classifying tests, had gradually become a matter of power-to-weight ratio, and however comfortable and fast the Humber Super Snipe might be it was certain that it could not be expected to compete with the specially prepared much lighter cars. Honestly speaking, I mentally prepared myself for a reasonable achievement, probably being allowed a look from a distance at the many desirable cups, which would go to the favourites. Nevertheless, providence and the weather gods made a different decision, although at the time, of course, we didn't know that, which was all for the best.

I must begin, however, by introducing the car and crew. The Humber Super Snipe was a quite normal, although somewhat majestic 1950 model, without any special accessories, without a tuned-up engine and only carrying a limited rally outfit. The most important instrument was a big alarm-clock, which had to serve to wake the crew when it was time to start at the controls. On both sides of its long nose the Humber carried a small English and Dutch flag; the former was put on in honour of Bob Spencer, an enthusiastic apprentice of the Rootes factory, whom I had invited, whilst the rest of the crew consisted of Klaas Barendregt and myself. Because the "foreign exchange" problem even in 1950 was still troublesome we decided to take a caravan in which our spouses could be parked during the Rally. The caravan, which had been christened "In the Bull's Head" on account of a left-over fancy-dress head piece, which we had nailed on to it, was coupled to the Humber and in that way we went to the sunny South. The caravan idea would have been very cute indeed if Monte Carlo had demonstrated its usual climate, but that year it was so beastly cold there that we went to stay in a hotel.

The fact that we chose Monte Carlo as starting place had nothing to do with the Casino, but very much with the idea that the classifying test would again be held on the same route on the Mont des Mules, where, the previous year, we had gained such a lot of practice with the Hillman Minx. Naturally we did a nice bit of dicing through the hairpins to see how the Humber would take them, and the experience we gained, to the detriment of our tyres, would later on prove to be worth untold wealth, because the last classifying test was indeed held again on that self-same circuit.

In any case it was a clean and nicely polished Humber which checked in at the start during the night of that 20th of January for the hardest Monte Carlo Rally ever held, but that Humber contained a warmly dressed crew full of faith that this Rally also would come to a good end. The weather was dry, and when the big Humber went off for the long trip of about 2,000 miles, there was nothing to worry about. Who did worry were our countrymen Prins and Van Herk, who, at Nice, had hit something with their Jaguar. We stopped to see if anything could be done, but one glance under the bonnet was sufficient to see a bent steering bar. Going on again, we occasionally met nasty slippery pieces of road in the mountains, but Betty Haig in her M.G. didn't seem to mind that for she passed us at speed as if she wanted to catch the last train, this devilry, however, was going to give her a nasty knock for on a northern slope, which is always a little ultra slippery, we found her M.G. precariously balanced on a stone parapet separating the road from a ravine. With the aid of a long rope and some trouble we got it back on the road again, but that skid had finished her rally for the car had a broken king-pin, and as this is not an article you usually carry in your waistcoat pocket there was nothing to do but wish her a pleasant holiday at Monte Carlo.

Without further incidents we reached Digne and there we found the first time control, with the inevitable black coffee which only resembles real coffee so far as the colour is concerned. After that, Klaas at the wheel, we went on to Grenoble. However nice rally driving on good smooth roads may be we were beginning to long for the somewhat rougher parts, which a starting place such as Athens used to supply right at the start before the war. The passing of the Swiss frontier didn't bring any trouble either, for we didn't even have to stop, which was very decent of the officials, and after that Geneve, a control-de-passage, presented us with a very hospitable breakfast, consisting of soup, rolls and coffee, on the

Quai de Mont Blanc, although it must be admitted that the bitter cold of that dark winter morning spoiled the gastronomic pleasures a little. When later on in the day we arrived at Bern—where there was a time control—we had even enough time left to provide our tyres with deep snow-grooves, a most fortunate idea, the benefit of which we were to receive later. We went on into France with the Snipe tirelessly covering more than 100 km.p.h. on the endless roads to Strasbourg, Klaas and I sleeping in turns. But not so Bob Spencer, whose first rally it was and who thought everything so mighty interesting that even the fact that we threatened to use wrenches as a sleeping draught didn't affect him. He was going to regret this later on.

Towards 4 o'clock we entered Strasbourg, where a glorious meal of snails and Alsatian wines awaited us. May be all this writing about food in such a rally is not considered sporting, and hardly in keeping with such a manly event, but I assure the reader that the man who is sensible enough to keep his tummy filled and who sleeps when he gets a chance, even when his team mate is doing 60 m.p.h. or more on winding roads, is half-way to a successful finish.

At Luxembourg we met the Glasgow contingent, which gave reason for a lot of friendly teasing among the Rootes team members, who respectfully, but not without a little scepticism, lifted their caps to big brother Humber, which they expected to arrive at Monte Carlo a few weeks later. "A very nice car," said somebody appreciatingly, "I shall certainly buy one when I am about eighty." Within a week he was making inquiries about the price, but that is another story.

From Luxembourg we went through the dark forests and the winding roads of the Ardennes, the head lamps with broad sweeps finding the way for the Humber to Liège, where in the building of the Motor Union de Liège we could have a spiritual uplift by looking at the photographs of the glorious and long-gone days of the pre-war Liège-Rome-Liège. The Belgian Rootes organization heartily welcomed us with an extensive service but the Humber ran like a precision watch, and therefore we carried on to Holland.

Arriving at the Dutch frontier—although the Customs are, may be, a little more strict than elsewhere—is always one of the most pleasant moments of the Rally. You feel you are on familiar ground again and all Dutch crews are going flat out to be the first to reach Amsterdam. Also driven by that desire we made the

disgraceful average of 63 m.p.h., but it was of no avail for our compatriot Verkamman van Keulen, who had started twenty-five minutes ahead of us, had so pushed his Vauxhall that he got there a few minutes earlier. The cheering of the many who withstood the bitter cold of the night to welcome the drivers at the Apollo pavilion was no less warm, and it took time to get through the crowd of known and unknown friends surrounding the control post. My children, watching the gathering with big sleepy eyes, were there with their rally step-parents—my son Tommy is already counting the eleven years separating him from the age when he can have his driving licence—and the Amsterdam police had a blind eye for the speed regulations. Once in the restaurant, Bobby Spencer started a row with enemy "Sleep." He was busily engaged tucking in a large portion of ham and eggs when his eyelids, which he had managed to keep open for thirty-six hours, were closed definitely; he then proved plainly that with your mouth full of food it is still possible to snore, for the building was trembling.

From Amsterdam, we went to The Hague at the break of day along the familiar arterial road and there—so near home—I felt that it is really a peculiar affair first to drive from Holland to Monte Carlo, then to tear from Monte Carlo to Holland, to continue from Holland to Monte Carlo and finally to return home again from Monte Carlo to Holland. At The Hague we had a short rest for car and crew, where both were lubricated, and then the green Humber nose pointed to Brussels, where Father Spencer was waiting to strengthen the crew's spirits with cold chicken and Vienna steak inquiring at the same time if dear sonny was any trouble.

Now I really hope that the monotony of this chapter reflects the monotony of the Rally, for it may be very nice to drive through half of Europe shaking hands with all kinds of old friends, and without meeting any more serious problems than sleeping under a rug half a yard too short; but that kind of rally driving is hardly worth the trouble to get red-rimmed eyes for. This state of affairs did not continue, however, for hardly had we been guided through Paris by "flics" on motor-bikes with screaming whistles before we heard the first rumours that snow was coming. Because we didn't know yet how bad it was going to be we cheerfully poked each other in the ribs, for all the time we had been waiting for complicated weather conditions, which would make a lot of competitors' clean sheets dirty. And, indeed, on arriving at the Nevers control the roads began to get slippery and many rally cars skidded on the frozen cobbles to the café where two nervous functionaries were

beleaguered by a crowd of wild drivers who suddenly were in a great hurry.

With Klaas holding the wheel I felt safe enough to have a little sleep, from which I was awakened half an hour later by a couple of punches in the stomach of which Joe Louis need not have felt ashamed. This hard-fisted version of the beautiful song "Softly awakes my heart" was delivered by Barendregt, who, looking as if he saw a herd of pink camels doing a quickstep, was peering into the distance. "It looks like a blinking Xmas tree," he said, quite flabbergasted. And he was about right. The long slope at the end of the road was illuminated by a row of red lights, but instead of rousing a plum-pudding feeling in our breasts we were filled with sombre forebodings, for we soon found out that what we saw were the rearlights of a long queue of rally cars which had got stuck immovably in the snow.

Klaas, who is the last man to accept such situations lying down, immediately accelerated the Snipe and as it shot up the slope he managed to pass about fifteen cars, but that was the end of our joy, for two cars hopelessly blocked the road and nothing was left but to put the brakes on. Even that stop didn't last long for the heavy Humber slid backwards and came to rest with one rear wheel in a ditch. Like greased lightning we dug out our snow-chains, but one little mistake often has grave results for we had neglected to practise putting the things on. The fitting and the unditching of the car took us fifty minutes of hard work, in which time all the combined British and Dutch wealth in the way of strong language was exhausted and not a single forefather was left out of our condemnation. This state of affairs was livened up by other fellows who, mighty pleased they had got their chains on, didn't at all see the necessity to take care of our legs, which stuck out from under our car from all sides.

When wet, cold and dirty, we finally got into the car again Klaas said: "And now we are going to make up some time." This for me was sufficient reason to shut my eyes again, although this time it was not to sleep. The way in which Klaas diced the Humber over the snowy roads at a speed which didn't drop lower than 65 m.p.h. was quite worth watching, although not exactly from a passenger's seat. With his hands lightly on the wheel and his right foot on the floorboard he whisked the car over snow and ice as if it was a sports car and with a face as if he was on a bicycle trip he shot the car time after time past others. To make the situation a little more difficult we got ice on the windscreen, although next

to our defroster we had fixed an additional screen-heater strip. That is when I blessed our British sunshine roof for through the open roof I could, without Klaas diminishing speed, rub salt on the glass, although it was no joke to poke one's head outside at that speed and temperature.

Well, as always is the case with Klaas when it is necessary, we got to Lyon with seven minutes in our slightly damp hands, but the ride had had such an effect on Klaas that when he took off his flying-suit great clouds of steam made his pleased face invisible. Then my turn came to try my powers in that Polar night. It was a ride I shall not forget in a hurry, for on the main road from Lyon to Valence, an endless stream of lorries struggled forward between Paris and Marseille, and rally driving became a matter of dodging them. Capsized cars were seen in the light of the lamps and occasionally a sonorous rumble announced another victim. In some way we managed to stick to the crown of the road and arriving at Digne we had half an hour in hand. There we made another rotten discovery; the snowchains had been getting it so unmercifully during that 400 km. blinding that we had to take them off if we didn't want to run the risk of them breaking and mixing themselves with moving parts. There was a furious snowstorm that miserable winter morning and never before had Monte Carlo seemed so far away.

Under those conditions we ascended the mountains with millions of snowflakes coming towards us in a never-ending chase. Sight became so bad that the sides of the road could no longer be seen and as the milestones were also covered we were in glorious uncertainty both how far it was to Grasse and as to the moment that we would hand in our checks for ever, for on both sides deep ravines were yawning. In those circumstances we couldn't go fast and on the way up the Col des Lèques we did no more than 40 km.p.h., being 10 km. under the average. Descending we went faster, which was due to the superb road grip and the perfect brakes of our car, and we were able to do more than 65 m.p.h. on the straight stretches. The fact that we were practically in front of the Rally queue consoled us a little, although the big snowploughs which were cleaning the roads made it impossible to drive carefree. It was a very relieved crew that arrived at Grasse with two minutes in hand and from there to Monte Carlo was only the proverbial flea-bite.

Nevertheless, there was no reason to boast about the fact that we came to the finish without lost marks. There we saw and heard

how difficult it had been for many participants. The number of dented and damaged cars could not be counted and we heard the most awful stories. The Delahaye of a Dutch couple had gone into a ravine and after falling forty yards came to rest against a tree just long enough to enable the crew to get out, after which the car slid down to another point 200 yards lower down, thus reducing itself to scrap iron. Even a crack such as Chiron, whom to his fury we had beaten just before Grasse on the inside of the last hairpin, didn't arrive with a clean sheet. It would not be true if I said that this state of affairs saddened us, and when we heard that only a total of five cars had arrived without penalties we had plenty of reason to be satisfied. This satisfaction increased when Klaas managed to make the best time of the "clean sheeters" in the brake-acceleration test (22.7 secs.). He could have done better if I had not delayed him by doubting whether we had passed the line, for in practice at Zandvoort Klaas had regularly made times of 21 secs. Not once, however, did we turn our satisfaction to optimism. For a child could work out that the Humber with her 95 h.p. and 1,860 kilos weight was no opponent for the Hotchkiss of Becquart and Secret, who had 150 h.p. for moving their 1,540 kilos of car weight. And it was even a matter of doubt if the three very fast Simcas, still having clean sheets and driven by experts like Scaron, Quinlin and Angelvin, would not beat us on the Mont des Mules in the speed and regularity test. And yet there was that small spark of hope in our hearts that the Hotchkiss people would drop a stitch in the test, notwithstanding we knew that Becquart had been training the whole year for this Rally and that his organization was perfect in the extreme. Personally I was sufficiently certain, for where this test was concerned I had left nothing to chance.

That mad spark of hope (I might have known better) didn't even leave me when I went to bed that night, tired but pleased. Could we win the Rally?

Next day there was a fine drizzle and Monte Carlo looked miserable when the five cars left the "closed park" and turned into the road to the Mont des Mules. If ever I felt full of concentration it was at that moment and the tension was terrific.

From all directions my friends came to wish me luck and that I badly needed. The moment came at last when the Hotchkiss started. When I saw the Frenchmen shoot up the slope and do the test faultlessly I knew we were beaten and that our hopes for that "one little mistake" had been in vain. Even so I did my

utmost on that wet mountain slope and the Humber gave everything it had. But it wasn't enough. For Becquart had done the four laps in respectively 3.32, 3.36, 3.34 and 3.36, whilst our Snipe did the same in 3.54, 3.56, 3.55 and 3.55. Naturally, at such moments, 1,001 "ifs" go through your mind. If we had done the brake-acceleration test in our Zandvoort time we should have won the Rally. And if . . . but we hadn't. And so we lost. In any case we could not complain about the co-operation of Lady Fortune, although she could not supply us with the lacking 1½ points short on Becquart's total of 45.2.

However, there was one thing consoling us, even more than the Barclays Bank Cup (for the best-placed British car) and the numerous other cups and prizes which were stacked before us, and that was the telegram from a French pal, André Claude, who wired: "Congratulations for your second place, being worth more than many easy victories."

*Bobby Spencer - apprentice of Rootes - Coventry
later Director as his father Rob Spencer
De BBC interview bij de finish van de Rallye Monte Carlo 1950*



H.C.C.V. Rally Organiser Captain M. Willimott arriving at Highway 16 Motel.



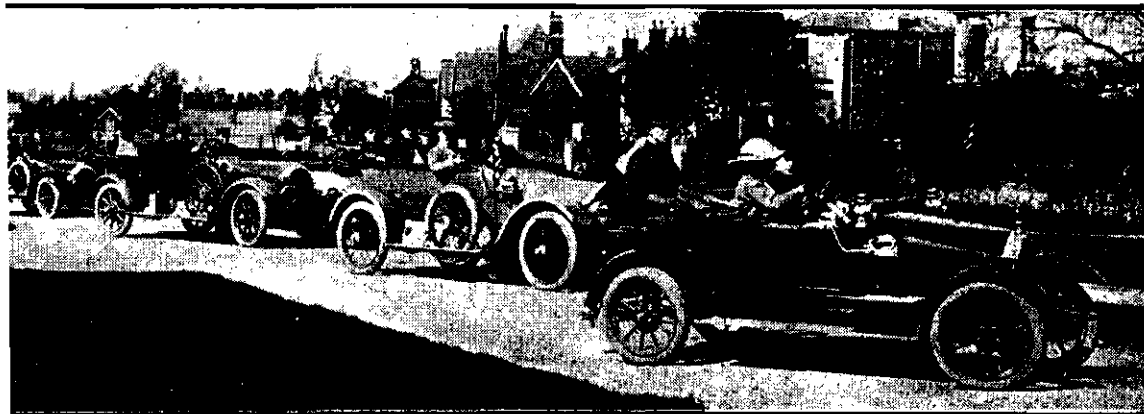
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Series SUPER SNIPE, IMPERIALS, ESTATES, etc.

CHASSIS NO.	ENGINE NO.	COLOUR	REG. NO.	OWNER
SER I SUPER SNIPE 1958-59				
A8975425		CHAR/BUE	UNREG	R. BOAN
A897551V50		WHITE/BUE	UNREG	H. UNDERWOOD
			IVU 817	P. SCHOFIELD
SER II SUPER SNIPE 1960				
B8000750BVMRSO		BLUE/GREY	HLO 561	K. ROWLINSON
B8004140BVMRSO			HFC 149	A. LAVS-KING
B8008117BVS0		GREY	HfZ 366	B. BOSNICH
B80081323VS0			UNREG	R. ALDAM
			SNR 441	I. FOREMAN
			ULS 661	I. FOREMAN
SER II SUPER SNIPE ESTATE 1960				
B80023188VM/RU0		BLUE/GREY	UNREG	R. HOBBS
B80052120VM/RU0		BLUE/WHITE	CH 0276	B. HOLMES
SER III SUPER SNIPE 1961				
B8180164VS0			UNREG	S. PLEMINO
B8180466VS0			JMF 513	C. BURROYS
B8180495VS0			HJK 001	K. ROWLINSON ?
B8180510VS0		VINDSOR BLUE	JF 582	R. FORTH
B8180508		CHAR/WHITE	UNREG	B. DOVIE
B8180919VS0		GREEN/WHITE	CBZ 310	R. HALLIHAN
B8180989VS0		GREY	HKL 617	O. RICHES
B8182125VS0			CKE 472	B. BOWKER
B8182164VS0			UNREG	B. KNOX
B8182321		CHARCOAL	JOK 055	R. BOAN
B8182432VS0			HOL 124	J. DUFF
B8182519VS0			HOR 483	L. REES
B8182723VS0		GREEN/WHITE	JNO 768	R. MEGGS
B8183029VS0		CHARCOAL/WHITE	HTK 111	S. ILIC
		WHITE	202 506	J. YATES
SER IV SUPER SNIPE ESTATE 1962-63				
B8201293			LVK 457	R. KENNEDY
SER IV SUPER SNIPE AMBULANCE 1962-63				
B8201371VS0		WHITE	IDX 308	R. ALDAM
			UNREG	J. HOSKINS
SER IV SUPER SNIPE 1962-63				
B8280065VS0		BLACK	HPY 717	C. SPEED
B8280333VS0			UNREG	S. PLEMINO
B8280880VS0		BLACK	HTE 925	J. BELL
B8280672VS0			UNREG	J. DARBYSHIRE
B8280881		MOONSTONE	ADJ 320	T. YORK
B8281038		BLUE/WHITE	RMX 917	B. SLADDEN
B8281039VS0		GREY/WHITE	HTL 433	J. BURFOOT

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CHASSIS NO.	ENGINE NO.	COLOUR	REG. NO.	OWNER
B8281123VS0		MOONSTONE	HTY 928	F. PIETERSON
B8281139VS0			HSF 874	A. PARRIS
B8281191VS0			UNREG	S. PLEMINO
B8281266VS0		GREY	HUB 969	H. PAMA
B8281497VS0			UNREG	C. SPEED
B8281565VS0		GREY	HVN 618	R. PHILLIPS
B8281591VS0		GREEN/WHITE	HNP 190	C. BARR
B8281597VS0		GREY/WHITE	HZT 925	N. BUTT
B8281629VS0		GREY/WHITE	BKL 539	J. MORONEY
B8281803VS0		WHITE	UNREG	H. UNDERWOOD
B8282087VS0			UNREG	F. PIETERSON
B8282102VS0			HXT 630	K. GOODCHILD
B8282144VS0			BTF 126	N. TRAEER
B8282284VS0			HYA 886	V. HENNINGSEN
B8282299VS0		GREY	DOB 449	B. TRUBIE
B8282382VS0		RED	ACA 913	R. LAREDO
B8282464VS0		GREEN/WHITE	HYJ 733	C. SPEED
B8282991VS0			JAR 707	R. HAMBLBY
B8283000		GREY	JAB 016	B. PARKINSON
B8283114		MOONSTONE	JAN 016	V. VILSON
B8283198VS0			JBC 428	R. PROUDLEY
B8283214	1980909 ?	STORM GREY	JBL 353	B. CAMERON
B8283255VS0	B8283141VS0		UNREG	R. HOBBS
B8283264VS0		CHAR/WHITE	UNREG	B. DOVIE
B8283309VS0		GREEN/WHITE	JAU 670	R. HALLIHAN
B8283349VS0		STORM GREY	LA 3881	P. CLARK
B8283353		STORM GREY	JFD 169	R. BOAN
B8283501VS0		CHARCOAL	UNREG	B. DOVIE
B8283540M		GREY	BRJ 225	B. HAVES
B8283563VS0			IYX 250	R. CHALMERS
B8283644VS0	88280895VS0		ILL 465	K. ROWLINSON ?
B8283704VS0		BLUE/WHITE	UNREG	B. PARKINSON
B8283736VS0		WHITE	UNREG	B. DOVIE
B8283753VS0		GREY/WHITE	UNREG	R. MEGGS
B8283759VS0		WHITE	JEN 356	M. FITCHETT
B8283776VS0			JFH 200	J. DARBYSHIRE
B8283845VS0		GREEN	CNS 902	B. LYONS
B8283853VS0			UNREG	R. ALDAM
			HTL 433	J. BATE
			JAO 388	V. BOLDS
			UNREG	R. BOAN
			LEN 535	D. JUDD
		GREY	HVT 892	I. McCORKELLE
		GREY	UNREG	I. McCORKELLE
			HPZ 366	F. STOCKVIN
		WHITE	CHV 752	J. VARING
				A. SHEAFFE
		GREY	JBC 445	UNKNOWN
			HYR 820	UNKNOWN
SER V SUPER SNIPE ESTATE 1964-65				
B84001185		GREY	IUB 404	R. KENNEDY

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CHASSIS NO.	ENGINE NO.	COLOUR	REG. NO.	OWNER
SER V SUPER SNIPE 1964-65				
B04500000		MOONSTONE	J0J 355	S. HIBBERT
B04500404VSO			JFY 924	S. PLEMING
B04500427		MOONSTONE	YAO 933	R. WHITTLE
B04500434		GREEN	JFV 805	B. VORLEY
B04500565			J0X 103	T. CHAPMAN
B04500692VSO		CELTIC BLUE	AB 055	A. GOLDMAN
B04500693		BLACK	MF 732	M. C-A-SPENCER
B04500715VSO		CELTIC BLUE	RA 2972	J. CROSS
B04500876VSO			UNREG	P. GORDON
B04500930VSO			JHF 997	D. KEY
B04501004		GREEN	JKD 246	K. CATTERALL
B04501026		GREEN	JRO 267	J. MORONEY
B04501030VSO		GREEN	JHM 759	K. MEGEE
B04501040VSO		MOONSTONE	JKE 315	J. WILLIAMS
B04501245			JKB 475	L. REES
B04501332		ARCTIC WHITE	JKE 801	N. ROBERTS
B04501335VSO		GREEN	UNREG	H. UNDERWOOD
B04501343VSO		GREY	BUL 905	R. MEGGS
B04501370VSO		BLACK	KFC 709	R. HALLIHAN
B04501411		BLACK	JKT 349	J. C-A-SPENCER
B04501418		WHITE	JBL 766	E. TIMEVELL
B04501492VSO		GREEN	UNREG	R. LAREDO
			LCS 241	B. HARDY
		BROWN	JGA 132	B. HOLMES
		WHITE	JJB 864	T. McALPINE
			LGV 778	I. McDONALD
			KEP 559	B. MURRAY
		GREEN	JKE 317	P. SHELLEN
			JJJ 019	S. SPACKMAN
		BEIGE	JOK 714	UNKNOWN
		NAVY/WHITE	LZS 175	UNKNOWN
		GREEN/WHITE	JPE 999	UNKNOWN
		METALLIC BLUE	JJD 183	UNKNOWN
		SMOKE GREEN	DHD 240	UNKNOWN
		GREEN	JFK 771	UNKNOWN

SER VA SUPER SNIPE ESTATE 1966-68
B004601503P050VNHUO

BROWN RJ 1967 R. JONES

SER VA SUPER SNIPE 1966-68

B004700010
B004700042VSO
B004700105
B004700216VSO
B004700271
B004700297VSO
B004700449VSO
B004700463
B004700502
B004700547
B004700562
B004700611VSO

B02913598

B0200769VSO

JPE 999 J. LHUEDE
UNREG S. PLEMING
JRB 735 O. JUDO
JMF 771 R. DUNLOP
JML 909 P. DAVENPORT
BYU 911 C. HUXSTEP
642 OLB A. STEVART
JAO 838 J. C-A-SPENCER
JLF 068 E. GRANT
JRE 232 R. ALDAM
JNA 050 B. HOLMES
UNREG B. LYONS

continued/...

CHASSIS NO.
B004700702VSO
B004700709VSO
B004700758
B004700847VSO
B004700935
B004700939VSO
B004700979
B004700984
B004700985VSO
B004700989
B004700991
B004701124VSO
B00470117 VSO
B004701180
B004701182VSO
B004701193
B004701221VSO
B004701284

ENGINE NO.

COLOUR
BLACK
WHITE
WHITE
GREY
SMOKE GREEN
GREEN
GREEN
GREEN
GREY
GREEN
GREEN
GREY
GREEN
GREEN
WHITE
GREEN
WHITE
LIGHT GREEN
GREEN
WHITE
BLACK
LIGHT GREEN
WHITE

REG. NO. OWNER
JSC 959 G. VEBB
JUA 101 R. STEVENS
JYL 903 K. CATTERALL
JVB 073 D. HAGO
JYT 177 D. SVANN
JUB 283 O. DENNER
JRL 018 P. HAMLEY
JRL 061 P. THOMAS
UNREG B. LYONS
HR0 177 C. WILLIAMS
KAG 250 S. LAURIE
UNREG S. PLEMING
CCR 712 G. FOOTE
KLD 245 A. VARO
JXL 875 H. UNDERWOOD
UNREG R. DUNLOP
JRN 529 UNKNOWN
KDF 739 K. RUSSELL
JYY 920 R. LAREDO
BOB 221 B. BRUCE
COC 632 V. BUNTON
KEC 338 L. COPELAND
JHZ 348 F. COPPING
KAN 245 G. MILLER
JUE 976 F. PAGE
KOX 770 UNKNOWN
JUL 650 UNKNOWN
ADM 952 UNKNOWN
RTE 895 UNKNOWN
KOK 323 UNKNOWN
JOV 236 UNKNOWN

B04501089

SER VA IMPERIAL
B004400036

ROYAL BLUE UNREG R. KENNEDY

Series HAVK models

CHASSIS NO.

ENGINE NO.

COLOUR

REG. NO.

OWNER

SER I HAVK 1957-59
A5776966VSO
A5777390VSO

BROWN/WHITE
WHITE
GREEN
BXV 194
UNREG
BTS 196
G. PRICE
J. C-A-SPENCER
UNKNOWN

SER IA HAVK 1960
B5000404VSO

GREY UNREG R. CHRYSTAL

SER II HAVK 1961

B5180173VSO
B5180388VSO
B5180405VSO
B5180443VSO
B5180470VSO

GREY UNREG R. CHRYSTAL
GREY UNREG R. CHRYSTAL
JHZ 257 J. SHORT
AVC 214 R. CHRYSTAL
HSA 198 J. PRITCHARD
HLC 644 B. CONTOYANNIS

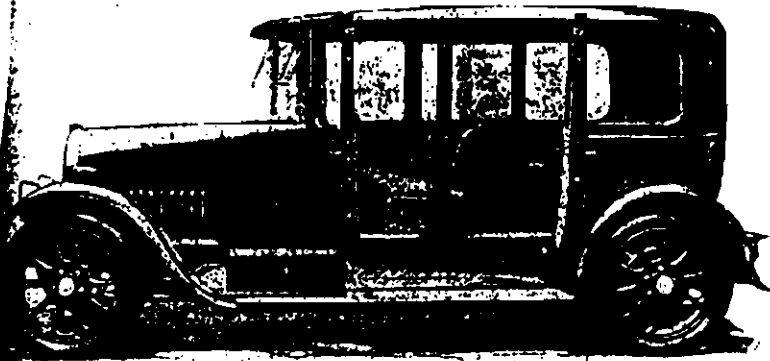
SER II HAVK ESTATE CAR 1961
B5104401HRUO

GREY/BLUE MH 220 K. VILLIMOTT

SER III HAVK 1962-63
B5200129VSO

GREY/M' STONE
GREEN/WHITE
HVS 958
HSX 267
HZB 848
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HUMBER CAR REFINEMENTS.



Improved Editions of the 8, 12 and 15.9 h.p. Models, Four Wheel Brakes on the Latter, and a New Form of Side Panel for Touring Bodies.

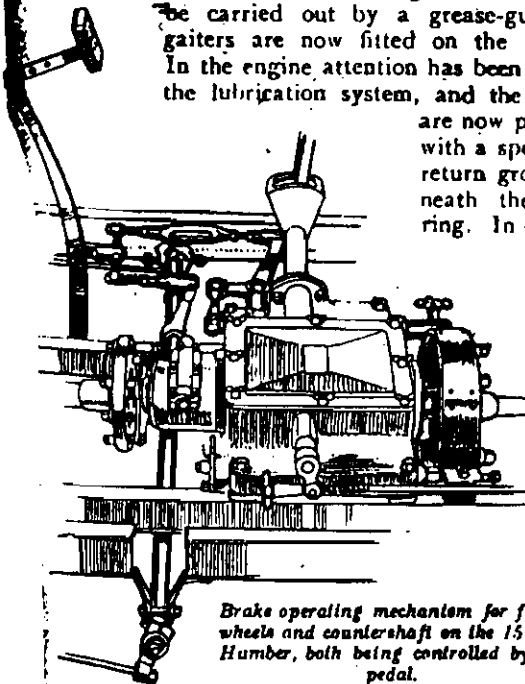


(Top) The 16.2 h.p. Humber with its many special points of coachwork detail is a fine example of a comfortable and fast saloon. (Bottom) It would be difficult to achieve a neater, all-weather side panel equipment than that which has been adopted for Humber touring cars. The panels when out of use swing down into the hollow doors. The car is the latest type 12 h.p. model.

No sweeping alterations are being made in the three sizes of Humber cars for 1925, but there are many minor improvements in the admirable coachwork for which this company is justly famous. These latter improvements need to be seen and to be appreciated. For example, the casual observer notices little difference between the doors of one touring and another, but to try the doors of a Humber body to find out that their great width leaves clear room for the elderly to seat themselves with ease and dignity, or the youthful literally to leap in or out of the car, so obvious are they.

Lower Gear Ratios on 8 h.p. Car.

On the 8 h.p. model, that small four-cylinder car which secured a leading place in its class, the lubrication of various chassis details is now arranged so that it can be carried out by a grease-gun, and gaiters are now fitted on the springs. In the engine attention has been paid to the lubrication system, and the pistons are now provided with a special oil return groove beneath the lower ring. In order to



Brake operating mechanism for front wheels and countershaft on the 15 h.p. Humber, both being controlled by the pedal.

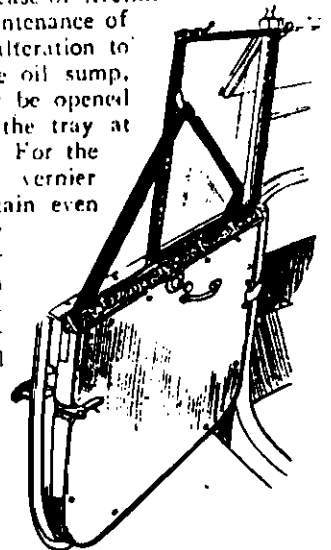
prevent the possibility of dirt being passed by the oil pump to any of the working parts, an adjustable filter on the delivery side of the pump has been added; this filter can be removed for cleaning purposes, and it does not necessitate the loss of the crank case oil. With the object of improving the hill-climbing capabilities, the gear ratios have been altered. Top gear remains the same, 4.9 to 1, but second is now 9.5 to 1, and bottom 16.6. Lastly, on the propeller-shaft, fabric universal joints of greater strength have been fitted.

More Power from 12 h.p. Engine.

Steps have been taken to increase the horse-power of the engine of the 12 h.p. model Humber. To this end the bore has been increased from 68 to 69 mm., which makes no difference to the taxable cost, and also the cams have been re-designed. The crankshaft is now fitted with balance weights similar to those used on the 15.9 h.p. engine; the result is an increase of liveliness.

Of interest where the maintenance of the car is concerned is an alteration to the method of draining the oil sump, for the drain cock can now be opened from a hand wheel above the tray at the side of the crank case. For the magneto drive a Simms vernier coupling is used. To obtain even better slow running, the new Cox "Atmos" carburetter with a pilot jet is fitted. In the clutch an interesting alteration has been made, for a cone bearing is employed.

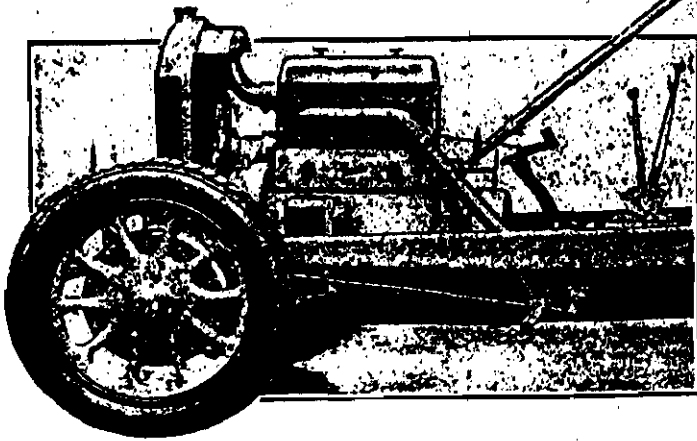
A new method of accommodating the door side curtains is employed on the 12 h.p. Humber. Each panel is hinged at one corner and drops in a recess when not in use, the panels being then separated by a cloth partition.



Humber Car Refinements.

for the withdrawal thrust. Roller bearings are fitted for the driving shaft of the gear box, and within the spigot bearing, between driving and driven shafts, two small cups held apart by a coil spring have been introduced with the object of preventing chatter from end play, and also to perform the office of a gentle clutch brake.

The transmission has been modified, for the pot type of universal joint originally fitted at the rear end of the propeller-shaft is now superseded by a Hardy fabric



Large diameter front wheel brakes are now fitted, if desired, to the 15.9 h.p. Humber, being operated by the pedal.

joint of large size, with the object of eliminating wearing parts and giving quieter running. Changes are to be found also on the rear axle, the bevel pinion adjustment has been improved, the rear springs are under-slung, and the external contracting brake has been replaced by an internal expanding type. Longer and wider road springs are fitted throughout, and Timken roller bearings are being used for the front hubs.

To make it possible to fill the fuel tank without having to remove any luggage which may be on the grid over it, the filler has been moved from the centre to the rear side of the car. A most noticeable alteration in the car from the outside is due to the fact that the radiator has been increased by some 2 in. in height, which, of course, adds to the appearance. Dunlop cord 765 x 105 mm. tyres take the place of the 760 x 90 mm. tyres originally fitted.

Four Wheel Brakes for 15.9 h.p. Model.

Turning now to the 15.9 h.p. model, the most interesting departure is the adoption of four wheel brakes, which are an optional fitting at an extra charge. The brakes on the front wheel necessitate a new front axle of a stiffer type, whilst the brakes themselves are of the Perrot principle with self-wrapping shoes. To prevent whip in the frame a cross tube has been added between the front dumb irons. Normally, the Humber car is fitted with internal expanding brakes on the rear hubs operated by side lever and a transmission brake at the back of the gear box operated by a pedal. When the four wheel brake system is used, the pedal operates the front wheel brakes and the transmission brake simultaneously, there being a balance gear between the transmission brake and the front set.

Other than this important feature, little alteration has been made; gaiters are now fitted to the springs, a Simms vernier coupling to the magneto, the fuel tank filler cap has been moved to the left, a pilot jet carburettor fitted,

and twin accumulators take the place of the original component, whilst a more powerful C.A.V. starter is incorporated. This will be useful in cold weather.

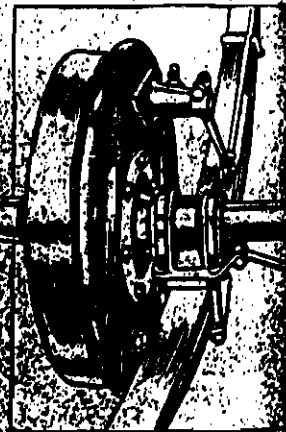
Coachwork and Equipment.

The most important coachwork matter is the adoption of an entirely new form of all-weather equipment for the touring cars. Broadly, this equipment consists of the employment of neat celluloid side panels, carried in narrow metal frames and arranged to swing downwards into a place of concealment within doors or the body sides. The side panels are divided vertically into two portions; the front portion swings about a pivot at the forward end of the door, and the back portion about a pivot at the rear end of the door. When the curtains are out of use, the door provides normal appearance, save that it has a spring-loaded flap along its top edge. When this is raised, first one window and then the other can be swung upwards into position by means of leather tabs, and as both are put up, a spring-loaded catch is employed to lock them together at the top, whilst a thumb-screw in the middle of the door rail is used to complete their security against rattle. When the panels are folded down within the body, they are prevented from shaking or rattling by a cloth-covered separating plate. Any water which might enter the door from the outside is allowed to drain off again at the bottom.

Comfort for the Passengers.

Considerations of space prevent us from dealing at length with the numberless details of the various types of coachwork standardised for the three models. Suffice it to say that the 15.9 h.p. landaulet with its wide rear seats, its folding occasional seats, lockers, roll-blinds, anti-rattle door plates, special windcreens, and various other fittings, is one of the most attractive cars of its kind that we have seen. Incidentally

New rear brake and spring arrangements on the 15.9 h.p. Humber. The springs are now under-slung, thus lowering the car.



all the 15.9 h.p. bodies now have wider rear seats, wheel arches have been adopted for the rear wings, also the wings themselves have been designed to improve both their appearance and their already high efficiency.

The prices of the various models have been fixed as follows:—8 h.p. two-three-seater, £240; 8 h.p. chumby, £244; 8 h.p. saloon, £290; 12 h.p. four-seater touring, £440; 12 h.p. two-seater touring, £440; 12 h.p. coupé, £555; 12 h.p. saloon, £555; 12 h.p. weather, £545; 15.9 h.p. touring car, £630; or with four wheel brakes, £660; 15.9 h.p. saloon, £680; 15.9 h.p. landaulet, £875. The range offered is, as can be seen, very comprehensive.

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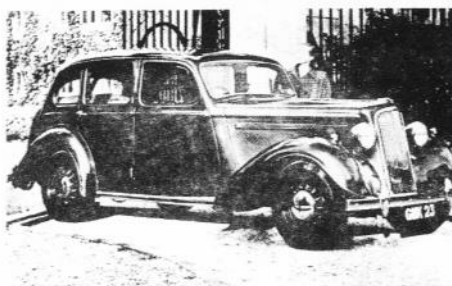
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