

August 1989

# *The* **HUMBERETTE**



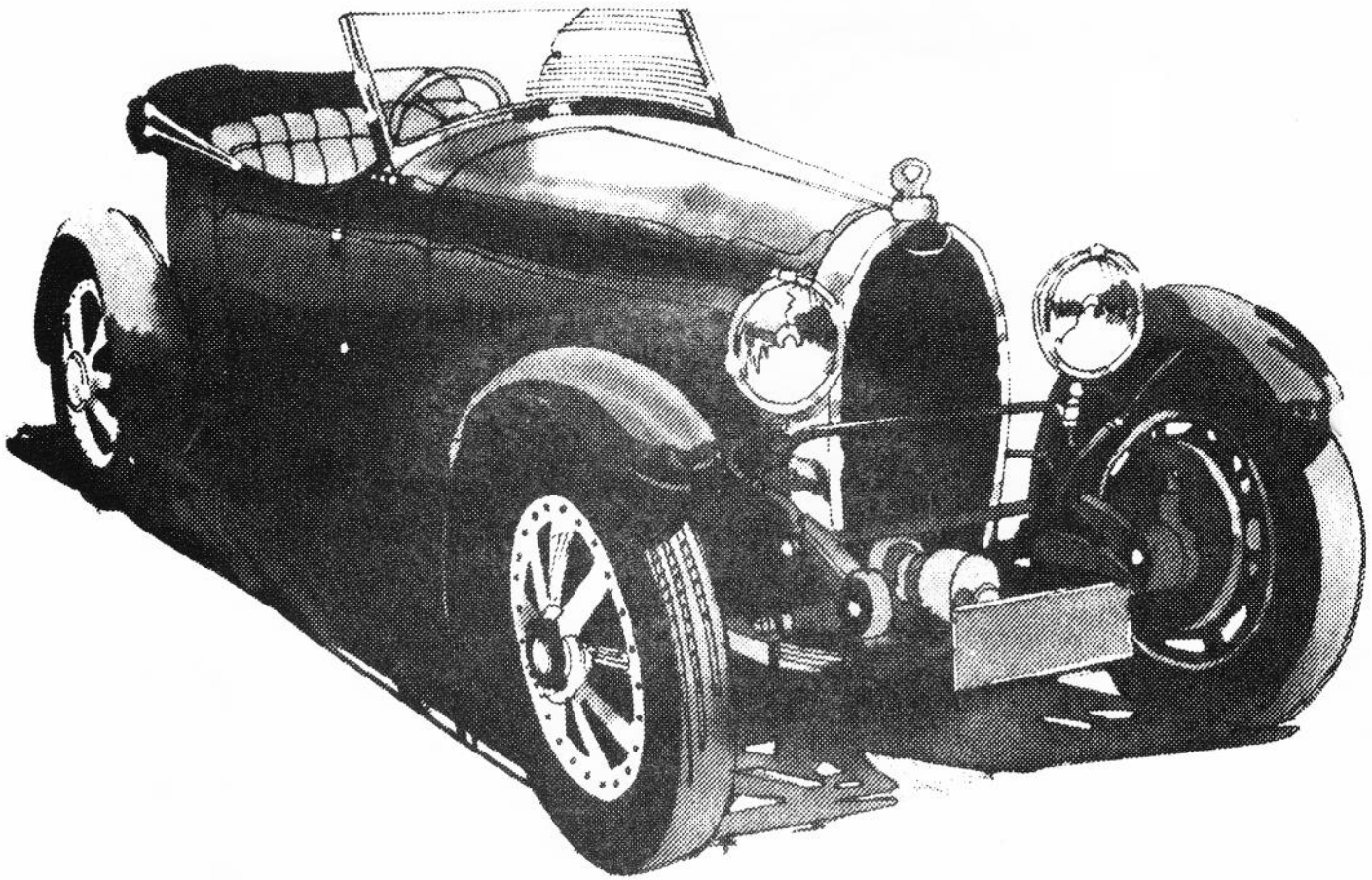
By Appointment to  
The Royal Family

Official Newsletter of the  
Humber Car Club of  
Victoria Inc.

Affiliated with the  
Association of Motoring Clubs



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- AUGUST 25TH. GENERAL MEETING, DEEPDENE HALL, 8.00PM.
- AUGUST 28TH. (MONDAY). A.O.M.C. DELEGATE'S MEETING. 8.00PM. PROGRESS ASSOCIATION HALL, TRUGANINNI ROAD, CARNEGIE.
- SEPTEMBER 4TH. (MONDAY). SPECIAL INVITATION TO SINGER OWNER'S CLUB OF AUST. GENERAL MEETING NIGHT. 8.00PM IN THE UNITING HALL ON THE CORNER OF HALLEY AND EDDY STREETS, HARTWELL. ALL MEMBERS CORDIALLY INVITED.
- SEPTEMBER 19TH.. MONTHLY CLUB RUN TO HISTORIC WALLACE DAIRY, BUTTER FACTORY ROAD, WALLACE FOR A CHEESE, WINE AND LOCAL HONEY TASTING DAY. ADMISSION FREE. LIGHT MEALS AND SNACKS AVAILABLE IN CASUAL EATING AREA, OTHERWISE BRING PICNIC LUNCH. SEE BELOW FOR FULL DETAILS.
- SEPTEMBER 24TH. (SUNDAY). GENERAL MEETING AND FAMILY SOCIAL AFTERNOON AT DEEPDENE HALL. 12.00MIDDAY. B.Y.O. LUNCH OR BBQ. MEETING COMMENCES 2.00PM.
- OCTOBER 22ND. COMBINED CLUBS AUTOKANA AND SCENIC DRIVE. ORGANISED BY SUNBEAM AND TALBOT OWNER'S CLUB. BYO BBQ OR PICNIC LUNCH INCLUDING ALL DRINKS. AUTOKANA DURING AFTERNOON, ENTRY FEE \$2.00. \$50.00 BOOK VOUCHER FIRST PRIZE. AT PAUL AND ANNA BUCKHORN'S PROPERTY, 46 STUMPY GULLY ROAD, BALNARRING. WE WILL MEET AND TRAVEL IN CLUB CONVOY TO THE DESTINATION. MEETING DETAILS AND MAP IN THE NEXT HUMBERETTE.
- \*\*\*\*\* PLEASE NOTE CHANGE OF DATE FOR THIS EVENT FROM 15TH TO 22ND OCTOBER.
- OCTOBER 27TH. GENERAL MEETING, DEEPDENE HALL, 8.00PM.
- NOVEMBER 5TH. ANNUAL CONCOURS D'ELEGANCE , CLUB DISPLAY AND PRIDE OF OWNERSHIP COMPETITION. SPIT ROAST LUNCHEON CATERED BY "TOMMY'S TATERS", \$7.00 ADULT, HALF PRICE CHILDREN. PRE BOOKING FOR SPIT ROAST NECESSARY. "CENT AUCTION", DISPLAY OF CLUB MEMORABILIA, PHOTOS, ETC. TO BE HELD AT DEEPDENE PARK OVAL, WHITEHORSE ROAD, DEEPDENE.
- NOVEMBER 18TH-19TH. BENDIGO SWAP MEET, AGRICULTURAL SHOWGROUNDS, BENDIGO. HCCV HAS INDOOR CLUB SITE FOR PROMOTIONAL ACTIVITIES, REST AND MEETING AREA ETC. B.Y.O. FOLDING CHAIR.
- NOVEMBER 24TH. FINAL GENERAL MEETING FOR YEAR. 8.00PM. DEEPDENE HALL.
- DECEMBER 10TH. CHRISTMAS BREAK-UP DINNER AT ST. ANDREWS HOTEL.

FORWARD PLANNING:

- FEBRUARY 11TH 1990. PICNIC AT HANGING ROCK.
- MARCH 18TH 1990. ANNUAL ROOTES "G-T" DAY. ORGANISED BY HUMBER CLUB.
- EASTER 1990. COMBINED HUMBER CLUBS OF AUSTRALIA, NATIONAL RALLY, COWRA, N.S.W. PLEASE NOTIFY IF ACCOMMODATION REQUIRED.

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NEXT OUTING \*\*\*\*

- WHERE: WALLACE CHEESERY & HISTORIC DAIRY. MELWAY MAP 253 C12.
- WHEN: SUNDAY SEPTEMBER 10TH.
- MEET: MELTON REGIONAL SHOPPING CENTRE, MELWAY MAP 114 H10.
- TIME: 10.30 AM.

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MEET: MELTON REGIONAL SHOPPING CENTRE, MELWAY MAP 114 H10.  
TIME: 10.30 AM.



# THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

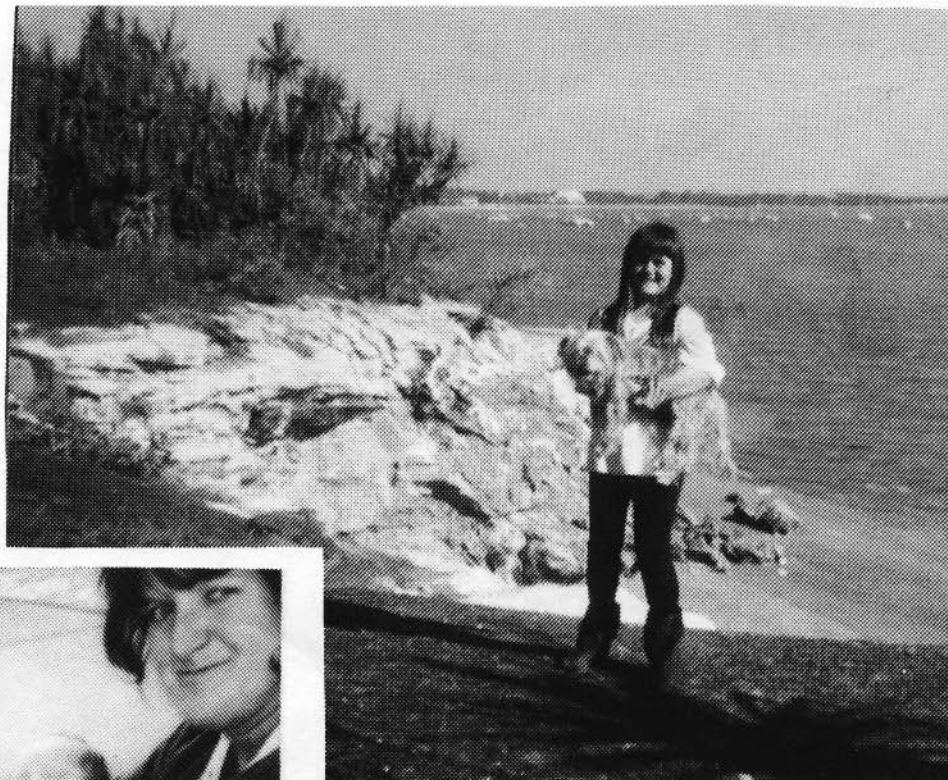
## COMMITTEE 1989-90

PRESIDENT	Geoff Webb	233 6592
VICE PRESIDENT	Margaret Willimott	435 6354
SECRETARY	Arnold Goldman	(059) 75 6807
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	(057) 83 1899
EVENTS DIRECTOR		
LIBRARIAN	Dave Denner	874 7016
REGALIA	Barrie Trubie	890 2984
TECHNICAL ADVISORS:		
Vogues:	D. Dunlop	439 7059
Series V,VA S/Snipes:	A. Goldman	(059) 75 6807
Hawks:	K. Willimott	435 6354
Mk Cars:	B. Kennedy	789 5119
General Information:	B. Kennedy	789 5119
Auto Electrical:	M. Fitchett	366 8987



TRACEY FITCHETT AT KATHERINE.

SEE INSIDE FOR 11 YEAR OLD TRACEY'S OWN  
VERSION OF THE DARWIN TRIP.



THE LATEST "JUNIOR" HUMBERER - ALEXANDER IAN  
FOREMAN LAYING ON THE MUDGUARD OF MK 4A  
SUPER SNIPE - THREE WEEKS OLD (9/6/1989).

Firstly, thanks to all members who have completed and returned the questionnaires. The results were gratifying and I believe members generally appear to be satisfied with club activities. I also appreciated a letter from Phil Newell of Woodend who took the time to write. If any member at any time has any suggestions, I would be only too happy to hear from you.

I was also thrilled with the attendance at our last club outing to the Bellarine Steam Rally. In ideal weather along with numerous children, Pam Batten, Barrie & Leonie Trubie, Herb & Connie Perkins, Noel & Robyn Roberts, Dave Denner, Bill & Joan Holmes, Alan & Lorraine Peterson from Colac, Ted East from Geelong and Gary & Dianne Davies from Ballarat attended and enjoyed a great day. The trip, despite the square wheels on the train which made it almost impossible to add milk to your tea or coffee in the buffet car was a great success.

There are quite a number of cars for sale in this month's issue, it looks to me that the economy is certainly tightening. The club has had a lot of enquiries from readers of the magazine "Unique Cars" either trying to sell cars or requiring details of club membership. It looks as if some good Humbers may well surface for the patient purchaser.

#### FOR SALE

1957 MK IVA, black with red int, runs well, some rust in sills and doors, last reg 4yrs ago, irregular use for last 10yrs, genuine 62,000 miles, plus spare car, \$2000 for both.  
Contact: L. Turner (ex Mornington Humber dealer), Ph: (059) 74 1521 (Mt. Martha).

1966 S/Snipe, good running order, spare engine, wheel, w/screen etc, reasonable offer cons., reputed to be ex Sir Henry Bolte car.  
Contact: G. Goh, 105 Harte Street, Chelmer, Qld, 4068, Ph: (07) 379 2384, Fax: (07) 371 8380.

**BARGAIN!** Stock Taking Sales - A chance of a lifetime in unbelievable condition, must be seen to be appreciated. This car will be offered only once so don't delay. One Series Hawk (good points), three good tyres, good brakes, venetian blind in rear window, (bad points) motor will not turn over, body has a few bullet holes, little rust, rough seats, bumper bars no good, no battery, grill rusted. Yes you can buy this fine English car for only \$250.  
Contact: Ron Forth, Ph: 366 1379.

1960 Series II S/Snipe, green & white, brown upholstery, 12mths reg, reco auto, spare auto, head, carby's etc, \$2000.  
Contact: J. Streader, 194 Blyth Street, Altona, Ph: 398 4045.

1957 MK VI H/Hawk, brakes and exhaust overhauled, straight body, plenty spares, \$400. Also D.G. Auto suit Series 1 Hawk, \$20.  
Contact: Rob Dunlop (Eltham), Ph: 439 7059.

1970 Hillman Hunter, new auto, tyres, gen, rad, w/pump, 12mths reg, white, good cond, \$2000 o.n.o.  
Contact: S. Chamarette, Ph: 735 4621.

1964 Vogue, Series 3, 12mths reg, grey, interior good, motor good, reco carby and dist, \$1000 o.n.o.  
Contact: O. Gault, Pakenham, Ph: (059) 41 3782.

Series 4 S/Snipe, grey, 6mths reg, workshop, service and owner's manuals, fair cond plus spare car, \$800 the lot.  
Contact: T. Caspersz, Ph: A/H 789 8403, B/H 697 6331.

Two 1965 H/Vogues, one reg, goes well, needs work, one with good body for spares, \$1000 o.n.o.  
Contact: Ph: (067) 72 4079.

1957 Snipe, original 70,000 miles, vinyl re-upholstered, three owners, original paint, \$6000.  
Contact: P. Dundas (Dubbo), Ph: (068) 82 5038.

Series IV S/Snipe, black duco, excellent order, \$4200.  
Contact: H.C.C.V. member Oes Picklum, Grovedale, Ph: (052) 43 0684. *15 Coolabal Drive*

1955 H/Hawk MK VI, black, manual with o/drive, no seats, was running until flyweheel bolt broke. Also 1957 Series H/Hawk, auto, engine dismatted, drove until broken valve. Both cars located Nth Croydon in open for 5yrs, take-away complete either car.  
Contact: R. Greenwood, Ph: 391 7411 - leave message.

MINUTES OF GENERAL MEETING OF HCCV INC

HELD AT DEEPEENE HALL ON FRIDAY 28TH JULY, 1989.

Meeting was opened by President Geoff Webb at 8:12pm.

**Present:** Approx 30 members as per attendance book. Visitors were Sue Saldara and friend who owns a Hillman Gayelle. A special welcome was extended to Ian and Michelle Foreman with baby son Alexander.

**Apologies:** Ray Webster, Nancy Kennedy, Martin Wilson, Barrie & Leonie Trubie, Peter Sheldon, Arnold Goldman.

**Minutes:** Minutes of the previous meeting as printed in the July Humberette were accepted as a true record on the motion of Peter Davenport, seconded by Vic Wilson. There was no business arising from minutes.

**Correspondence:** In: M. Heazlewood (Humber Car Club of Tas) re winding up of that club. Trevor York - thank you card. Taxation Department re taxation requirements. B. Griffith, H. Paas, N. Hanlon - new member applications. A.O.M.C. Newsflash. Various membership renewals and questionnaire forms.

**Out:** Application form to N. Hanlon. Condolence card to Doug & Shirley Shone.

**Exchange Magazines:** A.M.V.C., Austin A40, Standard Vanguard, Chevrolet, Wolseley, Rover, C.H.A.C.A. Sunbeam Teilbot, Humber Car Club of N.Z., Queensland, S.A., W.A. Correspondence accepted on motion of K. Willimott, seconded by Vic Wilson.

**Treasurer's Report:** Presented by Brian Parkinson. Balance as at 28/7/89 \$1442.41  
Accounts for payment \$ 446.92  
Moved report be accepted Pam Batten, seconded D. Denner.

**Editor's Report:** Barry Bosnich reported that 184 magazines had been sent out. Fewer than last month due to some membership non-renewals. Vogue articles are required for publication.

**Librarian's Report:** Presented by Dave Denner. An updated Library List appears in this issue of the Humberette.

**Events Director's Report:** A summary of the Queenscliff, Bellarine Peninsula Railway outing was presented by Geoff Webb. Approximately 26 people attended including a number on their first club outing.

Report on All British Auto Jumble and thanks to all who helped with club promotion on the day. Details of Hastings trip given. Discussion re suitable venue for the September outing - Dinosaur Park, The Briars, Darnum Music Village were suggested.

**Technical Officer's Report:** Mike Fitchett mentioned that a good substitute for exhaust flange gaskets was High Temp Copper Silastic available from Repco stocklists at approximately \$15.00 per tube.

**A.O.M.C.:** Margaret Willimott requested that details of A.O.M.C. survey sheet be completed. Three (3) extra "club permit" vehicles likely next year. Eighteen (18) members in favour of 3rd Party Property Insurance becoming compulsory.

**Hall Committee Report:** Written report submitted by Peter Sheldon. Ten improvement projects for Hall and Park area presented to Council for approval. A sum of \$1500 approved for purchase of VCR and two T.V. monitors for use in hall. Hall heating system connection to be investigated. Next meeting August 3rd.

**Cars For Sale - Parts Wanted:** Various items mentioned will appear in next Humberette. Arnold Goldman has rebonded disc brake pads at \$70 per set. Chester's Brake Service in St. Georges Road also does these. Hans Paas needs manifold for 1959 Hawk, also Series 3 Super Snipe Handbook and plastic end from indicator arm. Keith Willimott can help with manifold. Geoff Webb and Bob Kennedy mentioned that club phone listing in various car magazines and Yellow Pages was bringing results.

**General Business:** Bob Kennedy invited Hastings trip participants to visit Antique Warehouse at Tyabb. Darwin trip participants were very impressed with new style club sport shirts.

The meeting closed at 9:20pm following a report and film of the Darwin trip presented by Vic Wilson and Bob Kennedy. Supper concluded the evening.

Margaret.  
Acting Secretary.

\*\*\*\*\*

SOCIAL NEWS AND NOTES

Hello everyone! Only a brief report this month as most of my time seems to have been taken up with family activities. Unfortunately I missed the Queenscliff Bellarine Peninsula Railway outing which I hear turned out to be an excellent day and provided an opportunity for several new members to make the acquaintance of others in the club.

Regretably I will also miss the Westernport Pub run with its opportunity to inspect those imposing chevrolet vehicles from the other side of the atlantic. Hope you all enjoy the cars, the food and the company.

There is some sad news from Tasmania this month with word of the winding up of the club over there. This shows what can happen to a club when apathy takes hold. Minutes of the final club meeting are reprinted in this journal at the request of Max Heazlewood (Tas club organiser).

If you were at the last meeting you may have seen the interesting collection of R.C.A. (Road Construction Authority - formerly R.T.A.) literature presented by Peter Davenport. These include amongst others a pamphlet on road signs and warnings, a history of the Great Ocean Road and the development of roads in Victoria 1913-1988. They will be tabled again at the next meeting before going to the library for filing.

Some time ago we received an invitation from the Singer Owners Club to participate in one of their club meeting nights. It was felt that this sort of leisurely social contact would provide a fine opportunity to discuss at length our common interest in Rootes cars, similarities and differences between the marques, maintenance tips, interchangeable parts, panels etc. The date for this meeting is Monday 4th September at 8:00pm. Meet us outside the Uniting Church Hall on the corner of Halley and Eddy Streets, Hartwell. All members are cordially invited to attend. I hope to see you there.

What a pleasure to see so many members at the All British Swap Meet. There was virtually something for everyone on the stands this day. One club exhibit of four cars had grown to twice that size by lunchtime and we also established contact with Hawk/Snipe owner Hans Paas who has since joined the club.

It has been pleasing also to see the percentage of questionnaire returns from last month's newsletter. Many useful and constructive comments were forthcoming which should prove most helpful in maintaining a club geared to the needs of all its members.

I promised you the final episode of "The Jenny Saga" this month. As you will recall, "Jenny" was the Mk IV Super Snipe entered by HCCA in the Variety Club/Redex Bourke to Broome Bash this year. After the successful forward journey, Jenny had her differential self destruct near the Zanami Gold Mine, N.T. and through courtesy of the mine management and several transport companies, was finally carried home to Sydney. I am sure tho' that with HCCA devotion she will soon be back on the road again as robust and versatile as ever.

With so many successful long distance Humber journeys being accomplished of late, it can certainly be said that the old car continues to hold its own amongst today's transport.

Well I did say at the beginning that this was to be a short report but I somehow seem to have got carried away (again!). Trouble is, Humbers and their owners are just such jolly, interesting people. Until I meet up with you at the next meeting - Happy Humbering!

Margaret.

\*\*\*\*\*

**WANTED:** S/Snipe V or VA in very good condition.  
Contact: B. Lee (Frankston), Ph: 783 1607.

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## REFLECTIONS

### UPON A TWENTY-SIX YEAR OLD HUMBER



Having recently completed a long trip in a 1963 Snipe, I felt constrained to write a short article for the Club magazine. Central Victoria to the New South Wales mid north coast was the object of the exercise, 2000 miles return. Never mind the kilometres, both the speedo and my old map are marked in miles - real measurement.

No breakdowns were encountered and no repairs or maintenance needed to be carried out. The checking of all levels before returning home can hardly be classed as maintenance. But wait for the best part - on the trip north the car returned 27mpg. Checked on the basis of fuel used and map mileage rather than speedo mileage, the excellent consumption figures can be partly attributed to the fact that the car is one of the comparatively rare manual/overdrive vehicles.

The return trip involved towing a fairly heavy trailer, not to mentioned appalling weather conditions for much of the way so fuel consumption was considerably increased. So here I have a large heavy car, beautifully fitted and appointed, good performance and brakes, comfortable, economic, marvellous accessibility and very easy to maintain and repair. Where are all the engineering advances of the last twenty six years? Certainly not in the realms of the above.

Two areas in which real and worthwhile progress has been made are those of tyres, heating and ventilating and let's face it, if I had to hit something hard I would rather do it in the Humber than virtually any contemporary car with the possible exception of an air bag equipped vehicle.

When returning home and sifting through the backlog of mail, I came across the June edition of the club magazine. Getting my priorities right, I tackled it first and saw the photograph and article concerning the low mileage one owner Series III Snipe in Tasmania at the advertised price of \$8000. It seems to me excellent value for money. In relation to new cars, twenty eight thousand dollars will only buy an injection moulded clone. And an outrageously complicated one at that.

As with any other subject, a car can be a personal and emotional expression and maybe in the year 2016 somebody will write to the editor of the Humberette equivalent, waxing by lyrical about the benefits of running a 1989 flashmobile. But somehow I doubt it.

Philip Newell.

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# HCCV

# DARWIN

~~\*\*\*~~ Darwin Talk

On the way up we passed the Victorian/South Australian Border coming up is Fruit Fly Inspection. We passed, the man checked the car and we were on our way again. We went through Burra and from Burra to Spalding. We continued to Alendambo where we spent the night. The next day we stopped at Coover Pede. We stopped at Marla for the night. Tonight's destination is Alice Springs. At 10.30 am we crossed the South Australian/Northern Territory. At dusk we reached Alice Springs. The motel we stayed in had a place where you could feed the Wallabies. In Alice Springs the Aborigines have their own TV station called Impaja. We stayed in Alice for 2 days. The second day was free but that night we had BBQ at Vintage and Veteran Car Club. They had one of the oldest cars from the Bourke to Broome Bash. On the way to Tennent Creek we stated to pass abt of Buffalos, Brumbies and Road Trains. At Tennant Creek where we stayed the night, there is a sign post to everywhere. Tonight we stop at Larrimah. At Larrimah they have a mini Crocodile Farm. In the morning we left for Katherine. On the way we stopped at The Elsey Cemetery and Mataranka. At Mataranka they have a replica of the Elsey Homestead.

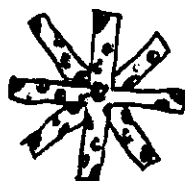
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## Darwin Talk

<sup>p2</sup>  
We got to Katherine early so  
the rest of the day was free -  
We stopped at the Chinese Gold  
Museum on the way to Darwin. We  
also stopped at the Adelaide River  
War Cemetery. Finally we reached  
Darwin we stayed there for four  
days. On the first night we had a  
BBQ. ~~The first day we went~~ Over the  
four day these are the activities  
we did - We went to the Crocodile  
farm in Darwin they had the biggest  
White Crocodile in the world. We  
went to Nostelgia there was a  
Cocky with one leg. We also went  
to Humpty Doo and saw a bike  
museum. We had a Buff and Barra  
BBQ. The Lord Mayor of Darwin saw us  
at The Municipal Office in Darwin  
channel 2+8 filmed us there

# THAT'S ALL FOLKS!!



HUMBER STYLE

# COWRA EASTER 1990



# ★ UNIQUE CARS ★

JUNE 1989



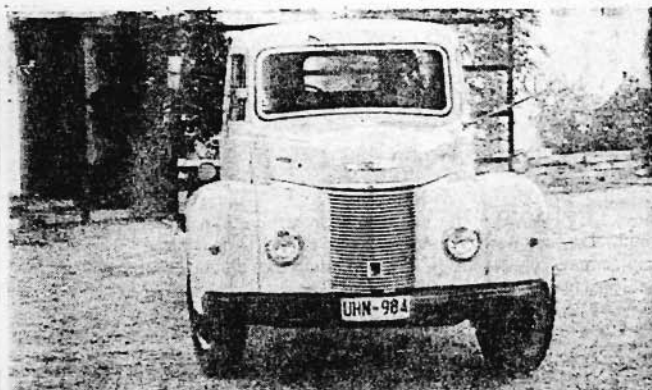
(ray) HUMBER HAWK SEDAN 55 model last reg 1977 good order with original W.A. plates, owners handbook, spares, logbook, good restoration project. Ph: (068) 52 2534 NSW \$2,000 ONO



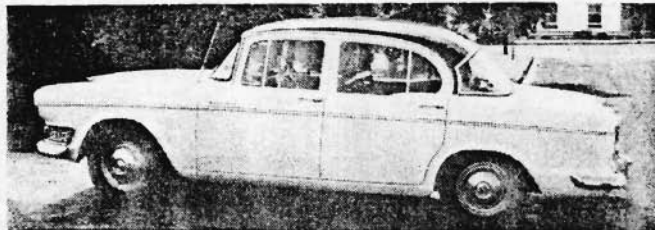
(sve) HUMBER SUPER SNIPE Series 5A, white red interior, good car, 1 owner, luxury motoring, HPG 493. Ph. (048) 71 1661, NSW \$3,750



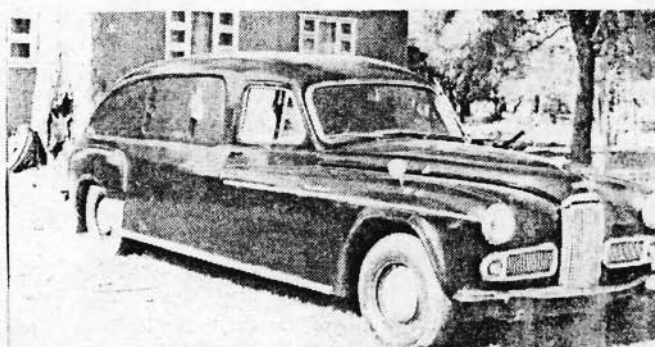
(sgn) 1957 HUMBER HAWK unbelievable perfect showroom condition, maroon and cream everything original, no replacement necessary, 1 owner, always fully garaged service history/manual, reg/insured end 1989. Great value for the connoiseur at \$11,500 or nearest offer. Genuine buyers need only apply. Ph: (003) 26 1476 Tas. \$11,500 ono



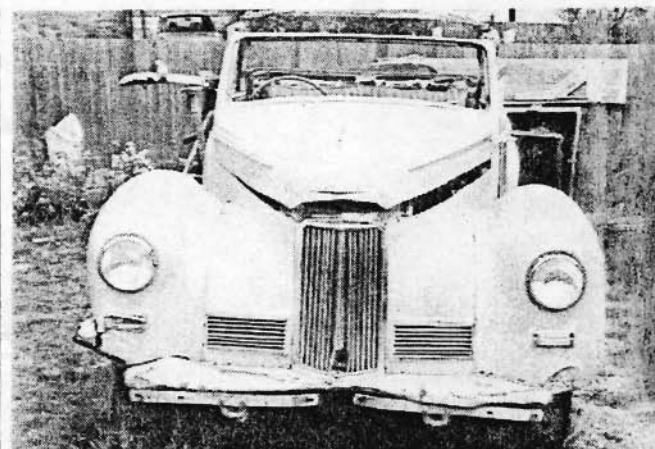
(shc) COMMER TOW TRUCK 1949 also Commer 3 ton low miles, excellent condition as photo, other early trucks available, '29 Chev, 32 Inter, '37 Chev. Ph: (085) 27 4023 S.A. \$1,500 each



(rdy) 1962 HUMBER SUPER SNIPE - Imported Series III model. Motor excellent, genuine 85,000 miles, power steering, interior and exterior in very good condition. unreg. Ph: BH (087) 25 2427 AH (087) 25 0083 SA \$2,500 ONO



(qai) HUMBER HEARSE SERIES 4 '54 model, 58,000 original miles, good condition inside and out, minor work for registration. Only two of this model known in Australia. Ph: After 6pm(02) 608 2493 NSW \$4,500 ONO



(roy) 1950 HUMBER TICKFORD D.H.C. Coachbuilt aluminium body with Super Snipe mechanicals. Rolling chassis restored, motor rebuilt and many new parts. Requires dedicated restoration to complete what is arguably the most desirable post war Humber. A unique opportunity that will not come again. Recent restored example sold for A\$40,000 at auction in UK. Ph: (03) 596 7251 VIC \$10,000 ONO



(rxe) HUMBER SUPER SNIPE 1959 Series 2, excellent mechanically, totally original interior, paintwork and chrome one owner to 1986, 74,000 miles, no rust, new radials, long registration, immaculate, reliable, comfortable vehicle. Ph: (076) 30 9195 Qld. \$5,750



# THE AUTOMOBILE SHOW, CRYSTAL PALACE.

*January 30th to February 7th, 1903.*

The Official Show of the Society of  
Motor Manufacturers and Traders.

Stand Nos. 111, 112 & 113.—HUMBER, Ltd.,

Beeston, Notts.

Two 12 h.p. "Humber," tonneau body, four cylinders, four speeds and reverse.

One 20 h.p. "Humber" Motor Car, four cylinders, tonneau body, four speeds and reverse.

One 20 h.p. "Humber" Chassis, four cylinders, tonneau body, four speeds and reverse.

One 8 h.p. "Humber" Motor Delivery Van, two cylinders, three speeds and reverse.

Four "Beeston-Humber" Chain-Driven Motor Tricycles, 2½ h.p. motors, Longuemar carburettors. Price, £65.

One "Beeston-Humber" Chain-Driven Motor Tricycle, 2½ h.p. motor, Longuemar carburettor. Price, 75 guineas.

One "Beeston-Humber" Olympia Motor Tandem, chain driven, 2½ h.p. motor, Longuemar carburettor. Price, 85 guineas.

One Standard "Humber" Olympia Motor Tandem, chain driven, 2½ h.p. motor, spray carburettor. Price, £75.

One Standard "Humber" Olympia Motor Carrier, 2½ h.p. motor, spray carburettor. Price, £75.

One Special Standard "Humber" Motor Tricycle, chain driven, 2½ h.p. motor. Price, £65.

One Motor Bicycle, special standard, chain driven, 2½ h.p. motor, spray carburettor. Price, £55.

One Motor Bicycle, special standard, chain driven, 1½ h.p. motor, spray carburettor. Price, £50.

4 h.p. Combination Motor and Dynamo.

JOHN BERRY.

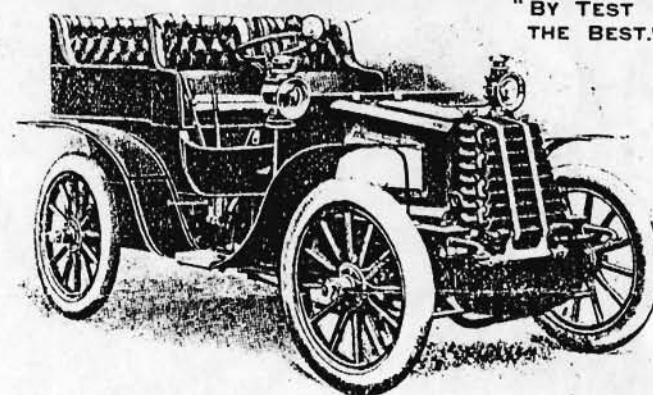
# HUMBER

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RELIABLE.



"BY TEST  
THE BEST."

12 H.P. HUMBER CAR.

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NO CHAINS TO GIVE TROUBLE.

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TUBULAR FRAME of REGISTERED DESIGN, ensuring lightness with great rigidity.

OUR SPECIALITY for 1903 is a 20-H.P. CAR. It embodies the latest improvements in Motor Car construction. The valves are mechanically operated, and all those special points which have made the 12-H.P. Humber Car so famous have been retained.

LISTS ON APPLICATION.  
FREE TRIALS TO BONA-FIDE ENQUIRERS.

## HUMBER LIMITED, BEESTON (Notts.)

No. 7.

### SUNBEAM RAPIER MARK IIIA

**PRODUCTION:** 1961-1963

**SPECIFICATION:** In-line, four-cylinder engine, 1592cc, 80bhp, ohv, four-speed manual gearbox, disc/drum brakes

**PERFORMANCE:** 90mph maximum, 0-60mph in 19.2secs, 25mpg overall

**VALUE:** £1800 to £4000

**COLLECTABILITY:** ★★★

**FOR:** The sportiest of the myriad Rootes convertibles of the period, the Rapier was the best-looking and the finest-bred. Leowy styling influence and impressive rallying campaign helps the model's collectability, and Mark IIIA boasts biggest engine fitted to a Rapier convertible.

**AGAINST:** They rust badly and are expensive to restore. The hard-top version looks better.

**CONCLUSION:** They 205CTi of its era but only good for student car parks these days. Girls should remember that they should be seen in the finless Singer Gazelle version, which run like sewing machines and aren't as dressy...



*Sunbeam Rapier Mark IIIA — rusty*

### SUNBEAM 90 MARK III

**PRODUCTION:** 1954-55

**SPECIFICATION:** In-line, four-cylinder engine, 2267cc, 77bhp, ohv; four-speed manual gearbox; drum/drum brakes

**PERFORMANCE:** 90mph maximum, 0-60mph in 18.4 secs, 24mpg overall

**VALUE:** £4999 to £8500

**COLLECTABILITY:** ★★★★★

**FOR:** It had taken from the time of the basic model's launch in 1948 for the car to be developed this far and the Sunbeam 90 is the best of the drop-head Sunbeam-Talbot bunch. Now with latest ohv derivative of Humber Hawk engine and overdrive option. Very pretty and lovely in detail, too, this was one of the best-looking British family cars of the 1950s. Very reliable, well built and not too prone to corrosion problems.

**AGAINST:** Column gearchange a bore. Gearbox is the weak Hillman Minx unit and is easy to break. Watch for rot in the rear spring-hanger mountings. The last of a line but rather dated even when new. Still rather pedestrian compared with many of the cars available for the money. Long obsolescence means these are quite expensive to restore.

**CONCLUSION:** Charming period piece with a little muscle, too. Classical English appeal demands sympathetic drivers, which means no woolly hats with this one please! One of the very few cars in this guide which have true classic status, even if you will only find a tatty example for under £5000.

*The Hillman Minx convertibles were the basis of Singer and Sunbeam models too. (See Sunbeam Rapier)*



*Sunbeam 90 Mark III is a real classic that is still just obtainable for under £5000. Very rare though*

# Headroom





# Practical Classics & Car Restorer

## Older Cars Price Guide

This price guide, one third of which is published in each issue of *Practical Classics*, lists more than 800 vehicles. The values are quoted under three condition categories whose definitions will be found at the end of each part of the guide together with additional notes. Only a minority of vehicles will fall neatly into any of our condition categories and condition is but one of several factors affecting values.

Generally, the saloon version of a particular car will be the cheapest, the open versions the most expensive and estate cars will fall somewhere in between. Except for late models (see footnotes) the age of a vehicle is of less importance in relation to its value than its rarity, specification or performance, each of which can cause variations from the average prices given below.

The values shown here are based on the prices at which cars have changed hands between private individuals and these figures are revised regularly subject to the availability of new information.

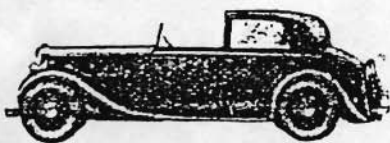
MAKE AND MODEL	BODY TYPE	PROD.	CC/CVLS	1	2	3
Humber Twelve	sal	1933-37	1669 4	7500	3750	1700
Humber Super Snipe	sal	1938-40	4085 6	5200	3250	1200
Humber Snipe	sal	1938-40	3180 6	5800	3300	1100
Humber Sixteen	sal	1938-40	2576 6	6550	2850	1100
Humber Hawk Mk I-IV	sal	1945-52	1944 4	4500	2250	600
Humber Hawk Mk V-VII	sal	1952-57	2267 4	3400	1900	400
Humber Hawk Ser I-IVA	sal/est	1957-67	2267 4	3000	1450	325
Humber Snipe	sal	1945-48	2731 6	5000	2600	850
Humber S/Snipe Mk I-III	sal	1948-52	4086 6	4700	2400	600
Humber S/Snipe Mk IV-IVA	sal	1952-56	4138 6	5500	2300	550
Humber S/Snipe Ser I-II	sal	1958-60	2651 6*	3800	1800	475
Humber S/Snipe Ser I-II	est	1958-60	2651 6*	4000	1850	575
Humber S/Snipe Ser III-VA	sal	1961-67	2965 6	3500	1800	400
Humber S/Snipe Ser III-VA	est	1961-67	2965 6	3950	1850	525
Humber Pullman	lim	1946-54	4086 6	4500	2350	800
Humber Pullman Mk IV	lim	1952-54	4086 6	6450	2850	1200
Humber Imperial	sal	1965-67	2965 6	3900	1600	450
Humber Sceptre Mk I-II	sal	1963-67	1592 4*	2050	900	300
Humber Sceptre Mk III	sal/est	1967-76	1725 4	1600	600	200

### Market trends

This month the Humber prices are showing further increases over the figures published three months ago and, though such modest appreciation may not catch the eye, it will accumulate substantially over a full year.

JUNE  
89

### HUMBER



1935 HUMBER Pullman Sedan de Ville, by Thrupp & Maberly, colour fawn, with fawn leather upholstery to match. This car is in excellent condition throughout, and originally cost £900. Price £185 or near offer.

DIXONS GARAGES  
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Phone: Putney 0396

### VIP TREATMENT!

On a very hot August day during one of those glorious summers we seemed to have in the 1950's, the Air Marshal was travelling in his chauffeured Humber Pullman staff car, pennant flying up front, on his way to officiate at a Passing Out Parade at Halton. Approaching Wendover the vehicle suddenly came to a halt. Due to the heat, the fuel had vapourised and the petrol pump had ceased to function! The great man, whose appearance at the appointed hour was critical, had to dismount and, with his ADC, proceed on foot. One can imagine his fury at being exposed to the public gaze whilst traversing the town in full regalia complete with ceremonial sword!



Humber Pullman outside  
No 10 Downing Street



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# There's a Chrysler Australian Car for Town or Country

	HILLMAN IMP	HILLMAN MINX	HILLMAN GAZELLE	CHRYSLER VALIANT	CHRYSLER VALIANT V8	HUMBER SUPER SNIPE	DODGE PHOENIX
Number of cylinders	4	4	4	6	8	6	8
Engine capacity	875	1725	1725	3688	4474	2965	5200
B.h.p. at r.p.m.	42 @ 5000	70 @ 4800	85 @ 5000	145 @ 4000	180 @ 4200	137.5 @ 5000	230 @ 4400
Torque at ft./lbs.	52 @ 2800	86 @ 2400	105.9 @ 3500	215 @ 2400	260 @ 1600	167 @ 2600	340 @ 2400
Compression Ratio	10.0	8.4	9.2	8.4	8.5	8.0	9.0
Transmission	4 Synchro	4 Synchro/Auto	4 Synchro/Auto	3 Synchro/Auto	Auto	Auto	Auto
Final drive ratio	4.88	3.89	3.89	3.23	3.23	4.22	3.23
Brake lining area (sq. in.)	75	258 (Disc)	258 (Disc)	153.5	153.5	401 (Disc)	202
Length	11 ft. 7 ins.	13 ft. 8 in.	13 ft. 8 in.	15 ft. 8 in.	15 ft. 8 in.	15 ft. 8 in.	17 ft. 6 in.
Turning Circle	28 feet	35 feet	35 feet	37 feet	37 feet	38 feet	40 feet
Wheelbase	6 ft. 10½ ins.	8 ft. 0 in.	8 ft. 0 in.	8 ft. 10 in.	8 ft. 10 in.	9 ft. 2 in.	9 ft. 11 in.
Height	4 ft. 6½ ins.	4 ft. 9 in.	4 ft. 9 in.	4 ft. 7 in.	4 ft. 7 in.	4 ft. 11½ in.	4 ft. 7 in.
Width	5 ft. 0½ ins.	5 ft. 0½ in.	5 ft. 0½ in.	5 ft. 9 in.	5 ft. 9 in.	5 ft. 10 in.	6 ft. 6½ in.
Weight	1568 lb.	2092 lb.	2250 lb.	2774 lb.	2972 lb.	3571 lb.	3878 lb.
Acceleration							
0-30 m.p.h.	5.4	4.9	4.2	3.3	3.5	5.7	3.6
0-60 m.p.h.	27.0	17.5	11.0	13.1	10.0	15.4	10.2
Top Speed	78 m.p.h.	87 m.p.h.	95 m.p.h.	97 m.p.h.	110 m.p.h.	96 m.p.h.	105 m.p.h.
Normal m.p.g.	42 m.p.g.	28 m.p.g.	24 m.p.g.	22 m.p.g.	19 m.p.g.	18 m.p.g.	18 m.p.g.
Tyre Size	5.50 x 12	6.00 x 13	6.00 x 13	6.45 x 14	6.95 x 14	6.70 x 15	7.50 x 14
Other Models	Standard and Deluxe	Station Wagon	—	Sedan and Station Wagon, Regal (auto) Sedan and Station Wagon	Sedan and Station Wagon	Station Wagon (Fully Imported)	—

## Chrysler Humber

More power, a new roof line and suspension modifications are important changes to the Humber Snipe.

The main engine change is the single Zenith carburettor's replacement by two

Stromberg 175 CD units. Others are the use of larger air cleaners and throw away oil filters plus new inlet manifold, thermostat housing and exhaust expansion box. The nett effect is to lift power output from 132.5 b.h.p. to 137.5 b.h.p giving the Snipe a surprisingly lively performance.

The 3-litre "oversquare", six-cylinder engine is extremely smooth running and has a modest compression ratio of 8 to 1. Power-assisted disc/drum brakes give the big Humber stopping times worthy of any sports model. The brakes are not prone to fade and being servo-assisted require light pedal pressure. The steering is reasonably light. Body fit and finish are good. The fitting of an alternator and modified automatic transmission are detail changes made by Chrysler.

While maintaining the usual Snipe standards of comfort, suspension improvements — heavier front and anti-roll bar, dual-rate rear leaf springs and rear anti-roll device — have reduced understeer and introduced greater stability on corners or when cruising at near maximum speed on "lumpy" sections of highway. Wheel adhesion is good. The car's comfortable ride and good manners on bad roads supported by short front and rear overhang will appeal to farm folk.

The interior is luxurious and includes walnut fascia with padded rims, electric clock, heater demister, lockable glove box with night light, two cigar lighters, armrests on all doors and both squab centres, foam-backed "royal calf" upholstery, separate front and rear courtesy lamps, fascia mounted air vents and fold-away picnic tables. There are also windscreen washers, reversing lights and a handbrake "on" warning light.

HUMBER SNIPE, long popular with prestige buyers, has been improved with an alternator and modified automatic transmission.





# Police on wheels

SPARE a thought for Australia's police, who are calling for better, safer, more comfortable cars of the calibre of BMW and Mercedes-Benz in which to do their daily jobs.

They're envious of their British and European counterparts, who get to drive the exotics - for example Jaguars, BMWs, Porsches, Alfa Romeos, Volvos and Citroens - on the highways and byways.

But then, our policeman's lot on wheels has not always been a happy one, as a glance at these historic pictures shows.

Spanning more than 60 years, they're from the archives of the Victoria and NSW Police.

It doesn't take much imagination to realise what a handicap it must have

been to try to catch speedsters in a 1960 Triumph Herald or a Ford Anglia, two of the most underpowered cars of their era.

And to manhandle an American Rambler with steering geared for six turns lock-to-lock in a flat-out city and suburban street chase.

## Appropriate

Or sit for hours on end in the unyielding slab seats of an early '50s FJ Holden or the first Ford Falcons, whose comfort was akin to that of a hardwood park bench.

But there were some appropriate cars for their day in police hands.

In the 1960s, it took a good car to get away from a Studebaker Lark. So much so that two of the

more adventurous members of the Victorian Police Motor Sports Club used to race them, year after year, in the Bathurst 500-mile enduro, forerunner of today's Toohey's 1000 classic.

Ford's first V8 was a swift, albeit a somewhat unsteady, conveyance in the early 1930s.

It could out-run all but a handful of contemporary cars, which made it a logical choice for pursuit work.

The big black Ford Mercury and Customline V8 models of pre and post-World War II vintage were pretty snappy and must have put the fear of God into many a criminal.

The Victoria Police did not deny themselves all those years ago. Their Ford Mercury fleet in-

cluded a smart convertible, with soft-top hood for sunny summer days.

But the daddy of them all was the "grey streak" alias early 1920s Daimler tourers that one supposes were for the exclusive use of the top cops.

The distinctive Daimlers would have done Elliot Ness and his Untouchables proud in downtown Chicago, let alone the streets of Melbourne.

We don't see this kind of style today. It's Holdens and Falcons, without the trimmings, bog standard as the saying goes, apart from engine and chassis modifications necessary to handle high speeds.

From a police point of view, the standard sedans are just not good enough, not when they are utilised for up to 24 hours a day for

everything from general duties to highway patrol sweeps and hauling detectives.

The police, depending on the State, want either the safest, most durable cars available, or at least "designer" cars tailor-made specifically for their requirements.

## Accidents

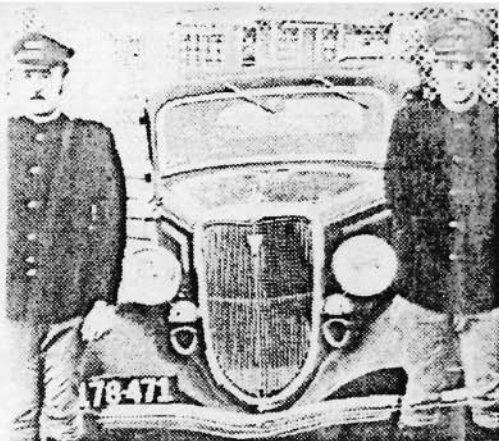
They have renewed their calls for improved cars following a spate of fatal accidents.

West Australian Police made a submission this week to the State Police Union's annual conference in Perth, saying that the standard ration police cars did not offer a suitable level of driver and passenger safety.

They concluded that while imported cars would cost more initially the safety of police officers was more important.

But their counterparts in NSW are not so demanding.

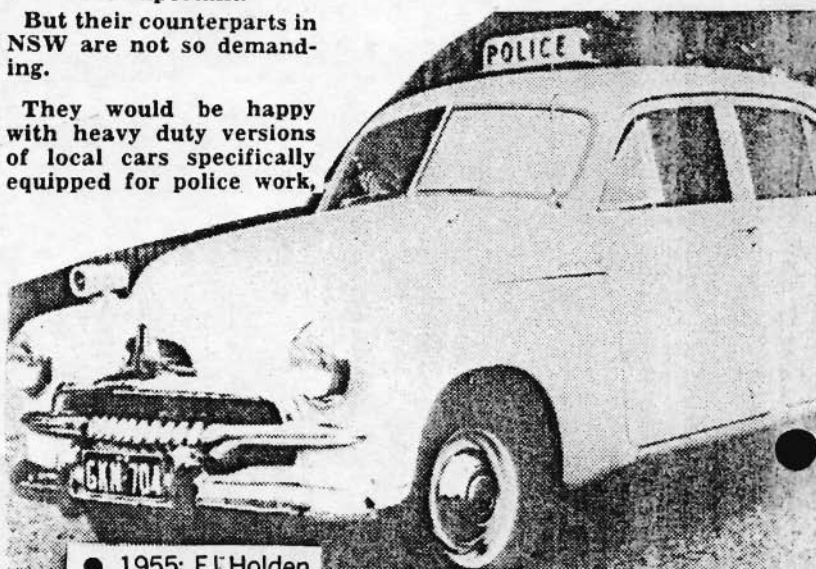
They would be happy with heavy duty versions of local cars specifically equipped for police work.



● 1932: Ford's first mighty V8

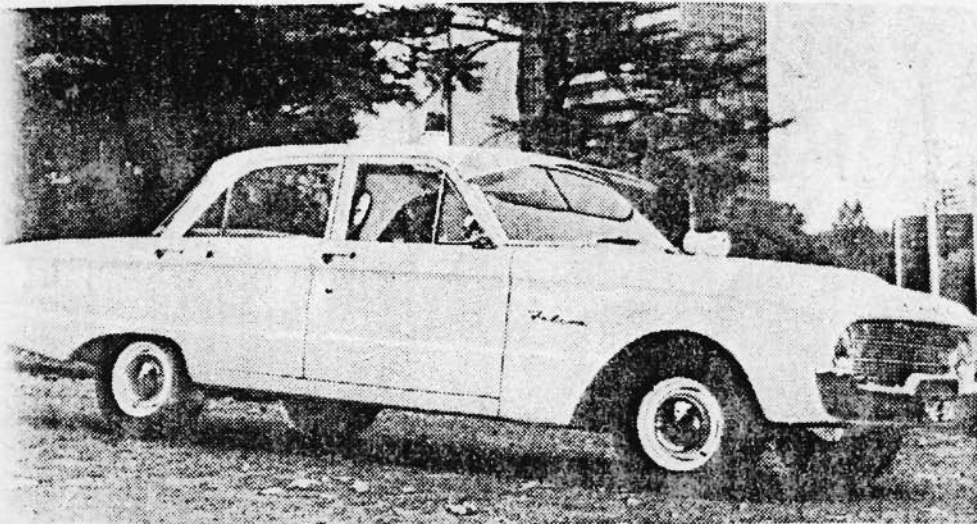


● 1948: The legendary Ford Mercury



● 1955: FJ Holden

unyieldingly uncomfortable for long hours at the wheel



● 1962: Ford Falcon XL . . . comfort was akin to that of a hardwood park bench



● 1960s: Ford Anglia . . . gutless



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HU/HI VOLUME 17.

HUMBER . HILLMAN . SUNBEAM . COMMER . KARRIER

MAKE	SI HI/HU	SECTION	O	DISTRIBUTION	ADD	ISSUE NO. <sup>36</sup> 5	Page 1 of 2
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## Underbody Rust Prevention

From time to time we have had inquiries from owners in areas where the soil is of a corrosive nature, seeking our recommendations for preserving the undersides of their vehicles.

Passenger vehicle bodies of this Company's manufacture are fully "Bonded", dipped into a bath of primer to a depth which ensures that the whole of the underneath including the underside of the mudguards are covered, further sprayed with primer which is baked at 300 deg.F. then two coats of primer surfacer are applied and baked at 300 deg.F. prior to receiving two coats of synthetic enamel baked at 285 deg.F. In addition, the underside of the body is treated with a coating of sound deadener, the purpose of which is not only to absorb body drumming and stone and gravel impact, but it is also the first line of defence against body corrosion. However, it is possible that vehicles in areas as mentioned above may need additional care with regard to underbody cleanliness as well as a further protective coating of anti-corrosive material, in order to ensure normal body life.

In this regard we would recommend that vehicles in these areas be treated when new if possible, with a liberal application of any of the recognised under body sealers, particular attention being given to the underside of the mudguards. Most Country centres have a body shop or garage that will do this work at a standard price.

Secondly, we cannot over stress the importance of maintaining the underside of the body free of any accumulation of mud, which if contaminated with corrosive elements will eventually cause rusting of the body. Normal hosing with clean water is sufficient to ensure cleanliness in this respect.

In addition to the foregoing, and this applies in all areas, we would recommend the following features be regularly checked in connection with body maintenance.

1. Check door drain holes at regular intervals.
2. Check under floor coverings and boot compartment coverings regularly for signs of dampness. If dampness is detected the mats should be removed for drying and the cause of water intrusion rectified.
3. If it is necessary to carry anything of a damp or corrosive nature in the boot, appropriate steps should be taken to ensure that the bodywork will not be affected.

# »Jenny«

## REDEX VARIETY CLUB BASH



Humber Super Snipe MkIV,  
Number 1954, Bourke to  
Broome.

### Army 'Humbug'

BRITISH Prime Minister Margaret Thatcher's daughter Carol will cross Australia in "Humbug" — Lord Alister McAlpine's 1963 Humber Super Snipe rescued from rust by Australian Army volunteers.

The blokes of Karratha's 22 Construction Squadron piled aboard yesterday to test the heavy duty suspension they installed to cope with outback roads from Bourke to Broome.

Sergeant Major Mike Hanlon (in the boot) was in Broome surveying a route for the Variety Club's annual trans-Australia motor rally when he met Lord McAlpine, Britain's Conservative Party treasurer and friend of the Thatchers.

"Why don't you enter a car?" the sergeant major asked.



◆ Carol Thatcher

"I will," said his lordship, "if you can find me one."

So the squadron, backed by Lord McAlpine's chequebook, advertised for two Humbers and volunteered hundreds of hours to rebuild them into one, complete with a refrigerator.

The more than 200 entrants in next month's rally pay \$8000 each to enter.

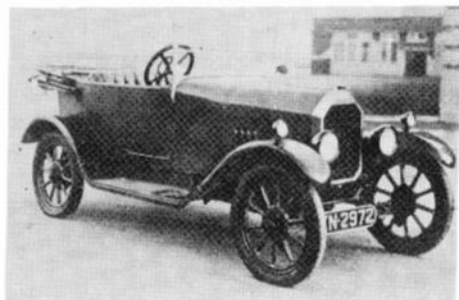
Last year the event raised more than \$1 million for underprivileged and handicapped children.



◆ BACKED BY A LORD: The cross-country squadron tries out its rally car for size. Picture: ROSS SWANBOROUGH

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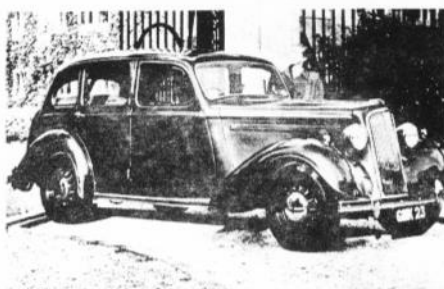
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- One Policy for all your Classic Cars

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