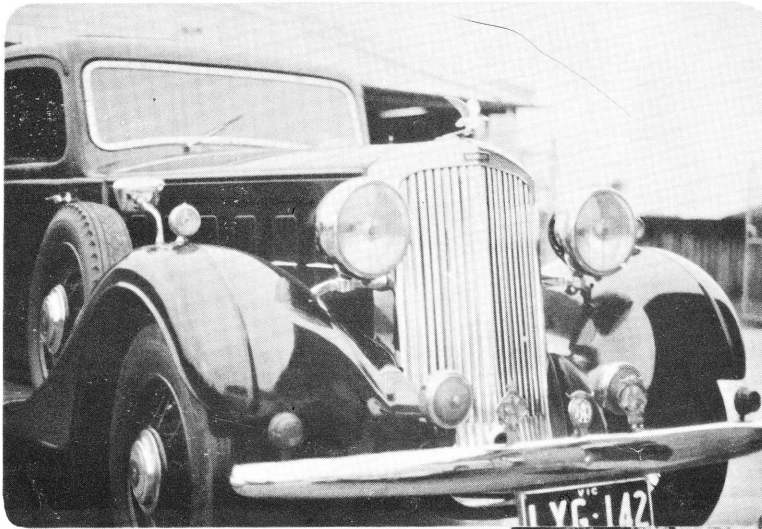


# THE HUMBERETTE

OFFICIAL NEWSLETTER OF THE



February 1978



ROBERT. H.  
**HODGES**  
(SANDRINGHAM) PTY. LTD.

REAL ESTATE AGENTS  
AUCTIONEERS  
PROPERTY MANAGERS  
VALUERS  
MEMBER R.E.S.I. & M.L.B.  
ESTABLISHED 1854  
RADIO CONTROLLED

**PETER SCHOFIELD**  
A.R.E.I.  
**598 7622**  
AFTER HOURS: 598 4802

**64 Bay Road, Sandringham, 3191.**

**Phone: 598 7622**

*Also at: BRIGHTON, BEAUMARIS, BENTLEIGH.*

## **TREVOR BRAZIER AUTOMOTIVE**

first class mechanical repairs  
carried out on premises

**ALL WORK GUARANTEED**



176 Highfield Road, Camberwell

**29 5886**

after hours:

**232 5838**

## **WEEK-END CONCRETING**

**(JOHN BROWNE SEN.)**

Driveways, Baths, Garage Floors,  
Patios, etc.

●  
**QUALITY WORK AT  
REASONABLE PRICES**

20 YEARS EXPERIENCE

●  
FOR OBLIGATION FREE QUOTE

**Phone: 89 3939**

## **HUMBER SPARE PARTS**

- 1) All models
- 2) Best prices
- 3) All revenue from parts  
goes to club funds

*Ring Humber Car Club  
Spare Parts Officers*

MK Models: Greg Laming 874 4316  
Series Models: Bob Kennedy 783 3119

# HUMBER CAR CLUB OF VICTORIA

FEBRUARY ISSUE 1978

PRESIDENT:	REG HATTERSLEY	877-1981
VICE PRESIDENT:	<del>SID HUMPHRIES</del> <del>EDWARD HARRIS</del>	<del>877-1981</del>
SECRETARY:	DES JUDD	783-9743
TREASURER:	DAVID RAYNOR	791-8151
EDITOR:	JOHN BROWNE	758-7526
ASST. EDITOR:	<del>          </del> ?	
SOCIAL SECRETARY:	KAYLYN RAYNOR	791-8151
SPARE PARTS OFFICER:	BOB KENNEDY	783-3119

## NEXT CLUB MEETING:

THE NEXT CLUB MEETING WILL COMMENCE AT 8.00PM SHARP ON THE 24TH FEBRUARY AT THE "THEATRETTE", CAMBERWELL CIVIC CENTRE, INGLESBY ROAD, CAMBERWELL. PARKING AVAILABLE OPPOSITE.

PLEASE NOTE:- THIS IS THE ANNUAL GENERAL MEETING OF THE HCCV AND OFFICE BEARERS FOR 1978 WILL BE ELECTED AT THIS MEETING.

## GUEST SPEAKER:

THERE WILL BE NO GUEST SPEAKER FOR THE MONTH OF FEBRUARY AS THE ELECTION OF OFFICE BEARERS WILL TAKE PLACE.

## NEXT CLUB FUNCTION:

THE COMBINED HUMBER CAR CLUBS OF AUSTRALIA WILL HOLD THE FIRST NATIONAL RALLY AT HILLSTON, N.S.W., OVER THE EASTER PERIOD MARCH 24-27. AT THIS STAGE NEARLY ALL ACCOMMODATION HAS BEEN BOOKED BUT SHOULD YOU WISH TO ATTEND CONTACT SUE STANSMORE ON 560-6420 (HOME).

## MINUTES OF JANUARYS MEETING

- 1) PRESIDENT WELCOMED MEMBERS
- 2) MEMBERS INVITED TO GIVE TECHNICAL TALK.
- 3) APOLOGIES
- 4) MINUTES OF OCTOBER MEETING CONFIRMED
- 5) CORRESPONDENCE
- 6) TREASURER'S REPORT \$450-51
- 7) SOCIAL REPORT - MYSTERY TRIAL WITH JAG. CLUB
- 8) SMALL RAFFLES AT SOCIAL FUNCTIONS TO BE ELIMINATED IN FAVOUR OF ANNUAL EFFORT - DUE TO SUCCESS OF OUR "SPECIAL EFFORT" FOR 1977 - A PROFIT OF \$280 WAS MADE
- 9) SPARE PARTS REPORT
- 10) PETER DAVENPORT ASKED THAT "NO SMOKING" SIGNS TO BE OBSERVED WHILST THE MEETING IS IN PROGRESS
- 11) PRESIDENT ASKED GREG LAMING FOR STATEMENT RE: ACQUISITION OF SPARE PARTS - A LONG DISCUSSION EVAILED UPON THESE PARTS RESULTING IN THE MEMBERS SUGGESTING THAT THE MATTER SHOULD BE RESOLVED AT COMMITTEE LEVEL.
- 12) COLIN McKENZIE ASKED FOR A CLUB BANNER DESIGN
- 13) RON YOUNG DONATED MK1 PARTS BOOK TO THE HCCV LIBRARY
- 14) PETER NOONAN ANNOUNCED MK BOOKS FOR SALE
- 15) PRESIDENT CLOSED MEETING.

## SECRETARY'S NOTES:

REFER ITEM 11 OF MINUTES: THIS ISSUE HAS BEEN FINALISED, UNFORTUNATELY NOT IN CLUBS FAVOUR, OWING TO THE NON-RETURN OF THE PARTS.

AS MOST OF YOU KNOW AT OUR NEXT MEETING THE COMMITTEE FOR 1978 WILL BE ELECTED. NOMINATIONS FOR ALL POSITIONS ON THE COMMITTEE WILL BE CALLED FOR ON THE NIGHT. IN THE PAST THE CLUB'S ANNUAL GENERAL MEETING HAS ALWAYS HAD A LARGE NUMBER OF MEMBERS IN ATTENDANCE AND WE HOPE THIS YEAR WILL BE THE SAME. VOTING FOR THE COMMITTEE IS LIMITED TO FINANCIAL MEMBERS ONLY (WIVES HOLDING ASSOCIATE MEMBERSHIP CANNOT VOTE) SO PLEASE REMEMBER TO WEAR YOUR CLUB BADGE, THOSE MEMBERS WHO ARE FINANCIAL AND AS YET HAVEN'T RECEIVED A BADGE, THESE WILL BE ISSUED ON THE NIGHT, IF YOU PAY YOUR SUBSCRIPTION FOR 1978. IT IS HOPED THAT MEMBERS WILL PAY THIS YEARS SUBSCRIPTION FEE PROMPTLY, AS THE EDITOR AND TREASURER BOTH REQUIRE FINANCIAL AND NON-FINANCIAL MEMBERS LISTS AND THE CHANGING OF MEMBERS NAMES FROM ONE LIST TO ANOTHER MAKES THEIR JOB ALL THE MORE DIFFICULT. HOPE TO SEE YOU ALL AT THE NEXT MEETING.

REGARDS  
DES JUDD

## EDITORIAL:

I DIDN'T HAVE AN OVERWHELMING RESPONSE IN MY CALL FOR A NEW EDITOR FOR 1978 (IN FACT, I HAD NO RESPONSE!) THE POSITION IS STILL VACANT SO YOU'LL HAVE A FEW DAYS TO THINK ABOUT IT UNTIL OUR ANNUAL MEETING ON FEBRUARY 24TH.

## THE CONTINUING SAGA OF SER. VA LWH-701:

FINALLY OVER THE XMAS PERIOD, I MANAGED TO FINISH THE DAMNED BEAST. THE EX-DIRTY BLACK SER VA IS NOW SPORTING A NEW COAT OF OLD ENGLISH WHITE TO COMPLIMENT THE RED UPHOLSTERY. THE MECHANICAL REPAIR OF THE CAR WAS RELATIVELY EASY COMPARED WITH THE BODYWORK. THERE WAS CONSIDERABLE RUST IN THE BOTTOM OF THE REAR GUARDS AND SILLS THAT REQUIRED A GOOD DEAL OF REPAIR. THE "BEST" THING TO DO WAS TO HAVE NEW METAL WELDED IN, WELL I COULDN'T AFFORD THIS SO I DID THE NEXT BEST THING. FIRSTLY I CUT THE RUSTED AREAS OUT WITH HEAVY PAIR OF TINSNIPS, THEN THE INSIDES OF THE PANELS (REMEMBER RUST, USUALLY STARTS FROM THE INSIDE) WERE TREATED TWICE WITH RUST KILLER AT INTERVALS OF ABOUT A WEEK. THE METAL WAS THEN SPRAYED WITH "FISH-O-LENE" WHICH IS THE BEST RUST PREVENTITIVE I KNOW OF AND THIS WAS LEFT TO DRY FOR ABOUT ANOTHER WEEK. BRONZE FLYWIRE WAS THEN POP RIVOTTED OVER THE "HOLED" AREAS AND THIS WAS THEN FILLED IN WITH FIBREGLASS. FOR THOSE OF YOU WHO ARE SCEPTICAL ABOUT THIS METHOD - I DID ANOTHER SNIPE ABOUT 2 YEARS AGO LIKE THIS, AND REPAINTED OVER THE FILLED AREAS - AS YET NO SIGN OF RUST AND IN MY OPINION THE CAR HAS BEEN "ABUSED" IN THE MEANTIME. INCIDENTLY WHILST I WAS POKING AT THE SILLS WITH AN ICE-PICK (MY RUST DETECTOR) I CAME ACROSS A LOT OF FIBREGLASS FILLER THAT TO THE EYE APPEARED AS METAL AS IT WAS "PROFESSIONALLY" PAINTED OVER. THIS FILLER WAS HELD IN BY STEEL WOOL THAT HAD BEEN JAMMED INTO THE SILLS, THIS "WORK" WAS OBVIOUSLY DONE BY A PANEL BEATER AT SOME STAGE OF THE CAR'S LIFE SO IF YOU PUT THE CAR IN FOR RUST REPAIR - ASK THE MAN HOW HE IS GOING TO DO IT OR WHY HE CHARGES \$10 WHEN THE BLOKE DOWN THE STREET CHARGES \$20.

THE DOORS ON THE CAR WERE ALSO VERY RUSTY (SER VA CARS ARE PRONE TO THIS) BUT THANKS TO STAN SPACKMAN I MANAGED TO GET A SET OF RUST FREE DOORS THAT WERE ON A WRECK HE GAVE TO ME. THIS "WRECK" HAD BEEN VANDALISED AND ALL THE GLASSWORK IN THE CAR WAS SMASHED SO I WAS CONFRONTED WITH THE JOB OF PUTTING NEW GLASS IN THE DOORS.

BY THE TIME I CHANGED THE LOCKS, GLASS, FITTED NEW FELTS ETC I WOULD HAVE COMPLETELY REBUILT THE DOORS AND I MADE SOME VERY INTERESTING OBSERVATIONS IN THE PROCESS. FOR THOSE OF YOU WHO HAVE "RATTLY" FRONT DOOR HANDLES, THIS IS DUE TO THE LOUSY CONSTRUCTION OF THE DOOR HANDLE REMOTE CONTROL MECHANISM. I SAY LOUSY, BECAUSE IT IS, BUT A SOLUTION TO THIS IS TO GET A SET OF REAR DOOR MECHANISMS AND PUT THEM IN THE FRONT AS BOTH FRONT AND REAR DOOR MECHANISMS ARE THE SAME AND NATURALLY ENOUGH MOST REAR DOORS ARE SELDOM OPENED SO THE MECHANISM IS USUALLY STILL IN GOOD CONDITION. GETTING BACK TO SER. V CARS HAVING RUSTY DOORS, THE DRAIN HOLES ARE LOCATED WHERE THE INNER AND OUTER SKINS OF THE DOORS ARE VERY CLOSE TOGETHER AND THIS IS PRONE TO BLOCKAGES OF DIRT ETC AND WHERE THERE IS WATER AND NO VENTILATION THE RUST STARTS, SO SER V OWNERS SHOULD POKE A COAT HANGER UP THE DRAIN HOLES EVERY SO OFTEN - IF YOU WANT TO BE REALLY FUSSY REMOVE THE DOOR TRIMS CLEAN THE INSIDE OF THE DOOR OUT, AND SPRAY THE WHOLE OF THE INSIDE, ESPECIALLY SEAMS ETC WITH FISH-O-LENE (SOMETIMES CALLED FISH OIL COMPOUND). OH BY THE WAY, WHILE THE DOOR TRIM IS OFF YOU WILL SEE AN OLD PIECE OF BUCKLED UP PANEL-BOARD INSIDE THE DOOR - CAN ANYONE SERIOUSLY TELL ME WHY THIS WAS PUT IN THE DOOR? WELL THATS ALL FOR THIS MONTH, NEXT MONTH, HOW TO FIT NEW FELTS TO THE WINDOW RUNNERS.

HAPPY MOTORING  
EDITOR

#### SOCIAL NOTES:

THE FEBRUARY OUTING WAS A MYSTERY TRIAL AND OUR GUESTS WERE THE JAGUAR CAR CLUB. ABOUT TEN OR SO HUMBERS WERE GATHERED AT SOUTHLAND AND UNFORTUNATELY ONLY THREE JAGUARS MANAGED TO MAKE THE MEETING PLACE.

FOR THOSE OF YOU WHO HAVE BEEN ON OUR OTHER MYSTERY TRIALS, BELIEVE ME THIS WAS MUCH MORE DIFFICULT. THERE WERE HUMBERS GOING EVERYWHERE AND ANYWHERE AND AT ABOUT 20KM FROM FLINDERS THERE IS A GENERAL STORE WHERE ALL THE "LOST" CONGREGATED TO DECIDE THE FATE OF OUR SECRETARY, DES, WHO PLANNED THE RUN. WE DECIDED HE SHOULD BE BARBEQUED AND THEN BURIED WITHOUT A HEADSTONE. WE ALL SET OFF IN DIFFERENT DIRECTIONS AND SHOMEHOW OR ANOTHER WE ALL MET AT THE FINAL DESTINATION, WHICH WAS THE FLINDERS RESERVE, WHERE A COUPLE OF JAGS AND A FEW HUMBERS WERE ALREADY WAITING. ONLY A FEW MEMBERS OPENED THEIR "PANIC STRIPS" (WHICH CONTAINED THE FINAL DESTINATION) AND ONCE AT THE PICNIC GROUND WE ALL HAD A GOOD LAUGH AT SOME OF THE CLUES WE MISSED. WE DECIDED TO USE THE BARBY FOR STEAK AND SAUSAGES (SAVE DES FOR ANOTHER DAY) AND AFTER LUNCH THE WINNERS WERE ANNOUNCED. THESE WERE:-

- 1ST STAN SPACKMAN & FAMILY
- 2ND DAVID RAYNOR & FAMILY
- 3RD PETER SCHOFIELD & FAMILY

THE FLINDERS RESERVE WAS A VERY PLEASANT SPOT INDEED AND MEMBERS SPENT THE REST OF THE AFTERNOON IN THE SUNSHINE WHILST A FEW OF THE MORE ENERGETIC HAD A GAME OF CRICKET WITH THE KIDS.

SNIPES SNIPPETS:

MYSTERY TRIAL WAS WON BY A HCCV MEMBER DRIVING A JAG!!

\*\*\*\*\*

GOOD TO SEE TOM McALPINES "HENRIETTA" BACK ON THE ROAD AFTER HER ENGINE REBUILD.

\*\*\*\*\*

LES LINDORF HAS ACQUIRED A NICE SER IV TO GO WITH THE MK111 SNIPER - LES ISN'T USED TO THE LOW PETROL CONSUMPTION OF THE SERIES MODEL!!

\*\*\*\*\*

COLIN McKENZIE HAD A NASTY ACCIDENT AT WORK, GOOD TO HEAR YOU'RE OK NOW COLIN, AND HOPE TO SEE YOU AT THE NEXT MEETING

\*\*\*\*\*

NICE TO SEE RALPH CHALMERS BACK IN VICTORIA

\*\*\*\*\*

LLOYD HUGHES SEEN DRIVING A '38 BUICK ON THE AUSTRALIA DAY CALVALCADE OF TRANSPORT - WHAT ABOUT GETTING THE '34 SNIPER ON THE ROAD LLOYD??

\*\*\*\*\*

JOHN BROWNE JUST PURCHASED A MK11 DROPHEAD COUPE - MINUS A DOOR - ANYONE HAVE A SPARE DOOR??

\*\*\*\*\*

NICE TECHNICAL ARTICLE ON DIFFERENTIALS AND CLOCKS COMING UP IN NEXT MONTHS NEWSLETTER.

\*\*\*\*\*

GUESS WHO HAS BEEN PROCLAIMED "KING OF THE KIDS" - ONE ENERGETIC MEMBER!!

## CARS AND PARTS FOR SALE

FOR SALE SOON: 1 ONLY MK11 SNIPE SALOON EXCELLENT STRAIGHT RUST FREE BODY - VERY GOOD INTERIOR IDEAL FOR RESTORATION.

1 ONLY MK11/111 BODY SHELL - IF YOU'RE GOING TO DO A "CHASSIS-UP" RESTORATION THE BODY SHELL HAS IMMACULATE HEADLINING AND TRIM.

JOHN BROWNE 758-7526

SER IV SNIPE PARTS - VERY, VERY CHEAP RING BOB KENNEDY 783-3119

\*\*\*\*\*

## CHASSIS NUMBERING SYSTEM:

THE ATTACHED LISTS WERE COMPILED BY PETER NOONAN WHO AS SOME OF YOU KNOW IS MOST CONVERSANT WITH THE HUMBER MARQUE.

THESE LISTS WILL BE OF IMMENSE BENEFIT TO MEMBERS WHO WHISH TO ACCURATELY DATE CARS.

THE HCCV IS MOST GRATEFUL TO PETER FOR THE WORK HE PUT INTO COMPILING THIS INFORMATION TOGETHER FOR US.

EDITOR

The Editor wishes to apologise for the delay in our newsletter, unfortunately the club printing machine needs an overhaul. The "March" newsletter will be issued towards the end of this month.

Editor.

## ROOTES GROUP VEHICLES CHASSIS NUMBERING:-

(COMPILED BY PETER NOONAN C/- HCC OF N.Z. & HCCV)

UNDERSTANDING THE NUMBERING SYSTEM USED ON YOUR HUMBER IS NOT DIFFICULT. WHAT AT FIRST LOOKS LIKE A TYPICAL INSURANCE POLICY NUMBER IS ABOUT TO BE EXPLAINED:-

LET'S LOOK AT AN EXAMPLE:-

A 8901765 POS/OD/RSO

1,2,3, etc

### (1) PREFIX LETTER

PRE 1950 CARS HAVE NO PREFIX

1950-59 CARS ARE PREFIXED A

1960 ON CARS ARE PREFIXED B

### (11) FIRST NUMBER

NINE DIFFERING NUMBERS IDENTIFIED HAWKS SNIPES, SUPER SNIPES, PULLMANS, MILLMAN, MINX, SINGERS AND SUNBEAMS. THE KEY ONES FOR US ARE:-

1. SUPER MINX

2 HUSKY

3 SUNBEAM

5 : HAWK

6 : EARLY PULLMAN

7 SINGER, ~~MINX~~

8 : SUPER SNIPE

9 : LATER PULLMAN, ALL IMPERIALS

### (111) SECOND NUMBER

THIS INDICATES THE YEAR OF INTRODUCTION, WORKED OUT WITH THE PREFIX LETTER.

BEFORE MK11 MODELS 0 = 1938, 1 = 1939, 2 = W.D., 7 = MK1 MODELS.

### (1v) REMAINING NUMBERS

NOW THAT THE MYSTERY MODEL IS IDENTIFIED WE COME TO THE SERIAL NUMBER OF THE CAR. RANGING FROM 0000 to 9999 LEAVES A MAXIMUM OF 10,000 CARS TO A GIVEN BATCH. THAT'S A LOT OF HUMBERS AND BEFORE ANYTHING NEAR 9999 CAME UP A MODEL WOULD HAVE BEEN CHANGED OR SUPERSEDED SO WE WOULD HAVE NEW NUMBERS BEFOREHAND. IN 1965 CHRYSLER EXPANDED THE POTENTIAL SERIAL NUMBERS, THEN EXED PRODUCTION WITHIN TWO YEARS.

(v) LETTERS AFTER CHASSIS NUMBER

THESE REVEAL THE GOODIES.

B.W. = BORG WARNER AUTOMATIC G/BOX O.D. = OVERDRIVE G/BOX

P.O.S. = POWER OPERATED STEERING H.or L. = HI/LO COMPRESSION  
MOTOR

THOSE ARE EASY TO FIGURE OUT, BUT WHAT DO RSO OR WSO MEAN?  
TAKING THE FIRST LETTER:

H. - HOME

E. - CKD EXPORT TO HOME SPEC.

R. - RHD EXPORT

W - CKD RHD EXPORT

L. - LHD EXPORT

X. - CKD LHD EXPORT

SOMEONE WHO IS RUNNING OUT OF PATIENCE UNDERSTANDING THIS WILL  
BE ASKING "WHAT IS CKD?". WELL YOU'RE PROBABLY DRIVING WHAT  
WAS ONE BEFORE IT ARRIVED IN AUSTRALIA. A COMPLETELY KNOCKED  
DOWN ASSEMBLY KIT.

TAKING THE SECOND LETTER:

C - CONVERTIBLE

R. - ROADSTER

D - SEDANCA DE VILLE

S - SALOON

H - HARDTOP

U - ESTATE CAR

L - LIMOUSINE

V - VAN

P - PICKUP

X - CHASSIS ONLY

AND FINALLY THE LAST:

M - MINISTRY OF SUPPLY

X - NON STANDARD (eg USA)

O - STANDARD

P - POLICE

---

FOR ADVANCED STUDENTS POSSESSING INCREDIBLE LOGIC AND PATIENCE  
ONE COULD FILL THE NEXT SIX NEWSLETTERS TRYING TO UNDERSTAND  
PAINT AND TRIM CODES.

---

SOMETHING TO BE CONTINUALLY AWARE OF IS THE MOTOR VEHICLE YEAR.  
EACH SEPTEMBER IS AUTUMN IN THE NORTHERN HEMISPHERE AND IS WHEN  
THE ANNUAL MOTOR SHOWS ARE HELD. OBVIOUSLY NEW MODELS ARE  
INTRODUCED AT THIS TIME SO A PRODUCTION YEAR IS APPROX.  
SEPTEMBER TO SEPTEMBER. THE ROOTES GROUP WERE STRONG EXPORTERS  
AND NEW ZEALAND & AUSTRALIA OFTEN SAW CONENTRY'S OCTOBER  
PRODUCTION ARRIVE HERE IN TIME FOR CHRISTMAS AND SUMMER SALES  
PERIODS. SO IF YOUR CAR HAS A LOW CHASSIS NUMBER FOR ITS  
MODEL YEAR, IT JUST COULD WELL BE MADE A "YEAR" EARLIER.

# STARTING CHASSIS NOS. FOR HUMBERS:

	<u>SNIBE</u>	<u>16H.P.(6 CYL)</u>	<u>12H.P.(4 CYL)</u>
1930	19367	17367	
1931	26500	22500	
1932	29090	24950	
1933	25/1000	16/2000	12/1001
1934	25/5150	16/4150	12/1701
1935	25/9001		12/20001
1936	25/4001		12/22001
1937	25/66165		12/24032
1938	5000500		
1939	5100001		
1940	5200001		
MK1	4710001	1946-47	
<u>SUPER SNIBE</u>			
1939	8100001		
1940 W.D.	8200001		
MK1	8700001	1946-47	
MK11	8800001	1948-49	
MK111	A8000001	1950-51	
Mk1V	A8200001	1952-53	
MK1VA	A8400001	1954-57	
MK1VB	A8410001		
SER 1	A8900001	1958-59	
SER 11	B8000001	1960	
SER 111	B8100001	1961	
SER1V	B8200001	1962-63	
SER V	B8400001	1964-65	
SER VA	B084600001	1965 on	
<u>PULLMAN</u>			
PRE 1938: SNIBE NO. P. SUFFIX			
1938	6000500		
1939	6100001		
WD	6200001		
MK1	6710001	1946-47	
MK1 SEDANCA	6720001	1946-47	
MK11	9800001	1948-49	
MK111	A9000001	1950-51	
MK1V	A9200001	1952-55	

### IMPERIAL

1938	6000500	
SER V	B84300001	1964-65
SER VA	B884400001	1965 on

### SCEPTRE

MK1	B3100001	1963
	B31200001	1964
MK11	B132000001	1965-66
SCEPTRE	B111000001	1967 on

### HAWK

MK1	2700001	1946-47
MK11	5800001	1948
MK111	5900001	1949
MK1V	A5000001	1950-51
MKV	A5200001	1952-53
MKV1	A5400001	1954-56
SER 1	A5700001	1957-59
SER 1A	B5000001	1960
SER 11	B5100001	1961
SER 111	B5200001	1962-63
SER 1V	B5400001	1964-65
SER 1VA	B054600001	1965-66

THE MARCH meeting of the HCCV will be on  
Sunday March 19<sup>th</sup> Commencing at 12.00 noon  
the Williamstown North Primary School, Pentlands  
St Williamstown, bring barby etc or use the  
community BBQ.