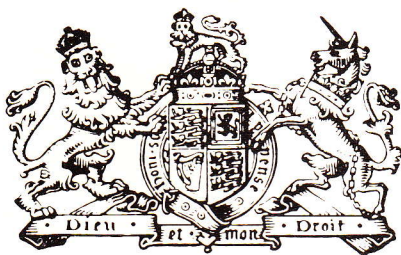


February 1983

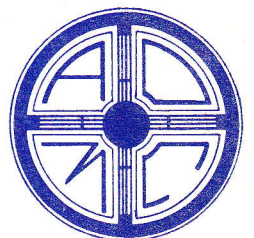
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

P.O. BOX 35, FRANKSTON, 3199

COMMITTEE 1982/1983

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

SOCIAL CALENDAR 1982

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

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

FOR EXPERT HUMBER SERVICE

CARR'S MOTORS PTY. LTD.

(BOB THWAITES, Manager)

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

HILLMAN — HUMBER — COMMER SERVICE

Automobile Engineers — New and Secondhand Spares Available

Experienced former Rootes Group Dealers

Golden Fleece Service Station

PRESIDENT'S REPORT:-

Well fellow club members the big month is finally with us - the event that once a year you as a club member can become involved in. As I mentioned beforehand the elections are being run slightly different than in the past. If you are a paid up member you can be nominated for a position on the committee, even if you are not present on the night. At least if you are in attendance and are nominated, you can put your case for or against going on to the committee. Even if you have only been in the club for a short time, please do not feel that you cannot help or advise in some way.

This year I will not be standing for re-election, but will be available to advise, as I'm sure Des will, whenever necessary. As club president this is my last report, although I'll still put in my penny's worth now and again. The following months will be very busy times working on our fleet of cars getting them ready for the concours later in the year.

Looking at our club calendar for 1983 we will once again have a good variety of outings. For the March general meeting we have arranged for a member of the Victorian Police, Chief Supt. Coysh, to talk to us on drinking and driving and demonstrate the breathalyzer to us. The following month I'm organising someone to give a demonstration on repairing a radiator - these items will help the new committee out a little until they settle down.

The Australia Day Pageant went off very well and the cars presented by H.C.C.V. looked a picture and drew a lot of attention and comments. Those that attended were Les Lindorff and family, Ron Forth and family, Tom McAlpine and family, Bob Kennedy and family and Lloyd Hughes all with pre 1955 models. It turned out to be a very hot day and we were later joined by Des Judd and family after they had looked at the many cars on display.

Well I think that is enough for my last report. I thank each and every one of you for the support you have given me over the past years. All the best until our next meeting on 25th. February.

BOB KENNEDY

PLEASE NOTE:- Club stickers for rear windows are now available. They are the same as the badge on the front cover but twice as large. Many thanks go to Jack Waring for the time and effort spent getting these stickers organised. They are priced at \$1 each.

Get well wishes from members and committee of H.C.C.V. go to Jack Lhuede of Williamstown. Get plenty of rest Jack - we're looking forward to seeing you up and around shortly.

Won't mention any names, but our feelings went out to the unlucky member who received a "ticket" for parking on the median strip on Australia Day.

MINUTES OF GENERAL MEETING HELD JANUARY 28th 1983

The President opened the meeting at 8.30pm before 27 members including committee persons. President welcomed Merrin McMillan-Humber Vogue and John Pritchard. Series II.

APOLOGIES: Syd Humphries, Brian Beardsmore and Jack Lhuede.

MINUTES: Nil

CORRESPONDENCE: Inwards:-

Mrs. McGowan Traralgon re Hawk for sale.
Upwey Urban Fire Brigade re Mountain Motor Show March 27th.
C. Cumming re dues.
Roger Foote re combining newsletters.

NEWCOMERS: Rover, Classic H.C.C.A. & Qld. Wolseley re: Camberwell Cavalcade.
Peter Shelden re current balance.

Outwards Mail:-

Lega Pty.Ltd., re-order of Lapel badges.

Late Letters inwards:-

Ralf Chalmers - Resignation
Peter Norman - New Member
Upwey Fire Brigade No Motor show

TREASURER'S REPORT - Current Balance as of January 28th. \$921.57 as presented by Des Judd in Peter Shelden's absence.

SOCIAL REPORT -

a) Lloyd Huges presented H.C.C.V. a trolly-jack for raffling at 50¢ per ticket or 5 tickets for \$2.00. Date of drawing yet to be fixed.

b) Bob Kennedy announced the H.C.C.V. would be handsomely represented at the Cavalcade of Transport on 31st Jan - Australia Day.

c) Jack Waring introduced H.C.C.V. stickers in exact form of Club Badge for fixture on inside of rear window. They are now on sale at \$1.00 only each.

d) April Beardsmore thanked those who contributed to the Xmas hamper and especially Bill Holmes for paying Santa Claus.

e) Margaret Willimott expressed her satisfaction with venue for last Annual Dinner but was concerned at menu.

EDITORS REPORT - Nancy announced that Australia Post had been approached regarding brown paper bags as envelopes.

BOB ANNOUNCED that Jim Yates from N.T. had come across a '38 Humber free for the taking in Perth. Bob also went on to give a brief resume on characters and their cars in his recent search for a pre-40's humber.

PETER DAVENPORT gave the H.C.C.V. library a service booklet regarding the 14 A.C. alternator as fitted to series VA which is also fitted to Falcons. Spares should be no trouble to come by.

THE PRESIDENT ANNOUNCED that February is the A.G.M. and Bob suggested that all members attend due to Members being nominated and voted into a committee position in their absence. If you do not wish to be nominated into a position you are required to attend to state your case as to why you shouldn't be nominated.

PETER DAVENPORT ANNOUNCED that the H.C.C.V. should vent it's feelings towards the organisers of the Templestowe Hill Climb in regards to toilet facilities which on last visit were less than satisfactory.

BOB threw open the meeting for general discussion. Lloyd Huges gave a brief resume regarding a visit to an Auto Wrecker on his holidays. Bob Kennedy asked for volunteers to drive war veterans on Anzac Day.

Lloyd gave an A.O.M.C. report regarding limited registrations.

There being no further business the meeting closed at 9.40pm.

FOR SALE

Clutch Assy. Series snipe manual - FREE - Peter Davenport
phone 458-2531.

Serv.V. Snipe. Black with red interior 93,000 miles. Rebuilt motor and diff. New tyres just fitted. Registered 11/83 two owners. Body very good. Complete with books and some spares, open to offers. No lookers. Telephone: 299-1078 (evenings)

SLIDING BULLET PROOF PANELS (4) with brass fittings from 1940/41 Humber. Contact Ed Richardson (057) 75 2036 (Mansfield)

SER.V. SEDAN L.P.G./Petrol. Good Condition throughout. Registered May 1983. R.W.C. \$1450.00. Bob Kennedy.
Telephone: 789-5119.

CALENDAR OF EVENTS 1983 - H.C.C.V.

March 25th	-	General Meeting
March 27th	-	M.G. Concours
April 31st (Sat)	-	Camberwell Chamber of Commerce May Festival
May 15th	-	Air Museum Point Cook
May 27th	-	General Meeting
June 11th to 13th	-	Echuca Steam Rally
June 24th	-	General Meeting
July 20th	-	Roast on the Spit Williamstown Primary School
July 22nd	-	General Meeting
Aug 14th	-	Talhoff Restaurant, Warburton.
Aug 26th	-	General Meeting
Sept. 23rd	-	General Meeting
Sept (Date To be advised)	-	Wolseley C.C. (Car Khana)
Oct. 9th	-	President's Run (Mystery Trial)
Oct. 28th	-	General Meeting
Nov. 6th	-	Concours d'Elegance
Nov. 12th/13th	-	Bendigo Swap MEET!!!
Nov. 26th (Sat)	-	Presentation Night (no general meeting)
Dec. 4th	-	Christmas Run No General Meeting.

SECRETARY'S NOTES:

This will be the last time you will have to endure my ravings, as I will be stepping down from the position of Secretary after seven satisfying, sometimes exciting, sometimes turbulent but always interesting years. I tried to quit once but somehow, after only two months, I found myself back again. I'll not be leaving the H.C.C.V. altogether, as I feel it is part of me, and I have made too many friends whom I thank for supporting me all through the last seven years.

I would especially like to thank Lloyd Hughes who started it all, Herb Perkins for my first Humber and Bob Kennedy, who for the last two years has worked like a Dynamo in this Club and has made my job so much easier, and has done much to promote the H.C.C.V. and made it a better club for all of us.

So, for one last rave, let me leave you with this. PROMOTE THE NAME "H U M B E R" Humber cars would be the most forgotten breed ever by Auto Historians. The only publication listed under the Humber Marque in "Classic Motor Books" Giant Catalogue is "Humber at War" which carries on about Monty's "OLD FAITHFUL" and other weird and grotesque looking military vehicles. Monty, by the way used two Humbers during his European travels. The only way our cars will become "CLASSICS" in their own right is for their owners to restore, maintain and preserve their cars to the highest standards. I'm not for everyone becoming Humber 'cranks' by waving reprinted road tests at the public or by having "Super Snipe" sewed on to their pyjamas but by telling the truth; that is, that Humbers are solid, safe, comfortable and lazy. If you keep your car clean and shiny at all times, perhaps not as high a standard as Nancy Butt's car, but at least to the standards of Geo. Phillpott, or Keith Willimott, then people will think that perhaps Humbers are a good long lasting vehicle. Reading old write-ups on how good Humbers were at the time is no value now. If people want to know what they are like, don't tell them that they handle like a train on rails, or that they can knock off a Chev. Corvette from the lights 'cause they darn well can't. Just tell them that Humbers last and feel very secure. Two things that cars of today can't boast. The H.C.C.V. will grow only if the cars it stands for are promoted by you as they are today.

While at the Fitzroy Gardens on Australia Day, I saw four Humbers in line representing the H.C.C.V. They were all immaculate and looked terrific. Real Classy! The Vauxhall c.c. were behind them and had quite a big roll-up, with some fine looking convertibles, but also in their line-up were some real dogs which dragged the good cars down with them.

So, keep your car neat and clean always, it's a good advert for the car, the Club and you. Forget the past and what good was written about Humbers then, it is now that they need your promotion or they'll disappear from any hope of ever reaching recognition or value. Don't tell people, when your asked about spare parts that Humbers don't need them or that you have them air-freighted from Zurich, only that the Club can assist in many ways but only to members of course. THATS HOW THE CLUB CAN ONLY GROW.

But, if your Humber breaks down someplace, tow it home in the dark!

DES JUDD

LETTER TO THE EDITOR

101 High Street,
BERWICK. 3806

I would be very grateful if you could include enclosed advert in your next issue of Humberette.

Being in my seventy's I'm sorry I do not get to your meetings and I seldom go into the area of strange policemen. To discourage their interest I had the glass tinted at "Insulcar" (Frankston). No one

in Melbourne appeared to have templates for a Humber. They made them. Quite a good job.

Anyone interested could remind them they should have them now.
(Suit Series III anyway).

I sold the series Va I had. Too hard to tune.

All good wishes to the Club.

Sincerely,

GEORGE G. HAWES

Have new long motor in Series III and can recommend Colin at Hillman Spares to do a very good job.

George.

IN SEARCH OF A PRE 1940 HUMBER.....

As a large number of club members know the Kennedy family have been seeking to buy an older model Humber. If this ever comes to be, the flagship of our fleet, which incidentally happens to be a vehicle I am very fond of (Ser IV Estate) would go on the market for sale. This vehicle was purchased back in 1970 from Kevin Dennis (Richmond) and the following year went to Bougainville Is. with us - anyway that is another story.

Back in October, we had a week-end in Colac for the auction of the Parker Collection - we went with a lot of hope- the cheque book and a pre arranged bank loan. To bid for, and become the owners of lot 404 (1914 Humberette) was our ultimate dream as we left Frankston. When one desperately wants something, particularly at an auction where ownership depends on the size of your purse, it's a certainty to get the adrenalin running in your veins. Lot 404 was to come up on Sunday starting with lot 401 at 1pm. so Saturday was more or less a preview as cars and bikes went under the hammer. Sunday the nervous system was working overtime and when 1pm came I positioned myself directly in front of the Auctioneer and started the bidding at \$5,000. The bids were very vigorous and I knew when we got to \$10,000 that they were going to go well over the Parkers expectations. Our limit was \$12,000 but what the heck - in all the excitement I went so far as to nod again at \$12½ and stood dumbfounded as the hammer came down a few minutes later at \$16,400. We left straight away - very down in the mouth and with a tear in the eye - oh well it wasn't meant to be - fancy crying over a Humber!

The searching started in earnest then, and we followed up numerous leads although to no avail. Lloyd then put us on to a 1931 model near Grantville which we found had recently been sold to someone in Penrith N.S.W. Early December we placed an ad in the "Wanted" column of the Trading Post and later the Age and came up with everything but pre 1940 models. We've looked at a lot of cars in a lot of places, but the vehicles we were interested in were not for sale and vice-versa. Presently there are a couple of propositions that are likely and only one of these is a pre 1940 model that sounds alright but have yet to see. Looking back over previous Newsletters during 1978/79 or so, it now amazes me at the number of old cars that were offered for sale in the Humberette. As the saying goes - "it's no use crying over spilt milk" - in those days we were only a one (1) Humber family and very busy going all over the countryside buying clocks and old furniture. We now have four Humberes registered & the MK1 yet to be restored, but we'd gladly part with one to get an "old girl". Somewhere, someplace there must be a pre 1940 model Humber that someone would like to part with - it does not have to be a goer, but no matter what condition it must be complete - we'll supply all the T.L.C. and give it a permanent home.

Many times I've been stopped around the Frankston area whilst driving the Ser.IV Wagon and been offered a price for her. Early December once more again, and told to name my price, but only if and when we acquire an older model would we even consider selling it. There are also a number of club members interested in this particular vehicle, who would of course get first preference.

Reading over what I've written it all seems to be in past tense now, as I was going to print this in our January edition, but there was not enough space left. Since I began writing this back in mid-January we are now the proud owners of a pre 1940 model which is a 1926 Roadster 9H.P. By the time our next meeting takes place we hope to have it stripped down and the chassis sandblasted and primed. The vehicle is very nearly complete, other than for all the dash instruments which we hope we'll be able to obtain at some of the Swap Meets coming up, or, alternatively through advertising. If finances permit, we should have it on the road in twelve to fifteen months time all going well.

Over the past two weeks a lot of time has been spent doing large and small jobs on the Ser.IV wagon in preparation of it going on the market. With very serious discussions the decision has been made to sell the Ser.V (L.P.G.) sedan rather than the wagon, which is a very reliable vehicle and has become part of the family over the years.

Lastly, I would like to say that during the past 12 months, I've thoroughly enjoyed the position of editor for H.C.C.V. My sincere thanks go to Denise for her assistance, Pam and Lloyd Hughes and also the various members who contributed articles. Although there are many members that I've never met personally, we have had conversation on the phone and that in itself helps to bring us closer together. Hope our next Editor gets as much pleasure from the position and I wish him or her well - will only be too glad to help with any assistance in the future if the need arises. Thank you for putting up with me.

NANCY

P.S. On later pages you will see reproduced photographs of the 1926 being loaded on the trailer in preparation for the trip home. Other than the occasional passer-by asking "what make is it mate" the trip home was slow but uneventful.

ROOTES GROUP VEHICLES CHASSIS NUMBERING
*Compiled by Peter Noonan C/- H.C.C. of N.Z.
& HCCV).*

*REPRINTED FROM HUMBERETTE
February 1978.*

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

LETS 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"

2. FIRST NUMBER - Nine differing numbers identified Hawks Snipes, Super Snipes, Pullmans, Hillman, Minx, Singers and Sunbeams. The key ones for us are:-

5	: Hawk	6	: Early Pullman
8	: Super Snipe	9	: Later Pullman, All Imperials

3. 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

4. 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 superceded so we would have new numbers beforehand. In 1965 Chrysler expanded the potential serial numbers, then axed production within two years.

5. 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 Motors.

Those are easy to figure out, but what do RSO orWSO 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 and understanding 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 and Australia often saw coventry'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>SNIFE</u>	<u>16H.P. (6 Cyl)</u>	<u>12 H.P.(4Cyl)</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	

SUPER SNIPE

	<u>SNIPE</u>	<u>16H.P. (6 Cyl)</u>	<u>12 H.P. (4 Cyl)</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	
SER 1V	B8200001	1962-63	
SER V	B8400001	1964-65	
SER VA	B084600001	1965 on	

PULLMAN

Pre 1938: Snipe No. P. Suffix

1938	6000500	
1939	6100001	
WD	6200001	
MK1	6710001	1964-47
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

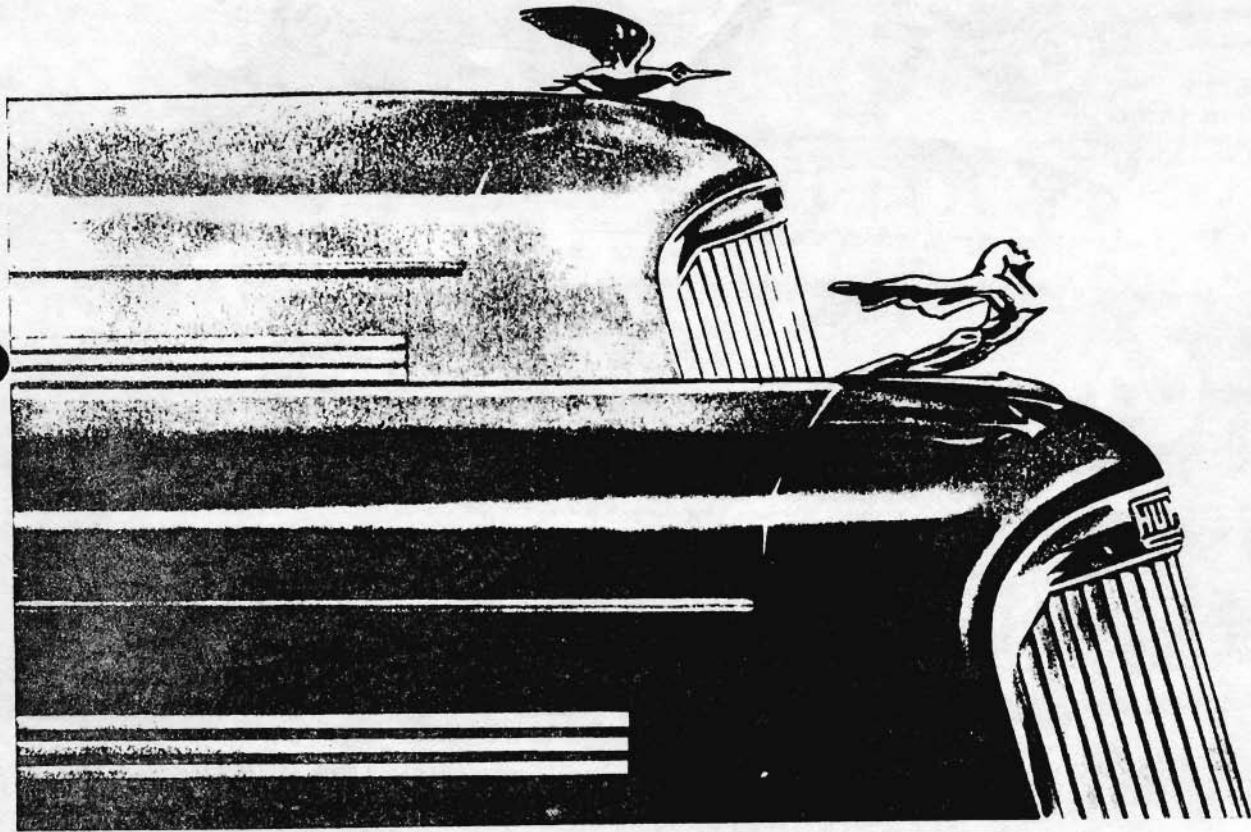
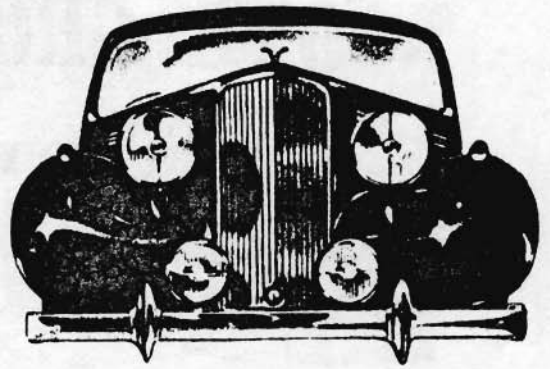
SCEPTRE

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

PLEASE NOTE: The Photo Copy on the following page is from the 1939 edition of "The Straits Times Annual" ("The Straits Times" is or was a Singapore Newspaper.)



HUMBER

Owning a Humber is by no means the prerogative of those to whom price is of no account. Rather is it a matter deserving of emphasis that Humber Ownership can in fact be your personal pride at surprisingly reasonable cost. The name of Humber instinctively implies quality, yet Humber prices are a good deal lower than perhaps you imagine.

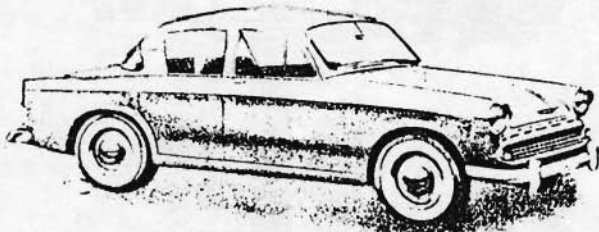
LYONS MOTORS LIMITED

92-100, ORCHARD ROAD, SINGAPORE, S.S.
UNIVERSAL CARS LIMITED, Ipoh & Penang.
WEARNE BROS. LTD., K.L., Malacca, Seremban, Muar.

One Hundred and Ninety Eight

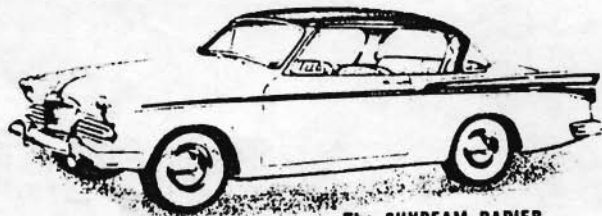
ROOTES GROUP PRODUCTS

Built for the roads of the world



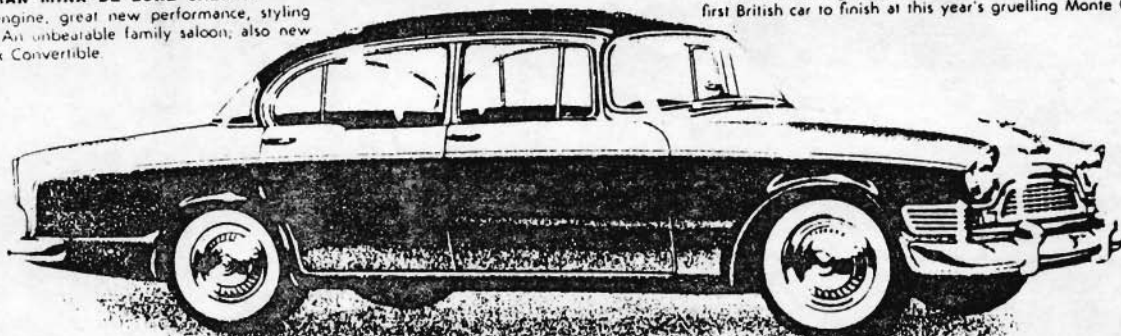
NEW HILLMAN MINX DE LUXE SALOON

Great new engine, great new performance, styling and luxury. An unbearable family saloon; also new Hillman Minx Convertible.



The SUNBEAM RAPIER

an exhilarating, elegant car, winner of this year's R.A.C. Rally, first British car to finish at this year's gruelling Monte Carlo Rally.

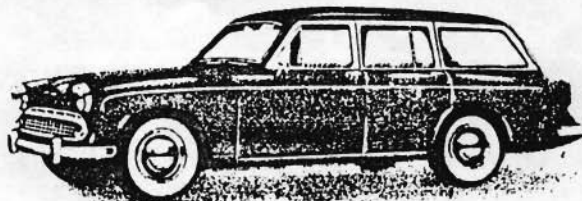


The NEW HUMBER SUPER SNIPE The most luxurious and beautiful HUMBER ever made. Also available as a luxury Estate Car and as a Limousine.



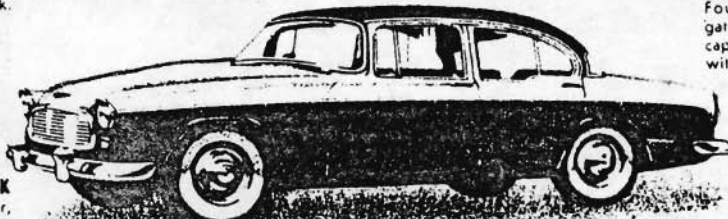
The HILLMAN HUSKY

With back seat up, a roomy family car. With back seat down, a rugged load-carrier and car-of-all-work.



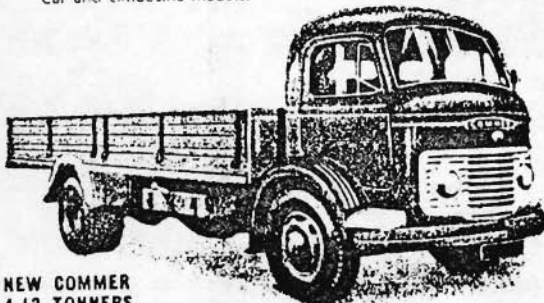
NEW HILLMAN 4-DOOR ESTATE CAR

Four doors and double-action tail gates, saloon car comfort, big luggage capacity are successfully combined with high performance and reliability.



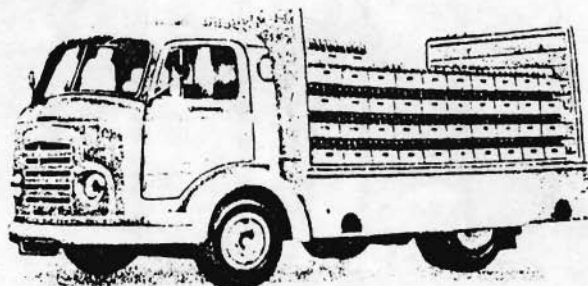
The HUMBER HAWK

Big in every way in size, in power, in comfort one of the handsomest cars on the road, also Humber Estate Car and Limousine models.



NEW COMMER 4-12 TONNERS

"Under-floor" or diesel engines



KARRIER "BANTAM" 2.3-TON LOW LOADER

Easy to manoeuvre and easy to load, the "Bantam" 2.3-tonner is specially designed for rapid inner-zone transport.



All Authorised Dealers display this sign

ROOTES (AUSTRALIA) LIMITED

PORT MELBOURNE — VICTORIA

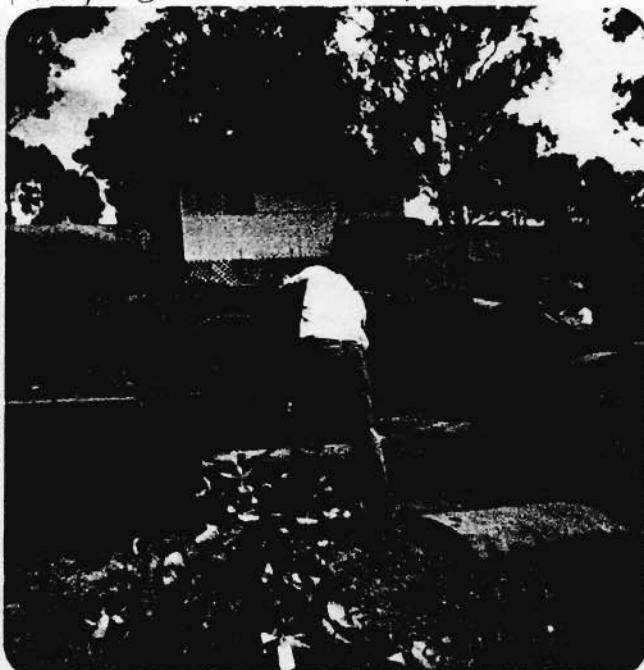
Rootes Group Products are sold and serviced by a network of authorised dealers located throughout the length and breadth of Australia



Debbie & Pam Hughes having a last look at the 1926 HUMBER 9HP Roadster



New owner Bob Kennedy looks on & Lloyd gives it a final pat.



Winching her on. Car was last registered in 1951 - has round rego. sticker.

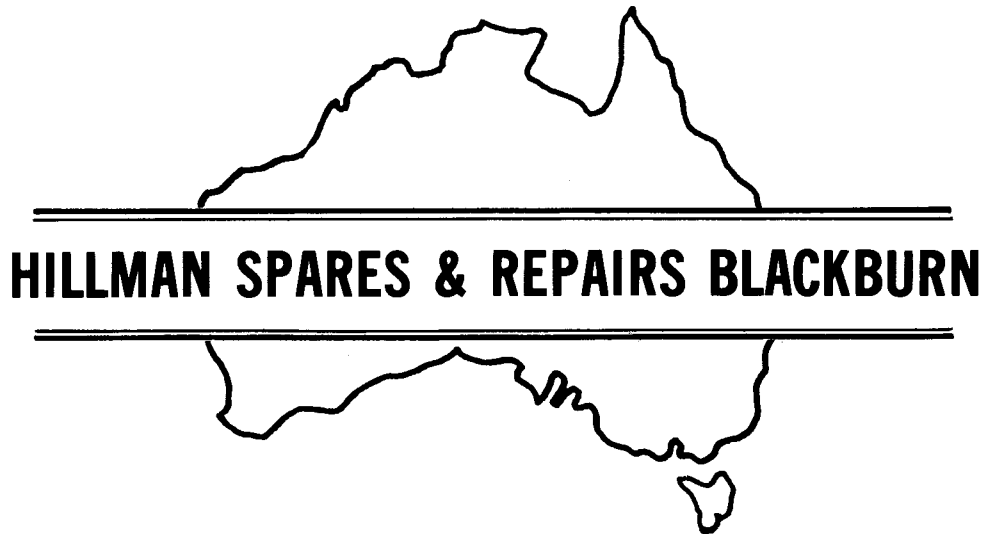


Almost on. Dickie seat in foreground.



Now why didn't I restore it?

HUMBER SPARES



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

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

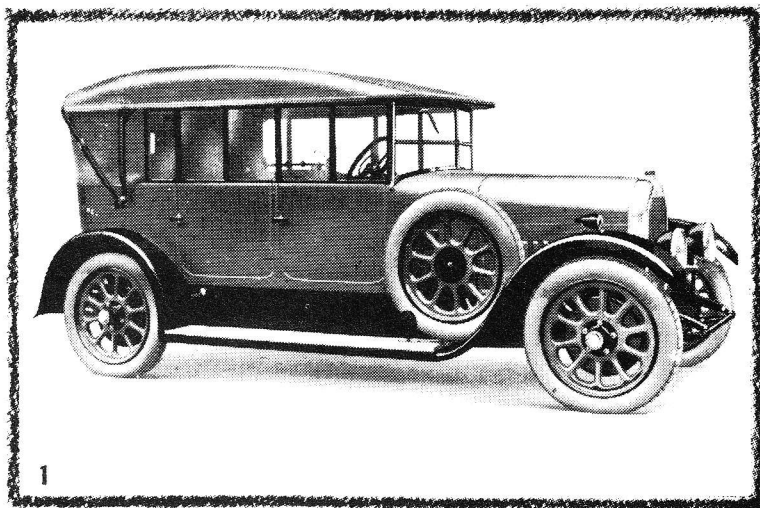
The King Pins stored in somebody's garage, may be the set that Mrs. Smith of Charters Towers needs for her 1948 Rover.

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

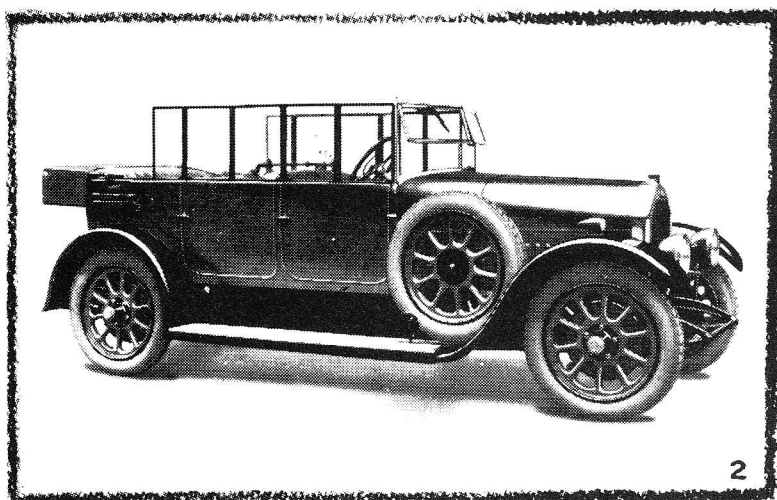
Spare parts delivery is by C.O.D. Post whereby for a \$3.00 postal charge parts will arrive the following day and the receiver pays the postman.

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





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



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

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

