

February 1987

# The HUMBERETTE



By Appointment to  
The Royal Family

Official Newsletter of the  
Humber Car Clubs of  
Victoria Inc. and  
Tasmania

Affiliated with the  
Association of Motoring Clubs



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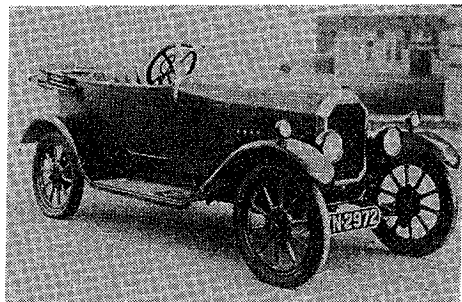


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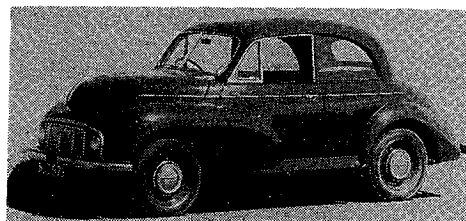
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FEBRUARY 27TH.

GENERAL MEETING. DEEPDENE HALL (MELWAY 46A7). 8.00PM.  
TO BE FOLLOWED BY ANNUAL GENERAL MEETING.  
(SEE NOTICE IN THIS HUMBERETTE.)

MARCH 21ST. (SATURDAY)

KOO-WEE-RUP POTATO FESTIVAL AND PARADE.  
MAKE OWN WAY TO KOO-WEE-RUP (SOUTH GIPPSLAND HIGHWAY),  
AND MEET AS PER ARRANGEMENTS IN SOCIAL NEWS ARTICLE.

MARCH 27TH.

GENERAL MEETING. DEEPDENE HALL. 8.00PM.

MARCH 29TH.

\*\*\* EUROPEAN MOTORING SHOW. FLEMINGTON RACECOURSE MEMBER'S  
CAR PARK. 11.00AM. ENTRY FEE: SINGLE \$2.00, FAMILY \$5.

APRIL 18TH.

PROPOSED EASTER SATURDAY CLUB RUN TO BALLARAT.

APRIL 24TH.

GENERAL MEETING. DEEPDENE HALL. 8.00PM.

MAY 3RD.

COMBINED OUTING WITH STANDARD VANGUARD CAR CLUB.  
SUNDAY BRUNCH FOLLOWED BY VISIT TO RAILWAY MUSEUM,  
NEWPORT (MELWAY MAP 55 K7) AND/OR MARITIME NAVAL MUSEUM,  
WILLIAMSTOWN.

MAY 24TH. (SUNDAY)

GENERAL MEETING AND "AT HOME" SOCIAL DAY. DEEPDENE HALL  
FAMILY LUNCH FOLLOWED BY GENERAL MEETING AT 2.00PM.

MAY 29th -30TH.

\*\*\* VINTAGE DRIVER'S CLUB "SPECTACULAR" SWAP MEET.  
MELBOURNE SHOW GROUNDS.

JUNE 6TH-8TH.

QUEEN'S BIRTHDAY WEEKEND TOUR TO MOE.  
BOOKING FORM IN THIS HUMBERETTE.

JUNE 26TH.

GENERAL MEETING. DEEPDENE HALL. 8.00PM.

\*\*\* NON CLUB EVENT OF INTEREST.

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## NOTICE OF ANNUAL GENERAL MEETING OF THE HUMBER CAR CLUB OF VIC. INCORPORATED.

The annual general meeting of this club will be held on Friday, 27th February, 1987 at the Deepdene Park Hall, Whitehorse Rd. Deepdene, immediately following the monthly general meeting which commences at 8.00PM.

The business of the Annual General Meeting will be as follows:

1. To confirm the minutes of the Annual General Meeting held on 28 February, 1986.
2. To receive from the Committee reports upon the transactions of the Club during the last financial year.
3. To elect Officers of the Club and the Ordinary Members of the Committee.
4. To receive and consider the statement prepared by the Treasurer in accordance with the requirements of The Associations Incorporation Act, 1981.
5. To set the annual fees & membership subscriptions for the year 1987/8.

ANNUAL REPORT OF THE H.C.C.V.Inc. FOR THE 1986/87 FINANCIAL YEAR.

The Club continues to progress and has experienced a successful year in this, it's eleventh year of operation.

Current Victorian Club membership, including family members is 152, and a close liason is still maintained with the Tasmanian club.

The Club is in a sound financial position with our investment account being doubled during the year. This account now stands at \$3,000. Some finances have been earmarked specifically to offset anticipated expenses in organizing the Bi-Centennial National Rally. This can be expected to be one of our major expenses during 1987. However the Committee does not see any need to increase fees at this time and it has recommended that the annual subscription remain at its present level for the next 12 months.

Monthly general meetings and social outings have been reasonably well supported with an average attendance of approx. 25-30 members. Most popular outing was again the Talhof run with the Chev. Club. An innovation this year has been the introduction of occasional Sunday meetings instead of the usual 4th Friday evenings. These were exceptionally well received and allowed country members an opportunity to participate. It is planned to continue this procedure during 1987/8

During the year Club members participated in a variety of inter-club and community events. These included the Melbourne Show City Parade, British Motoring Show, Classic Car Show at the Exhibition Building and the Combined Rootes "G-T" Day. A very successful Club Rally to Warrnambool was also held over the Queen's Birthday Weekend in June. Our thanks are due to Chas. Speed for organizing this.

A strong contingent of Victorian Club cars also took part in the 5th National Humber Rally at Forbes (NSW.) over the Easter period. Several Victorian members were successful in taking off rally trophies.

The club Technical Library continues to expand with a good number of new books being donated. This is a popular club service with the most sought after books being the Series Snipe Workshop Manuals. The library now has multiple copies of this manual available for loan.

Several technical talks were held during the year and this is an area which could be expanded during the coming year. Technical Officer, Bob Kennedy, has again been ever ready to help with technical advice and spare parts assistance.

There has been little movement of regalia throughout the year and sales of current stock should be increased during 1987. Most popular items on sale were the windscreen stickers and caps. New supplies of stickers have now been received and lapel badges will need to be re-ordered shortly. There are still some copies of the anniversary plaques available.

The Concours was again conducted at Deepdene Park and this seems to be a popular and convenient location for it. However the Presentation Dinner seems to be losing support in its current form and some thought should be given to perhaps changing the format of this function in the coming years. Thanks are due to all those members who who assisted at or attended these functions.

To the many members who supported the club during the year I express my gratitude. In particular, thanks are due to our magazine editor, Barry Bosnich, for his unfailing efforts in getting out an excellent newsletter, to our President, Bob Kennedy, and to our Treasurer, Rob. Dunlop for their commitment to the club and to all those Committee members who so faithfully fulfilled their duties.

I feel we can look forward with confidence to busy and successful 1987/8 club year.

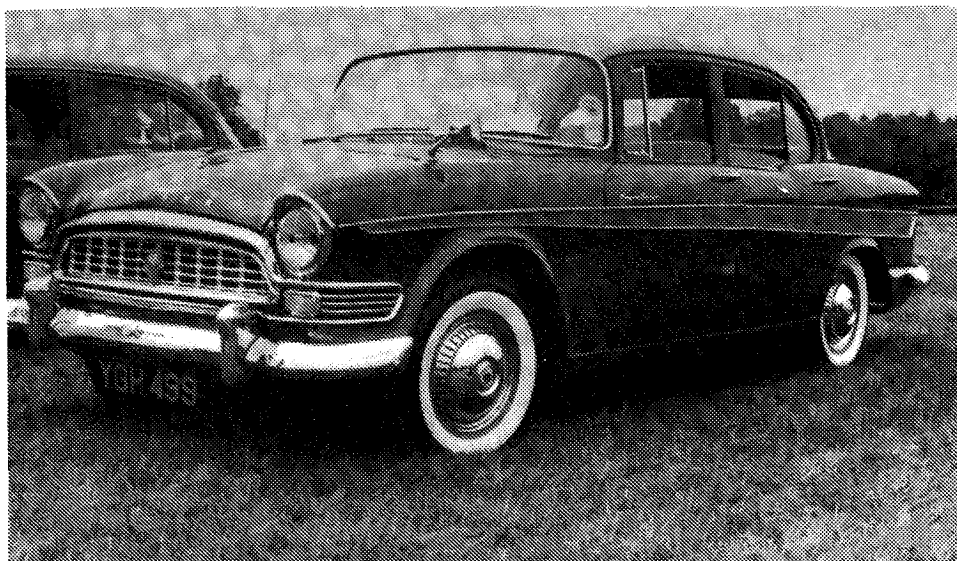
*Margaret Willimott*  
Margaret Willimott.  
(Hon.Secretary).

# THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

## COMMITTEE 1986-87

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Bill Holmes (052)	57 1067
SECRETARY	Margaret Willimott	435 6354
TREASURER	Rob Dunlop	439 7059
EDITOR	Barry Bosnich	460 4505
SOCIAL SECRETARY	Margaret Willimott	435 6354
MEMBERSHIP REGISTRAR	Marie Grande	277 6937
LIBRARIAN	Keith Willimott	435 6354
TECHNICAL ADVISOR	Bob Kennedy	789 5119
PUBLICITY/REGALIA	Barbara Dunlop	439 7059



Two P.V.H.C.C. Series 2 S/Snipes. One with side flash, one with single strip.

Wanted: Photos, colour or black & white of members cars for newsletter. Please note also that this month we are experimenting with type sizes and reductions which would enable us to print more for less and we would like readers views on this. Editor.



As I write this report, I wonder how many members remember that this month is Election Month. I also wonder what new stories I'll hear as to why certain people can't or should I say will not help the Club by taking on one of the Committee positions.

No doubt some of the excuses will be new to me but I think most are known to me by now. I've heard different ones for years, but who can tell, maybe I'll learn new ones that I can enter into my 'rubbish book'.

Another item I file away in my rubbish book is the stories I hear about 'dealers' in the trade of car parts that keep the older vehicles on the road. The people who say, "They should not be in the trade" or "Shoot them", "They are all robbers", "They are taking up all the parts", "They are only in it for money" and so the stories go on.

I would like to tell you about a matter concerning myself, but first I must say this. Over a period of years, 'mucking around with old bombs', as some people say, I have been going to swap meets, auctions, clearing sales and a long list of other events and places, searching for a certain part and over a period of time, I've had my fair share of arguments (some very heated) trying to get the part I wanted at the price I wanted (free is better!!). These arguments once over are forgotten till the next time I try to knock down the price; but that's life.

All the time I'm looking for parts, I know I can't cover all events or afford to buy the complete lot just to get one item, so I turn to the 'dealers'. Some maybe like as stated above because humans are funny. Not all are 'love and kisses' (thank God). In the 'Humber' line I have tried various people over the years, some with no luck and some have come up with the goods.

Now a lot of you are wondering what this is leading up to; well it's this. As a lot of members know, I am at the moment restoring an Imperial. This is to be a total restoration. I have gone out of my way to search out and find the correct parts. All went O.K. till I looked at the fog and driving lights as fitted. These were an odd size plus the name ROOTES was in the centre of the lens. I searched all over for these lights but to no avail. At swap meets I asked and all I got was funny looks and several people who have friends or who go to England looked for me plus members of the P.V.H.C.C. in England (thank you David Clark) searched for me.

I also asked Norm and Jim Withers of Hillman Spares & Repairs of Blackburn but no such lights would be found until Jim informed me he was off to England and he would look around for me. The first trip didn't find anything but the following trip did. The boys informed me the lights were on the water in a container and as soon as they were unpacked I would be let known. This was duly done and I can tell you I am more than happy both from the way Hillman Spares searched for me and the lights themselves. I could not have got the lights by myself or for that matter any of the other parts I've bought off them without a large layout of time and expense.

The total time I searched and waited for these lights stretched over 18 months but time is not important if you aim for something and nothing else will do. I know some people will always come up and say that they had a bad deal from so and so but I think all of us strike out sometimes.

Some people have aimed their abuse at the boys' at Blackburn but I think if you go there, show them what you want they will try to get it for you or let you know whether it's available or not. If you go there and see the huge amount of parts stacked around you, then you can appreciate why when you sometimes ask for something there is confusion as to whether the part exists or not but as I said before, I personally give full points to them. Just for the record, no I don't get a cut in price, most times I've been up there the person serving does not know me from a bar of soap. I'll continue to use Hillman Spares and no doubt I have some brawls but as I said before, 'that's life'.

Well I can expect a few comments, mostly verbal, these I don't mind but next time you condemn dealers please understand these businesses also have to make a living (pay wages, pay rent and many other expenses) so naturally they do not give the parts away. There are some I'd like to see out of the trade but I suppose you have to take the good with the bad.

I close for now and prepare myself for the next General Meeting and Election where all of you good people will fight for a position on the Committee. Thank you for your support in '86.

MINUTES OF GENERAL MEETING OF HCCV INC

HELD ON FRIDAY 23RD JANUARY, 1987

The meeting was opened at 8:20pm by the President, Bob Kennedy.

VISITORS: Fred Pieteron's parents from England.

APOLOGIES: Robert Smith, Leo Mull, Pam Batten, Harold & Adelaide Underwood, Herb Perkins and Nancy Perkins.

MINUTES: The minutes of the November meeting were read and accepted. Moved P. Davenport, seconded Fred Pieteron. Carried.

CORRESPONDENCE: IN: R. Fox (Wangaratta) 1987 Calendar. N. Butt, balance of dinner money and enquiry re King Pins. R. Barris, secondhand parts enquiry. Tony Noonan, obsolete auto parts brochure. Trevor York, Christmas greetings and raffle money. Robert Boan, membership renewal and letter. Steve Payne, Vogue for sale. R. Anderson, 1962 Snipe for sale. A. Wasilenski, enquiry re Humber parts. Bill Contyannis, membership subscription and joining fee. J. Kent, membership fee, joining fee and advert for Humberette. VGL Insurance (Sutherlands) advert for Humberette and cheque. Hillman Spares cheque for Humberette advert. Jason Miller, membership subscription and joining fee. Ken Huxtable, Kooweerup Potato Festival. Sotheby's NSW Vintage Car Auctions. Alan Stockdale MP, update on Transport Accident Bill 1986. HCCQLD, National Rally for all Rootes vehicles. HCCSA, National Rally for all Rootes vehicles.

OUT: Bill Contyannis, Jack Rowan, G. Hardner - All membership application forms and Club information. Ken Huxtable, entry of Potatoe Festival 1987. Restored Cars, Club advert.

CORRESPONDENCE: Correspondence was received on the motion of Tom McAlpine and seconded by David Dunlop. Carried.

TREASURER'S REPORT: Balance of the current Account in \$1164.77  
Investment \$3120.00

Moved M. Willimott, seconded K. Willimott that the Treasurer's report be received. Carried.

EDITOR'S REPORT: 179 magazines were distributed - a new record! A new cover has been ordered for 1987 and there is an extra advertiser.

SOCIAL SECRETARY'S REPORT:

1. Margaret reported on the Presentation Dinner of the 6th December. Presentations were made to Concours winners, the raffle was drawn and an enjoyable evening was had by all.
2. 22nd February: Club run to Lauriston, Reservoir and Kyneton, meeting outside the Keilor Shire Offices at 10:30am.
3. 15th February: The Club is invited to join the Rootes Group Car Club on a run to Healesville and Healesville Sanctuary. Meet in Lilydale main street at 11:30, i.e. after the CHACCA Swap Meet.
4. Queens Birthday Weekend: Trip to Moe, Walhalla. Accommodation could be available in a hostel at Rawson. Motels, caravan parks etc, available in Moe too. Visits to Blue Rock Dam, Upper Yarra Dam, Walhalla, Power Stations and Taronga Falls are all being considered. Tom McAlpine is organising this weekend. Tom attended the meeting and spoke about the plans.
5. Australia Day Weekend: Sunday - The run to Werribee Park - Monday - Display in the gardens.

TECHNICAL OFFICER: Bob Kennedy gave details of Dashboard tops for S/Snipes. A Moorabbin firm will re-manufacture these using all new materials for about \$250. Door Cappings can be done too. Carpet, K-Mart Auto Section will make-up carpet to fit Humpers.

LIBRARY: Peter Davenport has donated a copy of information on the original trade mark of Thomas Humber. David Dunlop has donated information on Solex carburettors fitted to Humpers and other British cars from the 1930's to 1950's.

FOR SALE - PARTS NEEDED:

1. Wanted: MK 4A Snipe headlight and panel light switch, red Humber insert and a clock.
2. For Sale: Series 5 S/Snipe in good condition. Series 4 and Series 5 also spares available.

GENERAL BUSINESS:

1. A presentation was made to P. Davenport for service to the Club and to D. Dunlop for assistance with the Concours.
2. The AOMC American Car Show is on the 22nd February and the European Day is on the 29th March both at Flemington Racecourse.
3. 1988 National Rally (Easter) at Swan Hill. This rally is being organised by our Club. A lot of planning is needed together with preliminary visits to Swan Hill. If any member will be in Swan Hill then, please advise members of the Club Committee and you may be able to help by checking a detail or making some arrangements for the Club.

Interstate cars from Qld, N.S.W. and S.A. are expected. It will be a social family weekend. Accommodation will need to be booked early. For this reason, a form seeking member's intentions will be in the next Newsletter. Bookings will be made about Easter this year. The Bi-Centenary Year concept will be taken into account.

4. The Annual General Meeting will be held on February 27th. Members were asked to attend and contribute. Des Judd will conduct this portion of our meeting.
5. The Kooweerup Potato Festival will be held on Saturday 21st March at 9:30am. The display of Club cars was discussed.
6. Car Insurance: Copies of an Age Monday Extra were distributed in the meeting.
7. Raffle: B. Fox's calendar was raffled after the meeting.
8. CHACCA Swap Meet: Sites are nearly sold out so there will have to be outside sites as bookings are so strong.
9. The Club's account for use of the Deepdene Hall is due.
10. Club Auction: Moved Margaret Willimott, seconded Peter Davenport that Geoff Webb be appointed Club Auditor.
11. A Rootes Group Car Club Badge was donated to the Club by B. Bosnich for a raffle at the 1988 National Rally.
12. The meeting concluded with a show of slides by Frank Stockwin. These included the 1986 Concours and Presentation Dinner.

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SECRETARY'S NOTES

Hello everyone! This month sees the end of the 1986/87 Club year and some fresh faces on the Committee can be expected.

I will be concentrating on the organization of the National Rally during 1987 and it is very heartening to have another Club member volunteer his services (and computer!) to take on the general secretary's duties involved in running the Club. Thanks a million, Arnold!!

So far there has been no response to my request for volunteers to arrange a speaker on an outing during the year. Please think about this and come along to the Annual Meeting armed with your suggestions and/or offers of help. We're always glad to accept new ideas and what might seem like a minor input by you can often take quite a load off the responsibilities of your Committee members. It's also a marvellous way of getting to know fellow Club members.



You will notice a number of changes in the magazine format this month. I would like to welcome our new Trade Subscriber: Automotive Surplus Pty Ltd.

We hope your association with us is long and happy. Many of you, in the past, will have purchased parts from Vanguard Co. who had been in Elizabeth Street, Melbourne for as long as I can remember. Their closure last year seemed to end a chapter in motoring history. Automotive Surplus Pty Ltd which operates at 35 Thornton Crescent, Mitcham now incorporates the old Vanguard Co and I believe is able to offer an excellent range of automotive parts. It's nice to see the old firms being kept alive in this way.

In response to a number of requests, we are incorporating a Technical Section in the magazine over the next few months. This series will deal with general maintenance of Humbers, starting this month with **Air Cleaner Maintenance**. Minute abrasive particles from the atmosphere, particularly in dusty driving conditions, can adversely affect the operation and life of your engine making it essential that regular air cleaner maintenance be carried out. If you would like a particular maintenance procedure reviewed, please let us know.

There are three **Lift Out Forms** in this Humberette. Returning all three together will save you 72c in postage!!

Could I put in a special plea to everyone to accurately complete the Membership Renewal Form. Send it back (sans money) even if you have already paid your sub or do not intend renewing.

There is a move afoot to register all remaining Humbers in the world. The Post Vintage Humber Car Club in Great Britain holds quite an extensive list of vehicles from many countries and the Australian contribution is being compiled on a state basis. Victoria lags far behind in this operation and our own Club records are incomplete and we often do not have a comprehensive list of your cars. Engine and Chassis Numbers are the important items plus Body Style/Colour and Registration Number (if any). It is also vital that we know whether your car is on red plates.

Arnold Goldman is willing to computerize Club records this year and your help in fully completing the renewal form would assist him considerably. The computer register will make it much easier to extract information for a **National Humber Register** and bring us on a par with other states. It is planned to include in the register all remaining Humbers even if not Club members (shame!) so any details of non Club cars of which you are aware would also be appreciated.

There have been a number of interesting Snipes and Vogues on the market lately, at least one of them I believe being purchased by a Club member. It's interesting that two of the Snipes were from 'deceased estates' (possible one owner vehicles?) and a smart sounding Vogue was being reluctantly relinquished by an elderly lady. Interesting also are the prices on these cars; it seems that quality Humbers may at last be starting to attract the value recognition that they deserve.

Was anyone able to rescue the Hawk Estate from Spares Galore in Ferntree Gully (Age ad 7/2/87) or the Hawk Sedan from Bob Freeland at Plenty (Humberette Jan '87)? The Sedan was in quite good condition and the Estate would at least furbish some hard to come by body panels. Both were destined for the tip if no takers.

The January Humberette article on early Humbers, researched by Peter Davenport from state library files was a reader's delight. As well as a wealth of clearly defined technical details on the 1905 Beeston Humber, it contained such priceless little gems as "the whole of the lugs necessary for carrying the cooler, engine, gear box, springs.....are brazed in with the frame, so that.....the chances of parts dropping off onto the road are reduced to a minimum."

Somehow I seem to hear a modern car owner saying, "So, what's new"! Do read the article thoroughly if you have not already done so.

In conclusion, may I remind you that no Club is complete without a supportive body of general members. Those silent helpers throughout the year who neither expect recognition nor seek a place on the Committee may rest assured that their labour has not gone unnoticed and they are certainly greatly appreciated.

Finally I would like to express my thanks to the 1986 Committee for a job well done and to wish the incoming Committee members a happy and successful 1987/88 Club year. See you at the Annual Meeting.

Margaret

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## NATIONAL RALLY - SWAN HILL - 1988

The Great Bi-Centennial National Humber Rally will be held at Swan Hill on the banks of the River Murray during Easter 1988.

Planned activities include an introductory social and B.B.Q., a Grand Street Parade, National Concours d' Elegance and Pride Ownership, Car Display, Dinner at Murray Downs Homestead and visits to points of interest in and around the district.

A variety of accommodation is available although most Caravan Parks with on-site vans are currently asking for a ten day minimum booking. This is due to the new four term Victorian school year. However, this requirement will be reviewed following Easter this year and some changes can reasonably be expected.

There is ample basic and luxury class motel accommodation at prices (current 1987) ranging from \$34.00 per night to \$51.00 per night for a four night stay. Some motels have car wash facilities and there are restaurants attached to several.

Contact has been made with the President of the Mid-Murray Vintage Car Club and it is hoped that some of their members may be interested in participating in our activities.

Swan Hill is a lovely, picturesque city and the mighty Murray River ensures plenty of water to keep it's beautiful gardens perennially green. The historical Pioneer Village Settlement presents a working tribute to the Murray's role in Australia's progress and there are many attractions both in and around the city. We hope to visit a number of these over the duration of the Rally. I believe there is also prospect of a Pokies Club opening first across the border before our Rally visit.

Preliminary Rally Booking Forms are in this magazine and should be returned promptly to enable accommodation bookings to be organised. Please indicate a second preference for your accommodation requirements if you are anticipating on-site van bookings. Basic motel accommodation may end up a cheaper proposition if we cannot get a reduction in the minimum caravan park bookings.

Xmas Hamper Raffle Results: Hamper : Peter Shelden  
Wine : Brian Parkinson  
Biscuits: Norm Watt

Door Prize (Presentation Dinner): Decorated Xmas Cake was won by Diane Bosnich.

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### SOCIAL SCENE

Variety is the keyword for the 1987 social scene. Outings are planned to accommodate all tastes and situations as far as possible.

The March Outing is the first of several Saturday ventures. This one is to the Kooweerup Potato Festival. Details are set out below.

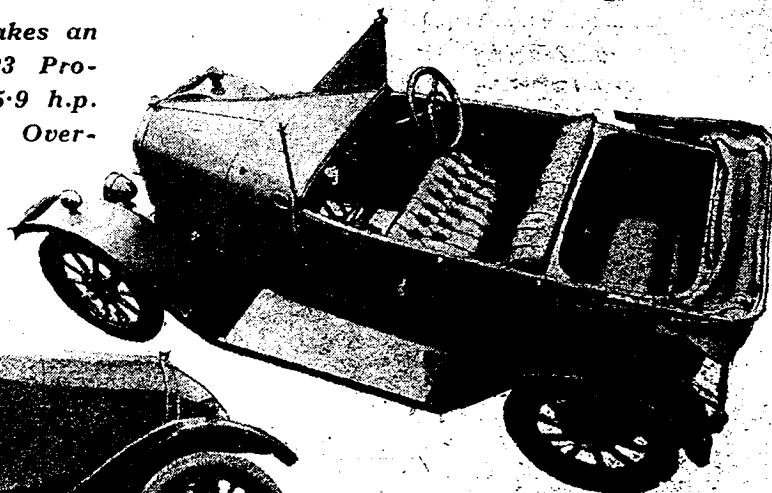
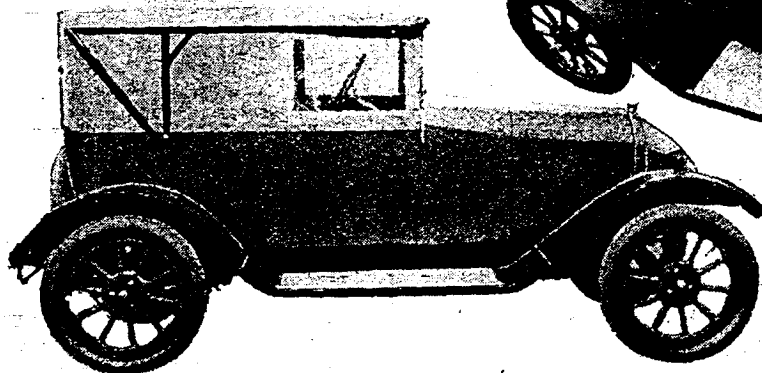
Your Humberette includes a booking form for the Queen's Birthday Weekend Tour to Moe. The Newborough Motel (Flag) is approximately 2km from Moe in a quiet and spacious lawn setting. No on-site vans are available in Moe due to the ski season commencing but the motel doesn't have a minimum booking period so it works out about the same costwise for two nights.

Activities for the weekend include possible tours to Walhalla, the S.E.C. works, Gipps town Historical Village and other places of interest around the area; also a Sunday B.B.Q. and Saturday evening dinner at a local pub or restaurant.

Please get your bookings in early for this event.

## A NEW 8 H.P. HUMBER.

*Details of a Small Car which Takes an Important Position in the 1923 Programme. The 11.4 h.p. and 15.9 h.p. Cars to be Continued, but with Overhead Inlet Valve Engines.*



*Excellent family coachwork is a feature of the new 8 h.p. Humber, designed to carry two children in the back seats or, alternatively, by removing the rear seat, to accommodate a large amount of luggage.*

**P**RODUCED by a factory which is famed for durable cars with well-finished bodywork, the new 8 h.p. four-cylinder Humber is certain of a welcome reception. Not only is the new vehicle ambitiously equipped and finished in true Humber style, but it has an added attraction in that the price, though not definitely fixed, will be in the immediate neighbourhood of £275.

### Family Coachwork.

In style the car is a two-seater with a compartment in the back in which two children may comfortably be seated and protected by the all-weather hood in wet weather, or in which considerable quantities of luggage may be stored after a special form of detachable seat with its locker has been removed. The chief duty of the car is to form a comfortable two-seater, and to that end real leather upholstery and a well-sprung and carefully-proportioned seat are provided, but the back part, being meant for occasional use, is not upholstered in leather. One door on the left side is provided, and when the rear portion is occupied it is intended that the young motorists should be lifted in, for the main front seat is fixed permanently in position.

For the windscreen a fixed single glass panel is used, and to the top of the uprights of this the peak of the hood is locked when raised

into position to protect the passengers. Celluloid side panels are provided, the section above the door opening and closing with the latter, and the panels can be kept in the raised position when the hood is down. The well-finished dashboard carries a filler for the six-gallon gravity-feeding tank, a speedometer positively driven from the gear box, an oil pressure indicator, switches for the five-lamp electric lighting set, starting, and charging, and an air-strangler for the Cox-Atmos carburetter, whilst black-finished controls for throttle and ignition are carried in the centre of the steering wheel.

So far as the mechanical specification is concerned, the layout is simple; engine, clutch and gear box form a single unit supported at three points in a straight-sided frame of L section; the lower flange of the side

### SPECIFICATION.

**ENGINE:** 8 h.p., four cylinders, 56 x 100 mm. (985 c.c.). Rating 7.8 h.p. Tax £8. Detachable head, side exhaust, and overhead inlet valves.

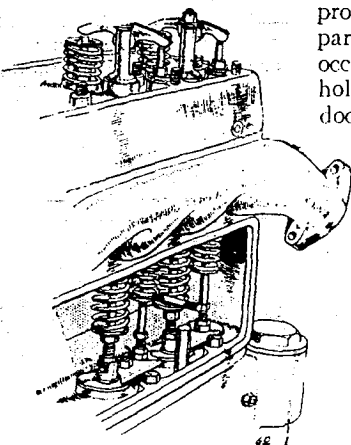
**TRANSMISSION:** Leather-faced cone clutch, unit three-speed gear box, spiral bevel final drive.

**SPRINGING:** Quarter-elliptic front, semi-elliptic rear.

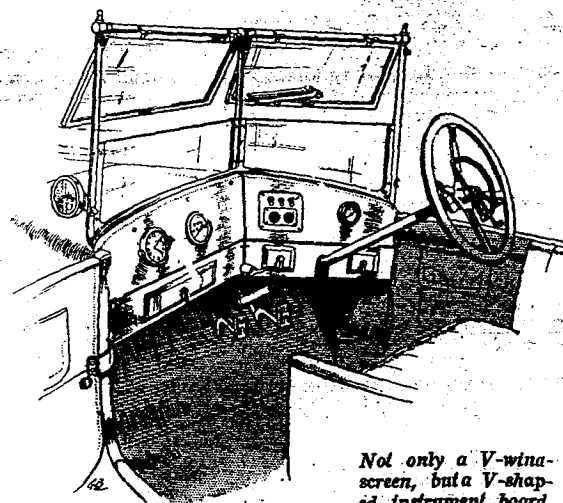
**WHEELS:** Detachable steel spoke, with 26 x 3 in. cord tyres.

**WHEELBASE:** 7 ft. 10 in. Track 3 ft. 10 in.

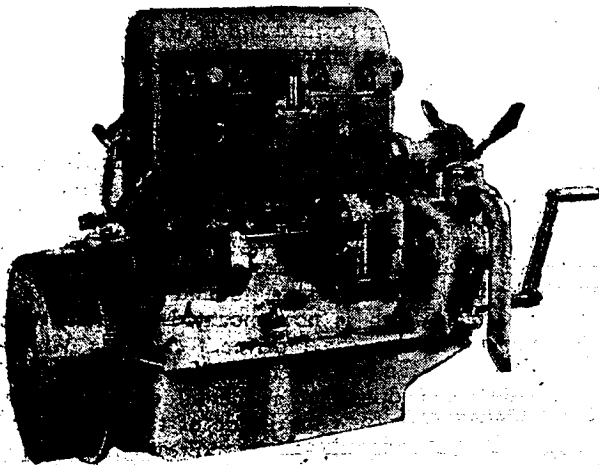
**PRICE:** Approximately £275.



*The rockers operating the overhead inlet valves are carried on pegs projecting at right angles from the supporting pillars.*



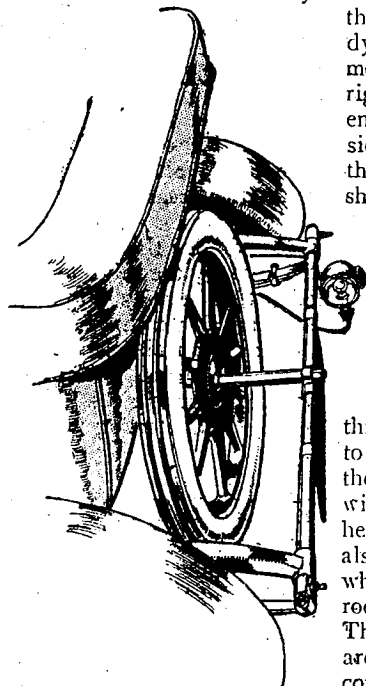
*Not only a V-windscreen, but a V-shaped instrument board, with drawers below the instruments, together with a windscreen cleaner are features of the 15.9 h.p. Humber.*



*All the new Humber engines have overhead inlet valves, operated by push rods and rockers; these are neatly cased in as shown by this view of the 15.9 h.p. engine.*

member continues outwards to form the running board between the wings. Following the design now adopted for all Humber engines, the water-cooled 8 h.p. four-cylinder unit has exhaust valves placed at the side in line and overhead inlet valves operated through adjustable tappets, spring loaded push rods, and overhead rockers. This type of construction allows large-diameter valves to be used with a short engine, and combines efficiency with an ability to pull well at low speeds. The engine develops roughly 20 b.h.p. at 3,000 r.p.m. A detachable cylinder head is used, and aluminium covers enclose the rockers at the top of the engine and the valve stems and tappets at the side.

The cylinders are cast integrally with the upper portion of the crank case in which the crankshaft is carried on two plain bearings and is threaded in from the rear. Two plain bearings also support the camshaft which is driven by a silent chain, as also is the single-unit Lucas dynamo and starter motor situated on the right side of the engine. On the left side of the engine at the front is a vertical shaft, the upper end of which drives the contact-breaker and distributor of the battery ignition set, whilst the lower end actuates a submerged gear pump. Oil from this pump is delivered to the main bearings, the camshaft, and to a wick feed for the overhead valve rockers; it also feeds troughs into which the connecting rod big ends pass. These big end bearings are of white metal, the connecting rods being attached to the three-ringed aluminium

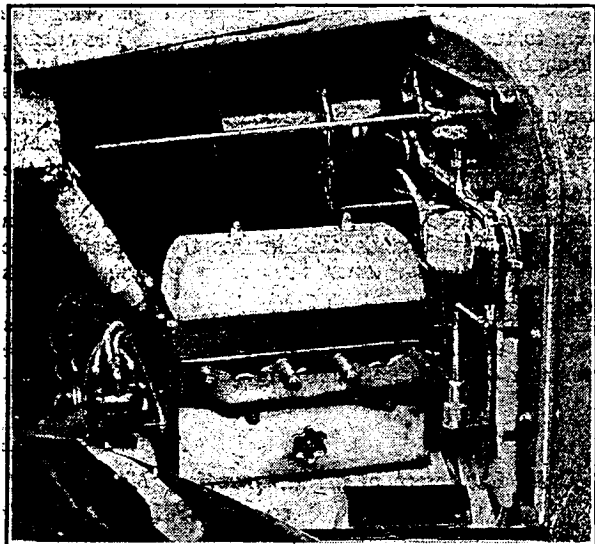


*The method of carrying the spare wheel on the new 8 h.p. Humber.*

*A New 8 h.p. Humber.* pistons by floating gudgeon pins, and the skirt of the piston has the now familiar Humber expanding ring and the piston head is sloped so as further to eliminate "slap." Cooling is by the siphon, and a fan is not fitted.

An open aluminium pit surrounds the flywheel and attaches the gear box to the crank case; the clutch is an enclosed leather-faced cone of which the spigot bearing is lubricated automatically. Accessibility of the engine, clutch and gear box parts has been carefully studied in the design. Three speeds and reverse are given by the gear box, the selector and gate mechanism being concealed within the lid, whilst the change-speed lever is placed on the right-hand side of the car, free of the frame. The gear ratios are: bottom 17.1, second 8.6, top 4.9 to 1. At the back of the gear box is a contracting band brake operated by pedal and easily adjusted. The low bottom gear is a valuable feature.

Drive from the gear box is transmitted to the rear axle through a long propeller shaft with a Hardy flexible disc joint at each end. The axle shafts are of the floating type and a differential is fitted, the design of the casing being such that the gearing can



*Battery ignition is fitted to the 8 h.p. engine, and the well-known Humber principle of carrying essential tools, likely to be required by the wayside, under the bonnet is adhered to.*

be removed quickly. Easily adjusted contracting band brakes are fitted on the rear wheel hubs. Both torque and drive are taken through semi-elliptic rear springs. For the steering a worm and wheel gear of the adjustable type is employed. The bearings of the front axle swivels are lubricated from an oil box and the joints of the cross steering rod are fed by lubricant contained within the rod itself. Altogether the new car is a valuable contribution to the market for high quality small vehicles.

#### Improvements to the Larger Cars.

As regards the already well-known types in the Humber range, namely, the 11.4 h.p. and the 15.9 h.p. cars, one or two alterations have been made, and the four-cylinder engines of both are now fitted with side exhaust and overhead inlet valves of the same style as those used on the new vehicle. This system has been adopted after considerable research as giving

March Outing:

SOCIAL SCENE CONT.

Where : Koo-wee-rup Potato Festival

When : Saturday March 21st.

Time : Parade participants as per individual instruction sheets.  
Others meet at the Humber banner before the street parade or  
outside hospital grounds at 12:00 midday.

Lunch : B.Y.O. picnic lunch, take-away food available.

Directions : Take South Gippsland Highway (via Dandenong or Mulgrave Freeway)  
to Koo-wee-rup turnoff.

\*\*\*\*\*

FOR SALES

1964 Series 4 S/Snipe, reg March A.C.T., very good condition all round, over \$2000 spent on engine, trans, suspension and upholstery, \$2000.00.

1964 Series 4 S/Snipe, A.C.T. reg expired Oct '86, good running order, over \$1000 spent on trans, suspension and upholstery, \$900.00.

Series 5 S/Snipe, no reg, in good running order, suit restoration or spares, \$200.00

Also Spares:

3 D.G. Automatics, 2 Torque Convertors, all working, 1 Series 4 engine with sound head and low mileage crankshaft and bearings, plus cylinder head, set of Series 3 doors, radiators, bumpers and many others.

Hawk Station Wagon open to offers.

\* All enquiries to Wal Riley, 4 Lawley Street, Deakin, A.C.T., 2600, Ph: (062) 82 3267.

B/W '35 Auto, suit 5A, good condition, assorted Hawk and Snipe wheels and tyres, trims, h/caps, dist, s/motor, fuel pumps, Hawk clutch complete, Hawk s/windows, wood cappings, disc pads for rebuilding. Contact J. Lhuede, 19 Anzac Crescent, Williamstown, Ph: 397 5058.

Series 3 and 4 S/Snipe parts, all good condition, 4 mudguards 2F and 2R, dashboard, windscreen, w/manual, owner's handbooks, reasonable offers.

Contact G. Woodley, 10 Fitzroy Grove, Chadstone, Ph: 277 5483.

Give Away - 1 spare head, 2 back axles and 1 wheel, suit '61 H/Hawk.

Contact Mrs. Ryan, Oakleigh, Ph: 568 0492.

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Contributed by PETER DAVENPORT

THE AUTOCAR, October, 13th, 1922.

*A New 8 h.p. Humber.*

greater power without increased noise. Both large cars are now fitted with double-panel adjustable V windscreens. The wheelbase of the 11.4 h.p. has been increased by 3½ in., with the result that the available room for closed bodies has been correspondingly improved.

A fine saloon body is now standardised for the 11.4 h.p. chassis. This body has a single door on each side of the car, the doors being wide and situated approximately in the middle of the body space so that entry to the rear seats is always free, whilst to get to the front compartment the driver's passenger's seat is folded out of the way. Three sliding windows are fitted to each side of the body, which is very handsomely finished and will be sold, we understand, at an unusually attractive figure.

A large-capacity petrol tank is now placed at the rear of each of the 11.4 h.p. models in a similar manner to that used originally on the coupé and saloon

types. The dynamotor is now carried by the timing gear case in a lower position and is driven direct from the crankshaft by a silent chain easily adjustable to take up stretch.

**15.9 h.p. Chassis Improvements.**

On the 15.9 h.p. chassis the rear axle has been redesigned and considerably strengthened, the central casing being formed of a stiff aluminium casting having a lid through which the gearing can be removed. The silent chains driving the camshaft and magneto have been increased in strength and durability, and the dynamo, which is now mounted integrally with the engine, is also chain driven. A single Whittle belt drives the fan and water impeller and is provided with a simple adjustment. The oil drain plug can now be operated from the inside of the bonnet and an oil pressure indicator of the direct-reading type, registering pounds per square inch, has been fitted.

## THE HISTORY OF HUMBER

An update on the possibility of the  
publishing of such a book.

About half way through '86 I raised the matter of the lack of a book concerning the History of Humber when almost every other marque seemed to be well catered for. I put it to a general meeting as to what the H.C.C.V. could do as a whole, along with the other car clubs in Aust. to promote interest toward having a book written. The response was that one of our members collect all the literature which he could find, buy, research or fossick out anyway he could. A monumental task to say the least and what he was supposed to do with it all when it was all accumulated was'nt revealed, if at all it could be satisfactorily collated.

The fact is, any marque history needs to be researched by an expert and that as Humber started in England, that must be the place to start, not here where the only history can be obtained from remains of promotional material or newspaper clippings, so often inaccurate and misleading. To be honest, I was a little disappointed at the Club's negative approach to something which would give our cars prestige such a lift, after all, it is one of the reasons this club was formed over 10 years ago, to preserve and foster the Humber marque.

So then, the first step was to ask an Automotive Historian and Author just what it would take to have a book written and the person I know who has experience in this field is Dick Langworth. Among other things, his reply was as follows, 'A Humber book would not sell, so the only hope would be to do it through the Michael Sedgwick Trust, which was set up when dear Michael died to sponsor worthy auto histories which would not get published otherwise. I would certainly be interested in doing it if they were. The job ought to be done!'

The following three letters are what has happened to date, of course, as new information comes to hand I will gladly pass it on to Barry for publication in the Humberette.

Des Judd.

## THE MICHAEL SEDGWICK MEMORIAL TRUST

REGISTERED CHARITY No. 290841

Honorary Secretary:  
G. B. Heath  
Spring Cottage, 20 High Street  
Milford-on-Sea, Lymington  
Hampshire SO4 0QD  
Tel. Lymington (0590) 43408

Michael E Ware,  
National Motor Museum,  
Beaulieu,  
Hampshire,  
SO4 7ZN.

Desmond F. Judd Esq,  
17, Taverner Sqr,  
Frankston,  
Victoria 3199,  
Australia.

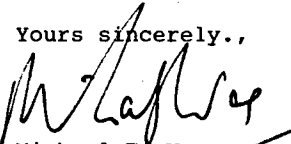
25th September, 1986.

Dear Mr Judd,

Thank you very much indeed for your letter of the 11th of September which Lord Montagu has passed onto me. As you may know I recently had dinner with Richard Langworth in London and quite by chance I mentioned to him that one of the histories that the Sedgwick Trust was actively investigating was that of Humber. He mentioned your name in the course of the dinner so your follow up letter is most welcome. We have a publisher who, I think, could be persuaded to undertake a book on Humber provided that approximately half of it is about cars built since the second world war. He believes this would be the only commercial way in which such a book could have potential but I fear that there are going to be many people who believe that Humber died when Rootes took them over in the 1930's! Certainly there is an author in this country who would be happy to do a book up until that period but does not wish to touch the post Rootes regime. We have already tried to find outside sponsorship for such a book and am still awaiting definite answers from two different firms. The next meeting of the Trustees of the Michael Sedgwick Trust takes place late in October and I will make sure that all these facts and your correspondence is reported to them at that time.

Thank you very much for your interest.

Yours sincerely.,

  
Michael E. Ware,  
Trustee.



# THE MICHAEL SEDGWICK MEMORIAL TRUST

REGISTERED CHARITY No. 290841

Honorary Secretary:

G. B. Heath

Spring Cottage, 20 High Street  
Milford-on-Sea, Lymington  
Hampshire SO4 0QD  
Tel. Lymington (0590) 43408

Please reply to:

Michael E. Ware,  
National Motor Museum,  
Beaulieu, Hants, SO4 7ZN.

MEW/MSMT/LDR

29th October, 1986.

Richard M. Langworth Esq,  
Dragonwyck Publishing Inc,  
Burrage Road,  
Contoocook,  
New Hampshire 03229,  
U.S.A.

*Dear Richard,*

As you mentioned at dinner the other night I did receive a letter from Desmond Judd in Australia in relation to a possible Humber book. The whole matter of a book on Humber was discussed at the recent Trustees meeting of The Michael Sedgwick Trust. Whilst we have no publishers in mind it was the opinion of the Editorial Sub Committee and the Trustees that we should encourage a book in depth about Humbers up to the time of the Rootes takeover. This book would be a company history covering their bicycles and aeroplanes as well as motoring. Perhaps the final chapter might just be bringing the story more up to date.

The Trustees felt that the Rootes Humbers would not on their own, make a very viable book, however, a book on the Rootes Group itself might find more favour with a publishing house. For the time being we are therefore encouraging this approach. If this is an unachievable aim then we would be looking towards a single book on Humber from the earliest years through to the Sceptre which would contain quite a high proportion of material relating to the Rootes regime. Would you be interested in writing a history of the Rootes Group providing a publisher could be found?

I look forward to hearing from you in due course.

Yours sincerely.,

*Michael E. Ware,*  
Trustee.

# THE MICHAEL SEDGWICK MEMORIAL TRUST

REGISTERED CHARITY No. 290841

Honorary Secretary:

G. B. Heath

Spring Cottage, 20 High Street  
Milford-on-Sea, Lymington  
Hampshire SO4 0QD  
Tel. Lymington (0590) 43408

Please reply to:

Michael E. Ware,  
National Motor Museum,  
Beaulieu,  
Hants,  
SO4 7ZN.

D. Judd Esq,  
17, Taverner Square,  
Frankston,  
Victoria 3199,  
Australia.

18th November, 1986.

Dear Mr Judd,

Thank you for your letter of the 11th November. Since I started on the Humber book project for the Michael Sedgwick Trust I have handed over the Chairmanship of the Editorial Sub Committee to my good friend Peter Hull, until recently Secretary of the Vintage Sports Car Club. I am passing your letter onto him, no doubt he will be in touch with you should there be any new moves. Things are looking quite hopeful in relation to partial funding of the book, providing we can get the mix right.

Thank you for your interest.

Yours sincerely.,

*Michael E. Ware,*  
Michael E. Ware.

# TECHNICAL TALK.

## HUMBER SUPER SNipe

## Section C (Fuel System)

### AIR CLEANER—Oil bath type

To remove, clean and re-oil (see Figs. 11 and 12)

1. Remove wing nut (1) and lift off top cover (2) placing it clear of the air cleaner by bending the flexible air intake hose.
2. Release the three clips (6) and lift out the cleaner element (3).
3. Lift out the oil container (5), drain off the oil, clean container and refill with clean engine oil

to the level mark stamped on the side of the container.

4. If required clean out the outer container (7).
5. The filter gauze (3) does not normally need cleaning, but if it appears to be dirty on its underside it should be cleaned by rinsing in clean paraffin (kerosene) after which it should be blown through with compressed air, or allowed to drain dry.
6. Ensure that the joint ring (4) is in position as shown in Fig. 11.
7. Place the cleaner element (3) in the oil container (5) and, holding them level as illustrated in Fig. 12, to prevent oil from being spilt from the container (5), replace the top cover (2) and wing nut (1).
8. Replace this assembly in the outer container (7), fix in position by replacing the three clips (6) and finally recheck tightness of the wing nut (1).

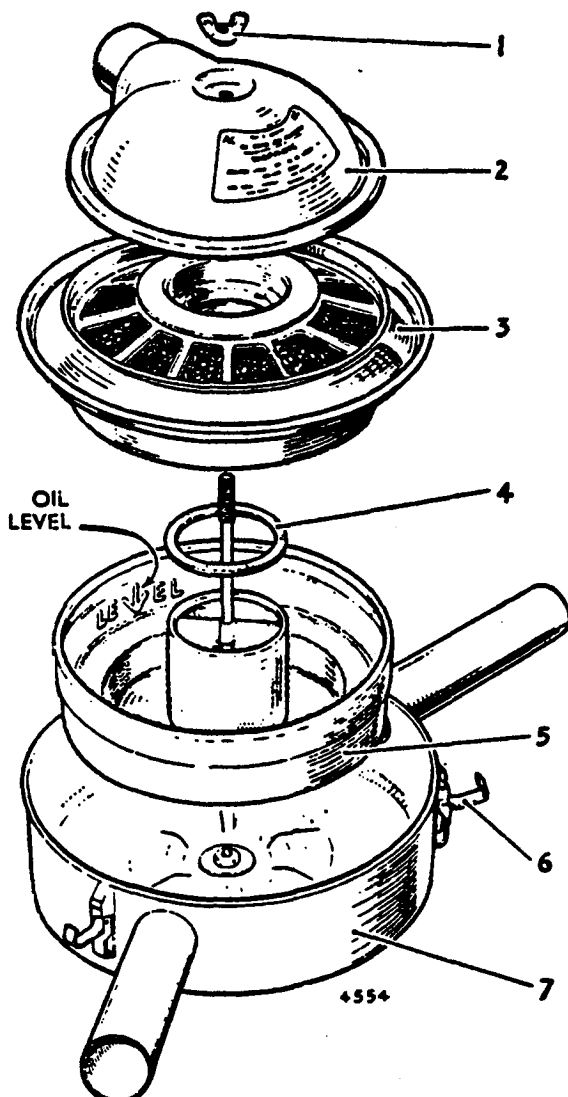


Fig. 11. Exploded view of air cleaner

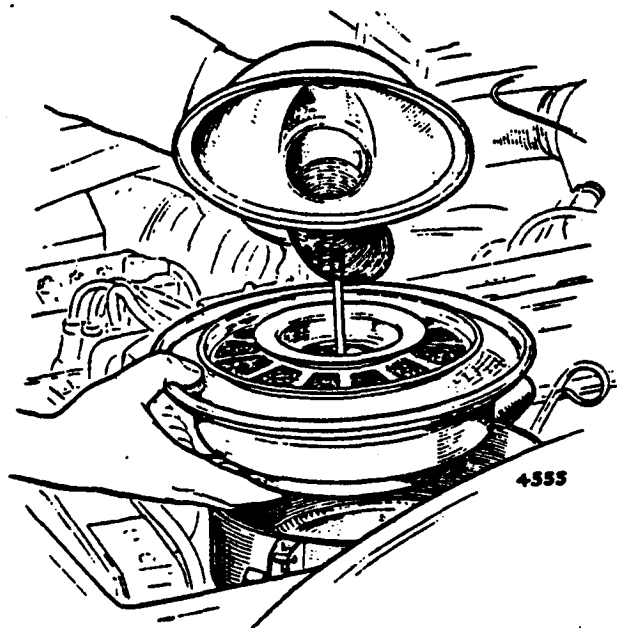


Fig. 12. Replacing air cleaner top cover

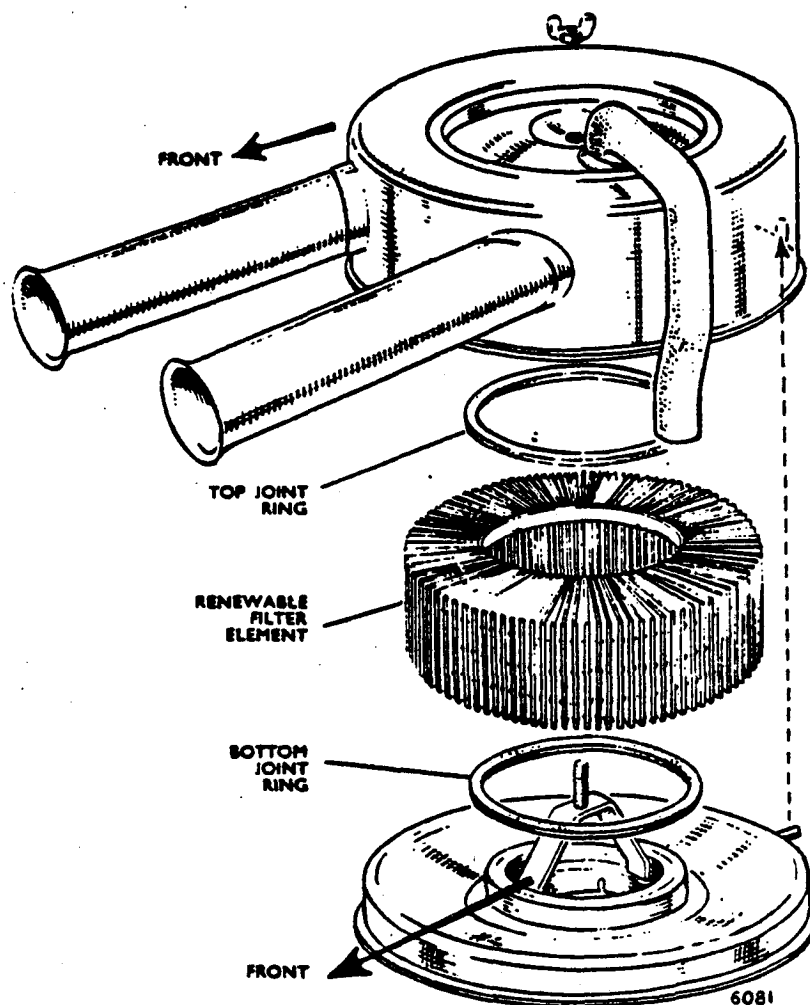


Fig. 19. Exploded view of air cleaner

### AIR CLEANER AND SILENCER—Dry element type

The interval at which the combined type air cleaner and silencer filter element should be renewed will vary according to the conditions under which the car is operating.

For town work and areas where the roads and atmosphere are relatively dust free, this should be done at not less than 12,000 miles (19,200 km.).

Where roads are bad and dust is prevalent, or where there is a smoke- or fog-laden atmosphere, renewing should be carried out more frequently.

#### To Remove and Replace, or Renew Filter Element (see Fig. 19)

1. Remove wing nut and lift off top cover.
2. Lift out filter element.

3. Clean out the top cover and bottom plate, ensuring that no foreign matter enters the carburettor air intake.
4. Ensure that the top and bottom joint rings are in good condition. They are fitted inside the upper casing above the filter element, and on the bottom casing below the element.
5. Place the filter element in position on the bottom plate and replace the top cover and wing nut. To ensure proper engine performance the parts marked "front" in Fig. 19 must face the front of the car. Some air cleaners have a peg in the bottom housing to ensure correct assembly.

#### Note

IT IS IMPORTANT THAT THE FILTER ELEMENT IS USED DRY. IT DOES NOT REQUIRE OIL.



# THE HUMBER CAR CLUB OF TASMANIA

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CLUB ADDRESS— 2/205A CHURCHILL AVE., SANDY BAY 7005

## MINUTES OF QUARTERLY GENERAL MEETING OF H.C.C.T.

HELD AT POWELLS HOTEL CAMPBELLTOWN 25-1-87

APOLIGIES:- Received from the following Members; Bill Pierce, David Yaxley, Frank Mullins.

VISITORS:- Brian Izzard from St.Marys and two friends had responded to advertisements that had been placed in the Examiner and Tas.Mail. Brian has shown interest in the Club and wishes to become a member.

CORRESPONDENCE IN:- (1) S.A. Club; Re,Humber National Rallies and Australian Rootes Rally.  
(2) Tas. Dept. of Motor Registry Re, Humber registration re-search.

(3) Letter from a Mrs. Susan Nettlefold of Devonport Re, car sale.

(4) H.C.C.A. Re, car clock repairs possible at Olympic Instruments, 907 Pacific Highway, Pymble, N.S.W. 2073.

CORRESPONDENCE OUT:- (1) Reply to H.C.C.S.A.  
(2) To Mrs Nettlefold Devonport.  
(3) To Olympic Instruments.

GENERAL BUSINESS:- It was agreed by all Members present that Club fees shall remain set at \$25.00 for the '87-'88 Club year. \$15.00 being forwarded to the H.C.C.V. for magazine production and \$10.00 for the H.C.C.T.

General Meetings to be held quarterly on the last Sunday of January, April, July, October. The January meeting to be the Annual General Meeting for the election of Club Officers.

Barry Revell our new Club Registrar is to look into the workings of the Laws of incorporation.

A Club Constitution to be formulated and presented at the April meeting for approval by Club members.

TREASURERS REPORT:- Current S.B.T. Cheque Account ballance as at 30-12-86 is \$394.00.

A total of 22 people attended the Meeting.

### 1987-88 COMMITTEE MEMBERS FOR THE HUMBER CAR CLUB OF TASMANIA.

PRESIDENT:	Max Heazlewood	(004) 312894
SECRETARY/TREASURER:	Nina Densley	(002) 253837
CLUB REGISTRAR:	Barry Revell	(004) 244205
EDITORS:	Max & Pam Heazlewood	(004) 312894
NORTHERN SECRETARY:	Marie Viney	(003) 936246
SOUTHERN SECRETARY:	Terry Styles	(002) 613417

Nina Densley, SECRETARY-TREASURER.

## HUMBER CAR CLUB TASMANIA

### PRESIDENTS REPORT

This being my first report as the inaugural Tasmanian President, may I take this opportunity to thank all those who have shown faith in my abilities. With the help of Club members in general I feel we can really make a go of it. At the risk of repeating myself, I will say that you can only get out of the Club what you are prepared to put into it.

Okay, I make no excuses for being late arriving at our Campbelltown meeting suffice to say that with four hours sleep behind me it is no easy task to drive 130 odd miles to attend a meeting but we made it all the same and very gratifying it was to see those smiling faces eager to get stuck in.

My original intention was to make the grand entrance in our latest acquisition to the Heazlewood House of Humbers a 1947 MKI Super Snipe, the only one of it's type registered in Tassie. But the dreaded gremlins were a mischief making in the wee small hours of Sunday morning and upon reaching the hair tearing stage at 3:30AM, I gave up in disgust and stormed off to bed only to be back at it at 7:30 AM to no avail. What can you do when some fool has fitted a jerry built fuel pump that leaks like a sieve and a two barrel carburettor of Ford manufacture!!

"Harry" (our Ser.V S.S.) was out of action with prop-shaft problems, so it was trusty "Tommy" Triumph who dashed us away, 130Mls in less than two hours and in heavy traffic. "Damn fine machinery" and at least it was British!!

I can't speak for anybody else but our counter-meals were among the best I have ever tasted and the hotel was not lacking in hospitallity. Before lunch I managed to meet our Members from the South who I had'nt had a chance to meet before-hand. These included Bill Rumley, his wife and family; Chris Cripps with his wife and Family; Terry Styles who I had spoken to many times by phone was there with his family; along with Nina Densley and Martin Vialle whom you shall hear from later in this Magazine. Northern Members were a bit thin on the ground being represented by our old stalwarts Marie and Dennis Viney and after speaking to him on the phone the previous night, I managed to persuade Peter Clark to attend with the tempting news that we were to arrive in the MKI. I'm sorry I had to dissappoint you Peter but if you are at Ross in April I'll you will have the opportunity to view it then. The MKI by the way has been christened "Samuel" by our daughter Carly who has the nack of giving all our cars names that seem to fit rather well.

Our new Club Registrar, Barry Revell and his charming wife travelled down from Devonport in would you beleive a non Humber! Their Ser IV S.Snipe had been involved in a little prang and had front end damage mainly in the grille and bumper so it's nor irreparable. Hope it will be ready for Ross in time Barry.

Nina Densley has been a busy little secretary and has had word from the Ross Council regards our next get to-gether. they inform us that we can use the football ground for our display, this has the advantage that for a small fee we shall be able to use the club-room and kitchen facillities, this will be ideal especially if the weather turns sour. The fee will be \$30.00, some of the money will be redeemable if members are agreeable to being charged \$2.00 per car entrance fee. We think this is'nt too much to ask considering the facilliteis available. So keep the weekend of the 26th of April free, just a reminder that this is the Anzac Day long weekend but that should'nt interfere too much.

Recently I had to make a trip to my old mate Barry Parker tyres LTD. to pick up some tyres That had been recapped in Melb. Cost, \$45.00 each and they look like a good job, these are crossplys by the way, so if you are looking for 15inch tyres, hang on to your old ones and have them recapped. He also has available new Bridgestone 6.70X15 X-plys at \$90.00 fitted and ballanced. I have these fitted to my Ser.V and these are an excellent tyre, having a very good rubber compound and are wider in the tread than the N.Z. Firestones. Barry's business is located in Ulverstone, if you give me a tingle I'll give you the details.

MAX HEAZLEWOOD.

GRUMBLINGS FROM A CRICKETT FAN

Sunday dawned, I know because I was forced to see it. Dragged out of bed at some ungodly hour trying to explain that the cricket did not start untill 10:30 and forced kicking and screaming into Nina's Vogue "Harriette" on pain of death, driven some 80 miles up to Campbelltown for the first quarterly meeting of the Humber Car Club of Tasmania. (Igrumbled and muttered unseemly phrases all the way that I'd rather be at home watching the cricket.) After a nice steady drive, Nina was driving and didn't want to frighten 'Harriette', we arrived safely at the meeting around noon for the 12:30 start, along with 18 other people waiting for it all to start happening. No prizes for guessing who was to turn up 20mins. late, Max Heazlewood and family of course, he had only arranged for me to miss the cricket, the least he could do was to arrive on time dammit! A leisurely lunch was cosumed in the dining room of Powells Hotel and finally at about 2:00PM the meeting finally got underway.

The meeting room resounding to the steady drone of Max's reports was only disturbed by the buzzing of what must have been the first blowfly of the "summer?". Then my violent tendancies got the better of me and with a rather loud clatter and bang I abrubtly ended the rather short life of poor old Louie.

The meeting elected Members to the Club Excecutive, (press-ganged to be more precise). The meeting then closed, was reopened to set the date of the next meeting and was duely closed again. Does this mean we had the second quarterly meeting already? Well I guess we'll see later. The closing of the meeting gave me a chance to check on the cricket scores but no-one knew it!!, damned uncivilised if you ask me.

So as the die-hards retired to the lounge bar, I bundled Nina into "Harriette" and pointed her nose south and home, only to find the blasted cricet had finished and Australia had lost!!

As a footnote, I don't blame Mike Atkins for not turning up, I'd hide to if it was my thirtieth birthday! Many Happy Returns Mike all the same.

MARTIN VIALLE.

\*\*\*\*\*

FOR SALE

1962 SERIES III Super Snipe, Grey exterior, usual rot around the edges, mechanicly in good condition and registered to the end of May this year, best offer secures. For details, contact Mrs Susan Nettlefold, 181 Tarleton St., East Devonport 7310. Or phone 004-279828.

FOR SALE

LOU'S USED ROOTES, Rootes parts s/hand, good codition, cars for sale and bought, if you have a Humber or Hillman you don't want give it or sell it to Lou. Service work also performed on all Rootes vehicles. Phone: 003-931737 ahrs.

WANTED TO BUY

Parts in good to excellent condition to suit 1947 MKI Super Snipe. A pair of front side lights complete or the internals in working order. Vertical slatt section of the grille in straight unbent condition, suitable for rechroming. Pair of rear compartment leather hand grabs suitable for patterns. Rear bumper name badge plate. MKI S.S. Workshop manual in good condition or a good photo-copy, plus original Owners hand-book. Contact Max Heazlewood on 004-312894 evenings or Sundays.

\*\*\*\*\*

**REMINDER**  
**ANNUAL SUBS DUE MARCH 30TH.**



# HUMBER SPARES



## HILLMAN SPARES & REPAIRS BLACKBURN



### ENGLISH SPARES GALORE

*AUSTRALIA'S LARGEST RANGE HUMBER PARTS*  
*NEW • RECONDITIONED • SECONDHAND*

While our first concern will always be Rootes Group Spares, we have now moved into stocking all model English Spare Parts.

Workshop equipped to recondition engines transmissions, most components stocked on a changeover basis.

We do buy Hillman Humber BMC cars for re-sale or restoration or (heaven forbid) even wrecking.

Contact FTG yard.

### MAIL ORDERS

We recommend C.O.D. post for speedy delivery.

#### HILLMAN SPARES AND REPAIRS

178 Whitehorse Road,  
Blackburn, Victoria, 3130.  
Telephone: (03) 877 4311, 5 lines

Postal Address: P.O. Box 19, Blackburn, Victoria, 3130.

#### WRECKING YARD

1098 Burwood Highway,  
Ferntree Gully, Victoria, 3156.  
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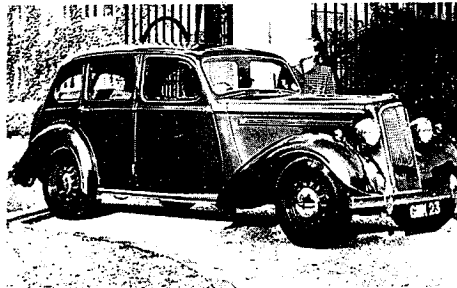
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# SHANNON'S INSURANCE AGENCY

## THE CLASSIC CAR INSURANCE SPECIALISTS



### DON'T BE PENALISED FOR OWNING AN EXOTIC CAR

Classic Car Enthusiasts have been taking advantage of our Insurance Schemes since the early 1970's and as we move into the 1980's the advantages of our CLASSIC CAR INSURANCE SCHEME continue to grow; compare these points with your existing cover now.

- Agreed Value Policy means no hassle payout in a total loss situation
- Windscreens — One claim per year will not affect No Claim Bonus
- First right of refusal to obtain the wreck
- Choose own Repairer or use our selected Body Shop near you
- Full No Claim Rating transferable from any other insurance Company
- Competitive Premiums
- Personal Contact and Service
- One Policy for all your Classic Cars

GENERAL BUSINESS — We are also very competitive in all types of Insurance cover from domestic to business, and can assist with all matters without obligation.

## SHANNON'S CLASSIC CAR CENTRE P/L

321 WARRIGAL ROAD, CHELTENHAM, 3192  
TEL: (03) 584 7266

OPEN 7 DAYS A WEEK