

February 1988



By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



VETERAN, COLLECTOR VINTAGE, STREET ROD CLASSIC, & MODIFIED.

Fast Insurance Quotes Phone now.

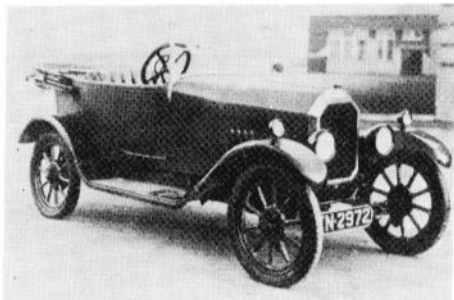
Don't take risks with your precious vehicle. VGL has over 17 years in the business of insuring specialist vehicles and is underwritten by Australian Eagle — so you know you're dealing with the biggest and the best. Phone: 429 5466 now.

VGL INSURANCE
BROKERS PTY. LTD.
INCORPORATED IN VICTORIA

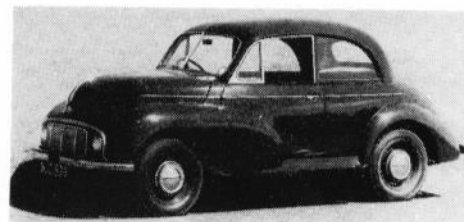
Suite 7, 663 Victoria Street, Abbotsford, Victoria, 3067. Phone: (03) 429 5466

AUTOMOTIVE SURPLUS PTY. LTD.

Incorporating Vanguard Co.
(formerly of Elizabeth Street, Melbourne)



New Old Stock Parts for Most Makes



MECHANICAL, ELECTRICAL, BODY RUBBERS, BAILEY CHANNEL, ACCESSORIES, ETC.

— HILLMAN, HUMBER, SUNBEAM, COMMER —

GM-H, FORD (S.V. and O.H.V.), CHRYSLER

AUSTIN, MORRIS, WOLSELEY, RILEY, MG

STANDARD, TRIUMPH, JAGUAR, DAIMLER

Veteran — Vintage — Classic — Modern

- *Large stock of loose rings and pistons*
- *Gaskets made to order*
- *Surplus stock bought*

“One Call Does It All”

Phone (03) 873 3566 • 34 Thornton Crescent, Mitcham, Victoria 3132 • Mail Orders Welcome

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

FEBRUARY 26TH.

GENERAL MEETING. DEEPDENE HALL. 8.00PM.

THE ANNUAL GENERAL MEETING WILL FOLLOW IMMEDIATELY AFTER THE GENERAL MEETING.

FEBRUARY 28TH

AMERICAN MOTORING SHOW. FLEMINGTON RACECOURSE CAR PARK.

MARCH 6TH.

BRITISH AND EUROPEAN MOTORING SHOWS. FLEMINGTON RACECOURSE CAR PARK. 11.00AM. BYO PICNIC LUNCH OR REFRESHMENTS ARE AVAILABLE AT THE VENUE. ON ARRIVAL FOLLOW MARSHALL'S DIRECTIONS TO HUMBER DISPLAY AREA.

ENTRY FEE: \$2.00 PER DISPLAY VEHICLE. SPECTATORS \$4.00 ADULTS; \$10.00 FAMILY: (N.B. change to previously announced fee.)

MARCH 19TH-20TH.

CHEVROLET CAR CLUB SWAP-MEET. "ALL MAKES". FOOTSCRAY FRUIT AND VEGETABLE MARKET. 1.00PM SAT. ; 9.00AM SUN. ADMISSION \$2.00 per adult.

MARCH 19TH. (SAT.)

KOO-WEE-RUP POTATO FESTIVAL. ENTRY FORMS FOR THE PARADE ARE AVAILABLE FROM THE SOCIAL SEC. (PH.435 6354). ENTRIES CLOSE 29TH FEBRUARY. TROPHY FOR BEST CAR.

MARCH 25TH.

GENERAL MEETING. DEEPDENE HALL. 8.00PM.

MARCH 27TH.

DAIMLER LANCHESTER CLUB CONCOURS. HAILEYBURY COLLEGE. WE HAVE BEEN INVITED TO PARTICIPATE IN THE BEST NON-DAIMLER COMPETITION AT THIS EVENT. ADMISSION CHARGE \$2. COVERS AFTERNOON TEA.

APRIL 1ST-4TH.

EASTER. 6TH NATIONAL HUMBER RALLY. SWAN HILL. THIS IS AN ENDORSED BICENTENNIAL ACTIVITY. DETAILS OF THE SOUVENIR CAR BADGE WILL BE AVAILABLE AT THE MARCH GENERAL MEETING.

APRIL 17TH.

HERITAGE WEEK DISPLAY IN MELBOURNE CITY STREETS. OPEN TO CARS MANUFACTURED PRE-1963. ENTRY FEE \$12.00.

APRIL

COMBINED OUTING WITH STANDARD VANGUARD CLUB TO GUMBUYA PARK. SEE MARCH MAGAZINE FOR DETAILS.

APRIL 22ND.

GENERAL MEETING. DEEPDENE HALL. 8.00PM.

ALL EVENTS LISTED ARE OFFICIAL "RED PLATE" AUTHORIZED OUTINGS .

THE HUMBER CAR CLUB OF VICTORIA INC. MEETS ON THE FOURTH FRIDAY OF THE MONTH IN THE DEEPDENE PARK HALL, WHITEHORSE ROAD. DEEPDENE, AT 8.00PM. MELWAY REF. 46 A/7

HUMBER NATIONAL RALLY



SWAN HILL
EASTER 1988
Australia's Bicentennial Year

RALLY REPORT.

This will be the last report before we meet at Swan Hill. Within the next two weeks all participants will receive their final instruction sheets including a map of the Swan Hill area. On arrival at Swan Hill you are asked to report first to the Rally Check-in Centre located at the Highway 16 Motel. Here you will be issued with your Rally

Pack, name tags etc.

We are most fortunate to have received sponsorship for the Rally from a number of firms associated with the motoring industry. We are indeed grateful to these organizations for their contribution to the success of the Rally; their brochures and/or products will be found in your Rally Packs.

It is also an honour to have been granted recognition as an official Endorsed BiCentennial Activity. All Participants will receive a souvenir commemorating our involvement with this important year in the nation's history.

Available at the Rally will be a special Limited Edition Souvenir Car Badge. 50 only of these numbered badges are being struck, in the official Bicentenary colours of gold and green. Approx. cost is \$25.00 and rally participants will have first opportunity to purchase the badges. Any remaining badges will then be available to other Humber Club members on a "First come-first served" basis. A reservation deposit of \$10.00 may be sent to the Rally Committee to help ensure your badge - this will be refunded if no badges remain after the Rally.

The Rally Committee look forward to your company in Swan Hill and wish you a safe and comfortable journey.

An Endorsed
Bicentennial Activity



Australia
1788-1988

ANNUAL ELECTIONS 1988.

Nomination forms for election of the executive and committee for the 1988/9 club year are available from the Club Address. Forms must be signed by the nominee as well as the proposer and seconder. We need to elect 4 executive members, President, Vice president, Secretary & Treasurer as well as at least 5 other committee members - Editor, Events Co-ordinator (or a small committee), Librarian, Club liaison (Club Captain.). We also need technical officers and A.O.M.C. reps

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1987-88

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Vic Wilson	478 9352
SECRETARY	Arnold Goldman	795 4521
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	460 4505
EVENTS DIRECTOR	Margaret Willimott	435 6354
MEMBERSHIP REGISTRAR	Marie Grande	277 6937
LIBRARIAN	Keith Willimott	435 6354
REGALIA	Geoff Webb	233 6592
TECHNICAL ADVISORS:		
Vogues	D. Dunlop	439 7059
Series V,VA S/Snipes	A. Goldman	
Hawks	K. Willimott	
Mk Cars	B. Kennedy & L. Hughes	877 3028
General Information	B. Kennedy	
Auto Electrical	M. Fitchett	336 7915



Robert Boans Series 4 Super Snipe



Radiator Repairs (Details Inside)

SECRETARY'S SECTION

and incorporating

ANNUAL REPORT FOR 1987

Welcome, and again let me introduce some new members:-

John Berry, P.O. Box 2349, Canberra, Ph:(062) 31 8357 who owns a 1933 Model 16.
Keith & Pat Hopkins, 17 Laird Street, Croydon, Ph:(03) 723 5025 who owns a MK II Snipe.
Chris & Dene Alban, 3 Scarlet Ash Court, Eltham, Ph:(03) 439 3104 who owns a Series IV Snipe.
Slavco Ilic, 9 William Crescent, Yinnar, who owns a Series III Snipe.
Ken & Noelene Loone, 7 Burke Court, Grovedale, Ph:(052) 43 8504 who owns a 1938 Snipe.
Dennis & Noreen Brookes, 436 Creswick Road, Ballarat, Ph:(053) 31 7028 who owns a MK II Snipe.

This is the month of the Annual General Meeting, I feel obliged to make some sort of annual report of the activities of the Secretary over the past year.

In the early part of the year, 116 members renewed their membership. I am not sure at the time of writing, how many did not. I must look it up when I find time. During the year, 31 introductory letters were sent out to people expressing an interest in the Club. A total of 30 new members were welcomed into the Club. 36 letters were received from members and 21 letters were received from other Clubs and 31 items were received from other organisations.

82 letters were sent out to members and prospective members. 28 letters went to other Clubs and organisations. Other correspondence took place between our Events Director, Margaret Willimott and other bodies on the subject of the National Rally and other social activities. Our membership on the 7th February, 1988 is 146.

In terms of vehicles in the Club, I cannot be so accurate as the records have gaps. However, there appear to be 19 pre-1939 Humbers (4 registered), 10 Mark Hawks (7 registered), 12 Series Hawks (8 registered), 5 Series 5 Sceptres (4 registered), and 27 Vogues (22 registered). There are many more on the roads and I have 22 on my lists as unknown that I have seen around Melbourne.

The above numbers include some that are or were owned by people who did not renew their membership. But as the same vehicle has not appeared on anyone else's renewal or application form, I must presume they are still on the roads; they may be in wreckers yards. This next year I shall tidy up the list to put some of those into the uncertain section. Presuming of course that no one else challenges for the position of Secretary and beats me at the ballot. Has there ever been a ballot for the Secretary's position?

A matter was raised at our last meeting concerning the use to be made of the \$5000 we have in the bank. It was suggested that something should be done for the benefit of the members in general. The reason a large proportion of our members joined the Club was to make contact with people who could either assist them with restoration or repair or to get some reassurance that there are other Humber owners out there in case of trouble. The Club has set up the Humber Aid scheme with co-operation from the other Clubs around Australia and we try to get technical experts to talk at our meetings at which the same twenty to thirty members attend. The one thing we do not do that other Clubs do, is to have a spares holding. There are a number of reasons for this.

In Melbourne we are fortunate to have Spares Galore as Norm Withers now calls his establishment. He and his son Jim have a well run operation even though it looks a tip at times. There isn't much that he does not have for most models of Humbers. We also have Bob Kennedy who has almost as much as Spares Galore and is very helpful when you have a problem and seems to enjoy collecting Humbers in various states of disrepair. So, should we try and set up a Club holding of spare parts? Who would look after it, catalogue it and be available to find parts for members at weekends? If someone is willing to do this for the benefit of the Club, please let us know. It could be a boon or a monster! There are probably many members who have a surplus of some spares that they would donate or sell to the Club to set up such a system. The problem is who will operate it and where will it be located. We may lose our advertising revenue from Norm Withers as we could be competing with him but I doubt if he would consider us to be much competition. So there you are, I don't want the job, who does?

Another question was asked of me recently, what advantage is there in joining the Humber Car Club of Australia? Well, what can I say knowing that a copy of this will go to them? I was a member for a while because I was not sure of the affiliations between the Clubs. Now that we have Humber Aid I have contact names around the east coast if I get in trouble. The H.C.C. of Australia have a spares system

of their own in Sydney. They produce a monthly magazine like ours with very similar material. There is the access to their "for sale" notices if you wish to travel to N.S.W. to buy a Humber. Other than that, there is not a lot to be gained if you are not likely to be available for their outings and meetings. Anyone travelling to N.S.W., South Australia or Queensland should get a copy of Humber Aid and contact the local representative for details of their activities. Perhaps we should print some of them in our newsletter?

Now another problem. Cracks in the front cross member supporting the suspension. I believe this is not an uncommon occurrence in Series V Snipes. I have not seen one yet so can't comment from a position of first hand knowledge. I know this does not stop some people but I would like to receive sketches from those who have experienced the problem showing the exact location of the crack. The approved preventative measure would be beneficial and I would welcome information on that from someone who has had such work done. The details will be published as soon as they are available.

Hopefully by next month I shall get the printer for my word processor fixed. This manual typing is not nearly as forgiving; I hope you are of my numerous errors.

Arnold Goldman.

MINUTES OF GENERAL MEETING HELD ON FRIDAY 22nd JANUARY 1988 AT DEEPDENE HALL

PRESENT: Approximately 25 members as per attendance book.

VISITORS and NEW MEMBERS: Chris Alban - Series IV Snipe, Keith Hopkins - MK II Snipe.

APOLOGIES were received from Nancy Kennedy, Frank Stockwin, Harold & Adelaide Underwood, Fred Pieterston, Roy Pepprell, Peter Tapp, Ian Foreman, Herb Perkins.

Sid Humphries sends greetings to all members.

MINUTES of the previous meeting as printed in the January 'Humberette' were accepted as a true record on the motion of Vic Wilson seconded by Mal Darbyshire. There was no business arising from the minutes.

CORRESPONDENCE:

IN: Pickles notifying of auction in Sydney in March, Road Traffic Authority with details of number plate re-issue, Standard Vanguard club inviting us to attend their April outing to Gumbaya Park, Veteran Car Club of Australia (Tasmanian Branch) inviting us to attend 1989 rally, Australian Bicentenary National Concours informing of events in Toowoomba, Ross White asking for club information, Hank Pama asking for spare parts, Deepdene Park Management Committee notifying of rental fees, application forms from Dennis Brookes, Kenneth Loone, Slavko Ilic, Chris Alban, and John Berry, and an early renewal form from Jason Miller.

Exchange Magazines: Austin A40 Car Club of Aust., Chevrolet Car Club., Humber Car Club of Australia, The Standard Tribune, A.O.M.C. newsletter, C.H.A.C.A. Journal, Humber Torque from New Zealand, Humber Car Club of Western Australia.

OUT: Welcome package to Daryl Hagg, Geoff McQuillan, Greg Ralph, and Dave Martin, application packages to Peter Moss, Ken Loone, and Ross White.

Correspondence accepted on the motion of Margaret Willimott, seconded by Jack Waring.

BUSINESS ARISING: Jack Waring asked about number plates. Cars with dead plates held by car owner will have to pay \$250 to have them reissued. Full details of RTA letter will be published in Feb Humberette. Old plates may be used for display only. Cars bought without RWC may have plates held for \$25.

Fees to be paid to Deepdene Park are \$181.50 for one year.

TREASURER'S REPORT:

Brian Parkinson presented the statement of the accounts for 22nd January 1988.

Balance at 27th November (fixed deposits)	\$5000.00
Balance at 27th November (current account)	\$ 930.79
Receipts	\$2294.19
Expenditure	\$ 598.85
Accounts for payment	\$ 421.03
Current balance (after a/c payments)	\$1274.31

Report accepted on the motion of Margaret Willimott seconded by Geoff Webb.

BUSINESS ARISING. Barry Bosnich asked about tax on interests. Has to be over \$4000 before we pay tax.

continued...

EDITOR'S REPORT: Presented by B.Bosnich
170 magazines sent out this month.

EVENTS DIRECTOR'S REPORT: Presented by Margaret Willimott.
National Rally has been endorsed by Bicentennial Committee.
All arrangements for Rally are progressing well.
Australia Day parade arrangements have been sent out. Four entries only from club.
Apology to Mike Fitchett for not bringing along the award to be presented to him.

TECHNICAL OFFICER'S REPORT: Des Judd added to David Dunlop's article by pointing out that tappet noise is also caused by worn rocker shafts.

In response to a question Bob Kennedy explained that a common cause of exhaust manifold to pipe gasket failure is the fracture of the bracket holding the tailpipe to the gearbox bell housing.

Dave Denner presented a catalogue of electrical parts available from Lanhams Motor Garage in Leeton NSW. Items applicable to Humbers will be extracted for next issue.

Norm Watt informed meeting of plugs for his 1934 Humber were \$16 if he bought original equipment, but \$2.50 if he used NGK. No adverse side effects noted to date.

AOMC: No report.

LIBRARIAN: Keith Willimott spoke of the range of books in the library which are available to members. List has been given to secretary for updating and publication in next Humberette.

Fred Peiterson has donated a Ser.III Hawk Owners Handbook.

Slavko Ilic has asked for workshop manual, and Tom McAlpine is to provide assistance.

CARS FOR SALE & WANTED:

Several were mentioned and will be listed elsewhere in magazine.

GENERAL BUSINESS:

AGM. Peter Davenport agreed to chair meeting for election of office bearers.

Arnold Goldman raised a suggestion that club may sponsor Hawks and Snipes at Healesville Sanctuary in the way Jaguars and Falcons are sponsored by respective clubs for publicity. Exact details not available but expected cost is \$50/annum for Hawk and \$30/annum for Snipe. To be raised again at next meeting.

Jack Waring suggested sending club caps to television shows such as "Perfect Match". Other suggestion of Tony Barber. Deferred to next meeting.

Norm Watt said his car will be on TV in a wedding to be shown in "Ridgy-Didge"?

Bob Kennedy says we may be asked to send a contingent of cars to Tyabb Air Show next year.

Arnold Goldman mentioned KooWeeRup festival in March. Complaints from some members that entrants are not given free entry to festival because it is a Hospital fund-raising event.

Suggestions for places to visit on Sunday outings were requested. The following were received:-

Coolart, Healesville, HMAS Cerberus in Navy Week, Maldon, Pt.Cook, Coal Creek, Darnum Village, Phillip Island - Len Lukey museum, Hastings Hotel, You Yangs, SEC Morwell, Echuca for poker machines, Barbecue boats on Yarra, Botanical gardens, Brimbank park, Cardinia Creek park.

Committee will select from this list.

Des Judd raised the matter of standard of trophies, and pointed out that expenditure had not increased for several years. Perhaps better prizes may attract more entrants. Suggested cutting out entry costs as well. We have ample funds for this.

Mike Fitchett has found a good body panel repairer, Optimum Panels, Lemon Avenue, East Keilor.

Discussion on buying tyre from New Zealand club raised point that New Zealand club pays more than we do because in local taxes and subsidies for export.

Tony Sheaffe asked about transmission service costs for DG autos. \$90 is not unreasonable as it takes 8litres of fluid, and labour is at \$30/hour. Try Lou Motors in Moorabin as he has spares in stock. When checking level of fluid in DG box warm up, put handbrake on and chock wheels, place in Drive and allow to idle, measure level.

Question of available trailers for car transport. Are available from several petrol garages. Tow truck operators are not too dear for short hauls. E.g. \$40 for North Croydon to Dandenong with a Morris Minor on a tray-truck.

Meeting closed at 9:30 pm for supper and social discussions.

Arnold Goldman
Hon. Secretary

Minutes of Committee Meeting held on 22nd January 1988 at 7:00pm at Deepdene Hall

PRESENT. Keith & Margaret Willimott, Barry Bosnich, Geoff Webb, Vic Wilson, Bob Kennedy, Arnold Goldman

MINUTES of previous meeting as printed in Humberette were accepted as a true record on the motion of M. Willimott seconded by V. Wilson.

BUSINESS ARISING. Nil.

CORRESPONDENCE. None relevant to committee. General correspondence to be listed in general meeting.

TREASURER. Report will be presented in general meeting.

EDITOR. Magazine covers will run out at next issue. Advertisers will re-advertise at existing rates. ie. \$80 for a full page for a year. Quality to be retained even if costs rise.

SECRETARY. Nothing to raise.

EVENTS DIRECTOR.

1. National Rally - Accommodation still a minor problem. Some deposits not yet paid. Dinner booking for 50 on Saturday. Two non-club judges to be requested from Swan Hill area club. Stickers and badges will not include Bicentennial logo. Agreement on design reached. Trophy design still to be finalised. Show bags are being arranged with assistance from Shannons and Brian Parkinson. It was agreed to let Margaret continue with arrangements as required without further referral to committee.

2. February - Hanging Rock, CHACA Swap Meet with picnic afterwards.

3. March - Chev. club swap meet, British motor show, Daimler concours meeting.

4. Ideas required for activities for rest of year. Suggestions to be requested at general meeting.

OTHER BUSINESS. 1. AGM. Someone required to chair meeting while elections take place. Possibility of having positions of Supper officer, Events director, and general committee members.

Meeting closed at 8:15pm.

Arnold Goldman
Secretary

AN ENDURING ROMANCE WITH THE "GREY LADY"

When I purchased my Humber Hawk Series III Automatic (a February 1963 model termed by Humber as "the incomparable"), I broke my heart because I had to trade in my Ford Sports Zephyr Mark I Convertible made in England. I cried for days because I'd lost something I loved very much. But I've never cried since then because I've still got my Humber Hawk and it's 25 years old this month, (February 1988) and it's still in its original condition (apart from tyres, battery etc) and is still being driven every day.

So I've given it a 25th birthday present of a new radiator. Although the old tanks were in good condition and were re-used, a new core is not too extravagant to safeguard the engine at a mileage of 97172 miles as I write. This car has been the most faithful and reliable steed I've ever had; i.e. Since my Austin 10, '36 Ford, Mercury V8, Vauxhall Velox and the Zephyr Mark I. It has been carefully driven and lovingly maintained and thoughtfully housed. I enjoy my partnership with it and all the places we've gone to together. It has been a good sport for the adventurous times, a cosy companion for the quieter times and a comfortable haven for sick persons' transport. It never fights with me so what more can you ask of any romance? And...we share secrets!

My only complaint is that "The Grey Lady" is in better nick than I am! But I daresay when I'm old and grey, I reckon "The Grey Lady will automatically follow me off to the cemetery! BUT NOT YET!!!

Meantime, she is now qualified for being registered with Classic Plates and is a prized possession - all in original condition still. And yes! - you've guessed it - who is the classic beauty that drives her? Me, of course, and only me!!!

Pat Daly

SOCIAL NEWS

Greetings everyone! I hope you celebrated Australia Day 1988 with true bi-centennial fervour and those attending the Werribee Park Parade had an enjoyable time despite the day's somewhat damp dawning.

Today Keith and I attended one of the most pleasant and relaxing inter-club functions I have been to in a long while. With well over 300 classic, historic and special interest vehicles all converging on the Hanging Rock Picnic Ground there was, as you can imagine, something to enthrall the oldest to the youngest family member.

No! We didn't find those missing school-girls but I guarantee their ghosts felt quite a scare at the massive onslaught on their hallowed hiding ground. Some adventurous Humber "soles" (take a bow Vic, Arnold and the other intrepid climbers) even pursued the mysterious young ladies to the topmost pinnacle without catching anything more exciting than some reddened noses!

I counted seventeen Humbers and about an equal number of other Rootes vehicles amongst those present on the day. It was great to see such a wide range of models representing the marque and to meet with members attending their first Humber outing. "Henrietta" - MK I Snipe plus the McAlpine's family motored up from Moe, Joe & Pat Aldam (MK IV S/S) from Carngham, Denis & Noeline Brookes (MK II S/S, minus rubber beak), new members from Ballarat, Bill & Joan Holmes (S II, S/S Estate) from Indented Head. Bendigo was represented by John & Bobbie Hosking (Ser III Vogue), the Reid Family (honorary "galant" Humber!), and the Rawlinson Family (Ser II S/S) including new Humberette daughter Kirsty, seven weeks old tomorrow.

The Vogues rolled out in force headed by Cameron Webb's "new look" Series II and a very fine grey Vogue Sports owned by younger member Jason Miller. A big welcome to our outings to all the Miller Family.

It was also very pleasant to welcome recently joined members Barrie and Leoni Trubre and to see their Series IV Snipe mobile again following a "Humber Aid" distress call. Thanks to Vic Wilson for supplying the replacement engine and uniting it with the car in Albury; also for adding that "extra ingredient" of Humber friendship that's so important to new members in a strange environment. I firmly believe that a "people oriented" club is bound to succeed!

I think the Hanging Rock Picnic was one of the best attended Humber runs for some time. Nice to see Ian & Alison McDonald in their Series Snipe, also Mike & Christine Fitchet (you left your parking lights on Mike!!!) and David Dunlop's Sceptre airing its wings. Others who enjoyed the outing included Dave Denner, Ray Webster, Bob Bruce and Marge and of course your garrulous correspondent! Great Day!

After that long account I will make a brief mention only of our approaching events. By a strange co-incidence, once again all of a "combined" nature. Don't miss the British Motoring Show on March 6th (another BIG gathering of vehicles), or the Swap Meet Spectacular in early June - we have been invited to mount a display at this show.

Also coming up and bound to be happy occasions are the Daimler Lanchester Concours Day in the picturesque Haileybury College grounds, the outing to Gumbuya Park with friends from the Standard Vanguard Club and the Heritage Week Cavalcade of Transport in Melbourne city streets. Please note details of these events elsewhere in the magazine.

There have been some interesting letters in the mail of late. Thank you John Berry, Julie Horne, Ken Rowlinson, Dr. Joseph (from Bolivia) and Marge Kither for your greetings and comments. Marge has made some useful suggestions for format of presentation and break-up functions. She also suggests Club subsidiaries for a more formal "do". What do you think?

The coming Annual Meeting is an ideal time to air your thoughts on the various aspects of Club activity and arrangement. Do come along and offer your support (or constructive criticism!!) I'll look forward to seeing you there.

Margaret

LIBRARY LIST at JANUARY 1968

Workshop Manuals:-

Snipe, Imperial, Pullman	MK 2 & 3	x3
Hawk, Snipe, Pullman	MK 1 to 4	x1
Super Snipe	Ser. 1, 2 & 3	x1
Super Snipe	Ser. 2	x1
Super Snipe	Ser. 1 to 4	x1
Super Snipe & Imperial	Ser. 1 to 5	x4
Hawk	Mk. 3, 4 & 5	x2
Hawk	Mk. 3, 4, 5 & 6	x3
Hawk	Ser. 1	x1
Hawk	Ser. 1 to 4	x3
Vogue	Ser. 1, 2 & 3	x2
Sceptre (Autobook)	Ser. 1, 2 & 3	x1
Borg Warner	DG Auto 1957	x1
Borg Warner	DG Auto 1964	x1
Borg Warner	35 Auto	x1

Service Manuals:-

Model 9/20	1926	x1
Snipe 80, 16/60 & Pullman	1934 - 35	x1
Snipe 18 & Pullman	1936 - 37)	x1
Imperial & Pullman	1938 - 39)	
Hawk Series 1 (Scientific Auto Series)		x1
Singer Gazelle & Vogue (Pitmans)		x1

Technical Bulletins:-

Model 12 - Vogue	1936 - 37	x1
Model 16 & Snipe, Imperial & Pullman	1938	x1
Snipe, Super Snipe & Pullman	1946	x2
Hawk	Mk. 3 1949 - 50	x2
Auto Transmissions Simplified		x1

Parts Books & Supplements:-

Model 16/60, Snipe 80 & Pullman	1934	x1
Pullman - Snipe)		
Pullman - Ambulance & Hearse)	Mk. 2 & 3	x1
Heavy Duty Snipe Vehicles)		
Trucks, 1ton 4 x 4, Armoured & Winch etc.		x1
Snipe, Super Snipe & Pullman	1946	x1
Snipe	Ser. 1	x2
Snipe - Supplement	Ser. 2, 3 & 4	x1
Snipe - Supplement	Ser. 2 & 3	x2
Snipe - Supplement	Ser. 2	x1
Snipe - Supplement	Ser. 5	x1
Hawk	Mk. 3, 4 & 5	x1
Hawk	Mk. 3 to 6	x2
Hawk	Mk. 3 & 4	x2
Hawk	Ser. 1	x3
Hawk	Ser. 1 to 3	x1
Hawk - Supplement	Ser. 1	x1
Vogue	Ser. 1 to 3	x1
Hillman Super Minx	Ser. 1 to 3	x1
Hillman Minx	Ser. 5	x1
Hillman Husky & Commer Cob		x1

Owners' Handbooks:-

Super Snipe	Mk. 2	x1
Super Snipe	Mk. 4	x1
Super Snipe	Ser. 1	x1
Super Snipe	Ser. 3	x1
Super Snipe	Ser. 4	x1
Super Snipe	Ser. 5	x1
Hawk	1948	x1
Hawk	Mk. 3	x1
Hawk	Mk. 4	x1
Hawk	Ser. 1	x2
Vogue	Ser. 2	x1
Vogue	Ser. 3	x1

continued...

General:

Rootes Parts & Accessories Bulletin
Churchill Service Tools
Payen Gasket Guide 1977
Repco Master Parts Catalogue
Loctite Technology
Patons Brake Parts Catalogue
Lucas Equipment & Spare Parts Catalogue 1957 & 1961
3M Automotive Products Catalogue

Restored Cars Magazine - Nos. 52 & 53 - The History of Humber

Non Technical Books on Motoring Themes:-

Rolls Royce Stories
First Overland
Eurasian Moke
Tiger Alpine Rapier (Sporting Cars from the Rootes Group)
Motoring for Pleasure

Also available are a range of workshop manuals covering Rootes commercial vehicles, Commer Karrier, 4ton to 12ton petrol & diesel engines, etc.

For loan of any of the above publications contact the club librarian, Keith Willmott on tel.03 435 6354, or write to him at the club address shown above.

The Secretary
Humber Car Club of Victoria



Road Traffic Authority

Dear Sir/Madam

REISSUE OF MOTOR CAR NUMBER PLATES

I am writing to seek your assistance in notifying your members that the Authority will now reissue a range of black and white and green and white number plates. The green and white plates are in "Garden State" format in the range AAA000 to CZZ999 and cost \$64.00.

The black and white plates will be in the following ranges:-

GAA000 to LZZ999 (excluding letters III, IIO and IOO)
AA000 to ZZ999 (excluding letters II, IO, OO, OI and CC)
AA0000 to ZZ9999 (excluding letters II, IO, OO, OI, CH, ST,
TC and IS to IZ)
300,000 to 999,999

They will look identical to the original plates but will have reflectorised letters and numerals which meet the Authority's night time visibility standards. The cost of these plates will be \$250.

Those who already have plates in the above ranges may convert them to the new style black and white at the same cost.

In the above cases when an applicant purchases black and white plates, a contract will be entered into with the Authority which allows the purchaser to resell the rights to display the number plate. A transfer fee is payable to the Authority if the rights are resold regardless of whether they are sold separately or with a vehicle.

The conditions of reissue of any of these plates are that they have been cancelled for at least two years (unless going back onto the same vehicle), they are not recorded as having been stolen, are not held by the Authority for future reissue to the last registered owner and can only be issued to fully registered vehicles.

HUM-BITS

Available now at newsagents Issue No.2 of "The Restorer" featuring Bendigo member Ian McCorkelle's 1926 Dodge 4 Ambulance and it's history (excellent new magazine) \$3.50.

Seen travelling through Greensborough towing large caravan, Shepparton member Robert Cane's superb Mark II Super Snipe. Robert requested a copy of Humber Aid as he has an interstate trip planned.

Heard from Canberra member John Berry that amongst vintage cars on display there is a Humber owned by Australia's wealthiest man, Kerry Packer. Photos and details from John later.

FOR SALES

1950 MK II S/Snipe, complete car ready for restoration, no rust, straight body, plenty spares including motor and body parts, \$500 firm.

1956 MK 6 Hawk, fully restored to original condition, all receipts, spares including motor and body parts, reg and personal plates, offers invited.
Contact: Shane Cooper, Brighton, Ph: 592 4004.

1964 S/Snipe, mech good, grey with red interior, new p/booster, reco auto, slight pow/st leak, reg March 1988 \$700, reg March 1989 \$1000.
Contact: C. Fleming, Ph: 568 8146.

1963 S/Snipe, for sale by tender-City of Prahran, this vehicle is not derelict and well worth saving, car at North Melbourne.
Contact: Doug Hemhan, Traffic Officer, Ph: 522 3300.

1958-1959 Hawk, complete, little rust, grey with red interior, goes.

Series 4 Snipe, white with grey interior, body fair, broken crankshaft, reco transmission, both cars above have been sitting partly under cover for a few years.
1963/1964 Hawk, nearly complete, suitable for parts, all cars best reasonable offer.
Contact: Ken Rowlinson, Ph: (054) 41 3727. Cars situated about 3/4 hour drive from Bendigo.

1948-1950 MK II S/Snipe, very good condition, roof lining redone, two other spares, \$700 the lot.
Contact: Henry Brooks, Ph: 762 4527.

Series 4 S/Snipe, first rate appearance with original paint (green & white), bone interior, good condition with new carpets and clock, brakes o/hauled, reco auto-trans, new exhaust, battery and five new tyres, original engine in excellent condition, car fully checked over by qualified mechanic, papers available, unreg, \$2750 o.n.o.
Contact: Ph: 783 4158

1958 Series I Hawk, complete, needs restoration.
1963 Series III Hawk, unreg, very good condition, requires very little work for r/w/c, plenty spares for each, urgent sale, very negotiable.
Contact: Ralph Smith, Tongala, Ph: (058) 58 2963.

Series I S/Snipe engine, hear running in car, very good condition, reco w/pump, p/pump, s/motor, generator, auto trans and converter, \$200
Contact: Mike Fitchett, Ph: 336 7915.

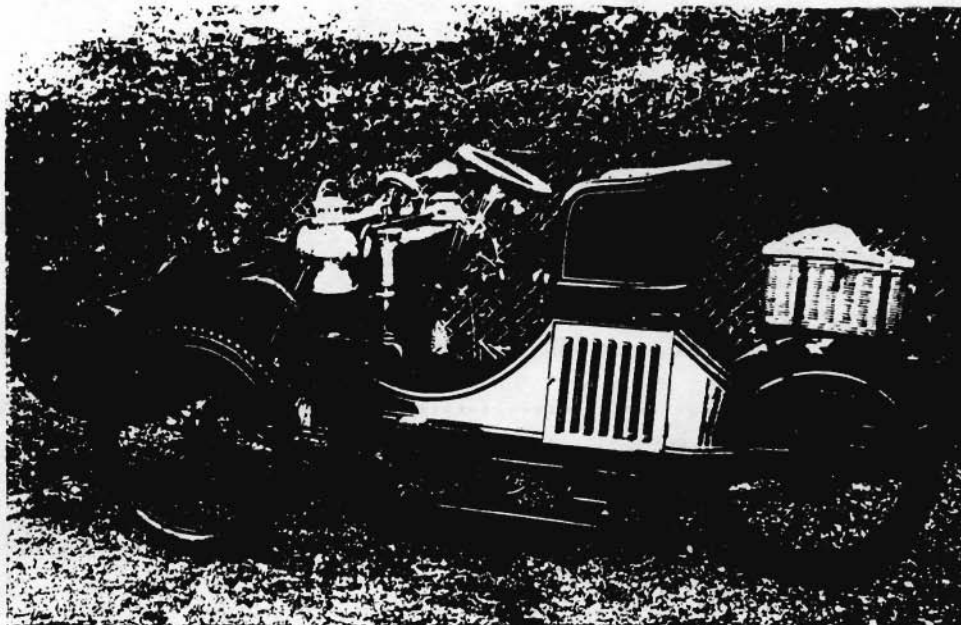
V/A S/Snipe, black with white roof, red interior, reg, good condition, trans overhauled, some panel rust, runs well, needs tuning, \$2000 or offer.
Contact: R. Barley, Port Melbourne, Ph: 646 1535.

HUMBER/England 1898-1976

Thomas Humber's bicycle business was established in Coventry in 1868. It was therefore no surprise that the company's first vehicles to be powered by an internal-combustion engine were tricycles and quadricycles. These led to the Humberette of 1903, with a tubular frame and a single-cylinder 5 hp engine. By 1905 the range of Humbers included two- and four-cylinder cars ranging from the 5 hp to a 10/12 hp four. A three-cylinder 9 hp put in a brief appearance in 1903-04. But from 1905 the

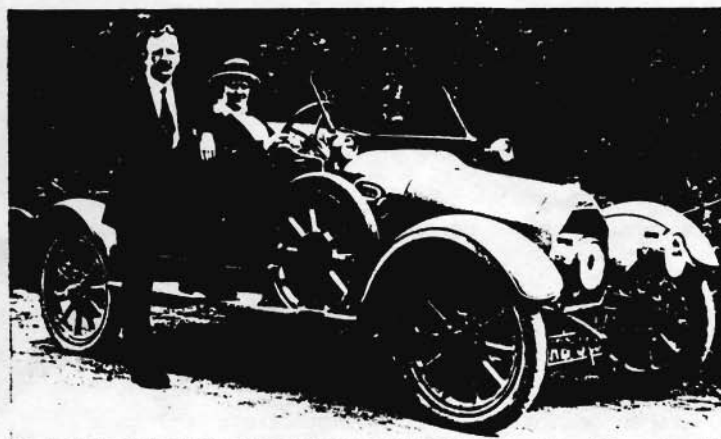


1913 8hp vee-twin Humberette cyclecar

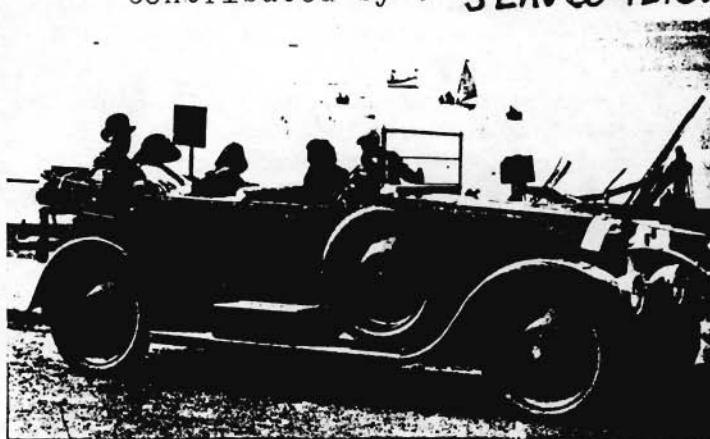


1904 Humber 5hp Olympia Tricar

Contributed by : **SLAVCO ILIC.**



A 1915 11hp Humber two-seater

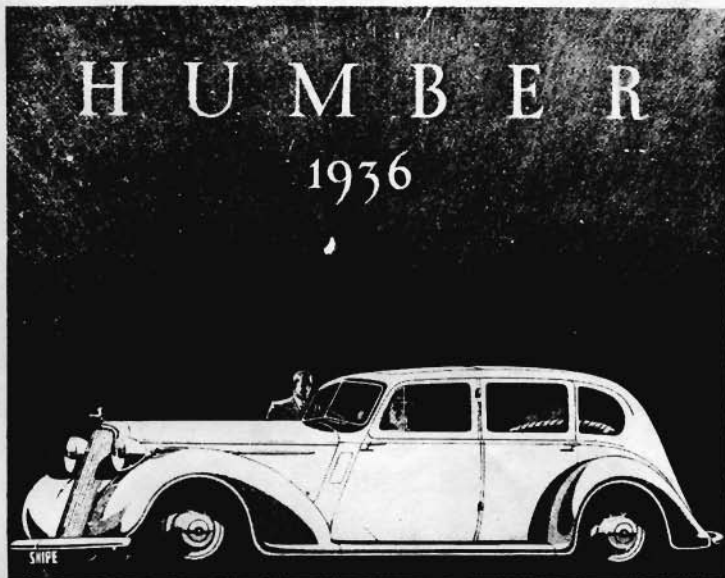


c.1921 15.9hp Humber Tourer

two-cylinder cars were dropped, the range consisting of 10/12 and 16/20 models, with a 15 hp appearing in 1907. It was back to twins in 1908, and 1913 saw the Humberette name revived for an air-cooled vee-twin 8 hp (later examples were water-cooled). Mention should be made of the team of cars F. T. Burgess designed for the 1914 Tourist Trophy race. These used four-cylinder 3.3-litre twin overhead camshaft engines, but suffered teething troubles in the race and failed to show their mettle. The post-war years saw the company establish a reputation for themselves by producing solid, well-mannered cars. Side-valve engines were favoured up until 1922, but after this date overhead inlet/side exhaust engines appeared, the 8/18 of 1923 being a typical

example. Other excellent fours, a 9/20 and 14/40 hp, consolidated the company's position by 1927, that year also seeing the appearance of a fashionable six: the 20/55 hp model. However, 1930 saw the take-over of the company by the Rootes brothers and the appearance of two more sixes, the 2.1-litre 16/50 and 3.5-litre Snipe. The final departure of the overhead inlet/side exhaust engine came in 1932, Humber settling down to their traditional role of providing cars for the upper middle classes. The following year came the 1.7-litre four-cylinder 12 hp, though by the end of the decade the company was only producing six-cylinder models, the 4.1-litre Super Snipe and its variants being made during the Second World War. After the war, production of

these side-valve sixes continued, the Snipe and 4.1-litre Pullman range being augmented by a 2-litre four-cylinder engine of Hillman origins in the Hawk. Overhead valves did not appear on the Super Snipe and Pullman until the 1953 season, while the Hawk did not acquire them for another year; 1959 saw the re-emergence of the Super Snipe (it having been dropped for a short time) with a 2.7-litre engine, though this was later upped to 3 litres. The ailing Rootes Group was taken over by the Chrysler Corporation in 1964, the Sceptre of that year being a more luxurious version of the Hillman Minx, this having a four-cylinder engine of 1.7-litre capacity. This was the only upholder of the Humber name, the re-styled Sceptre being phased out in 1976.



1953 six-cylinder Humber Super Snipe



HUMBER TWELVE SALOON

No. 805 (Post-War Series)

A True De Luxe Model Among Smaller Saloons: Lively Performance and Quiet, Smooth En

FOR some considerable time past the Humber concern have been devoted exclusively to the production of six-cylinder cars, but in the new Twelve they have returned to a four-cylinder to very good purpose indeed. It is not without its interest that in earlier days a Humber Four of similar nominal horse-power proved a very successful car, though naturally this new model incorporates additional experience now available.

The Humber Twelve was announced in the programme for this year, and appeared at the last Olympia Show, but has only lately come into production. It is a car which makes a very favourable impression right from the outset. It so happened that, due to the circumstances, the normal procedure of a test was reversed, and the car was taken straight on to Brooklands track before being driven on the road. Thus, an early opportunity was afforded of appreciating the way in which this car gets into its stride, works up easily to high cruising speeds, and maintains a maximum speed above a genuine 65 m.p.h. with no fuss whatsoever.

It is not too much to say that this car is under no disadvantage that can be detected for ordinary purposes simply for the reason that it is a four-cylinder, and, of course, there are advantages which can be pointed to in favour of the more simple power unit. Maximum speed is excellent and deserves emphasis, but still more it is the forceful yet refined nature of the car's performance right through the range which creates goodwill from the very beginning.

It gets under way with a zest, and very quickly indeed can be swinging along in the forties and fifties, with scarcely a sound from the engine, the note produced by the tyres on the road being, in fact, the most prominent noise, if noise it can be called, at the higher speeds. This means that the engine is silent, not

just quiet; it is also remarkably smooth, and it would exceedingly difficult for anyone not acquainted with design of the Humber Twelve to state definitely that it had not a six-cylinder engine.

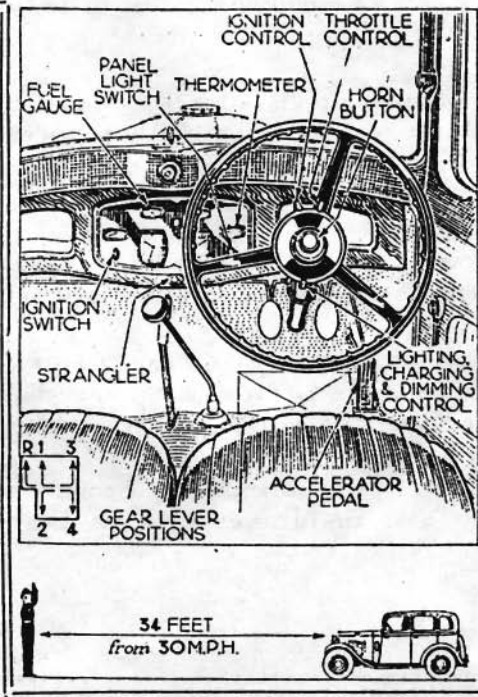
This is a car of the modern compact size, neither wildly in the slightest degree nor cut down as to size, so that it is favourably placed on a crowded road where a bigger car is often held back by traffic conditions and with this willing engine, which accelerates readily, depression of the throttle very good times indeed be made from place to place.

In fact, it is quite an exhilarating car to handle on the open road, and it is almost necessary to remind oneself that the licence on the windscreen gives figure 11.98 as the nominal horse-power, the tax being £12. Still further, it seems quite unlike a four-cylinder engine though is the perfect to which the four-cylinder engine has been developed to-day.

Coupled with this lively performance is the safe-feeling stability of the car, there being no noticeable side roll, whilst the springing is very satisfactory as to comfort. Steering is decidedly light, has no real camber action, but is pleasingly accurate, and does not transmit road shock back to the driver.

The brakes, which are of the Dix Duo-Servo type, as on the big Humber models, possess good power particularly in the latter portion of the pedal travel, yet when used full effect do not pull on the steering nor cause the car to swerve from straight. The pressure required for the clutch pedal is unusually light, the clutch in taking up the drive is a shade on the eager side, and control of the four-speed gear box is straightforward. Third is a modern silent running ratio, and the other gears not produce any excessive sound. Speedometer readings of 17 on fi-

HUMBER TWELVE SALOON				
DATA FOR THE DRIVER				
11.98 h.p., four cylinders, 69.5 x 110 mm. (1,669 c.c.). Tax £12.				
Tyres: 5.00 x 18 in. on detachable wire wheels.				
Engine—rear axle gear ratios.	Acceleration from steady speed.	Timed speed over 1 mile.		
19.3 to 1	10 to 30 m.p.h.	20 to 40 m.p.h.	30 to 50 m.p.h.	
12.9 to 1	—	—	—	
7.68 to 1	7½ sec.	9½ sec.	14½ sec.	
5.22 to 1	11½ sec.	12½ sec.	15½ sec.	65.21 m.p.h.
Acceleration from rest through the gears to 50 m.p.h., 26 sec.				
Speed up Brooklands Test Hill from rest (1 in 5 average gradient), 14.47 m.p.h.				
15 yards of 1 in 5 gradient from rest 4½ sec.				
Turning circle: 36 ft.				
Tank capacity 10 gallons, fuel consumption 28 m.p.g.				
12-volt lighting set cuts in at 12 m.p.h., 10 amps. at 30 m.p.h. (two-rate charging).				
Weight: 20 cwt.				
Price, with four-door saloon body, £255.				



HUMBER TWELVE SALOON

28 on second, and 50 to 54 on third are possible, though during the maximum speed timed test the needle went to an unduly optimistic figure, which seemed unnecessary in view of the car's excellent performance anyway.

No small part of the engine's smoothness is due to its being mounted in the frame at three points in rubber, so that it has a certain degree of flexibility. Good results are undoubtedly given by the down-draught carburettor, to which, incidentally, is attached a huge air cleaner and silencer mounted transversely across the bonnet.

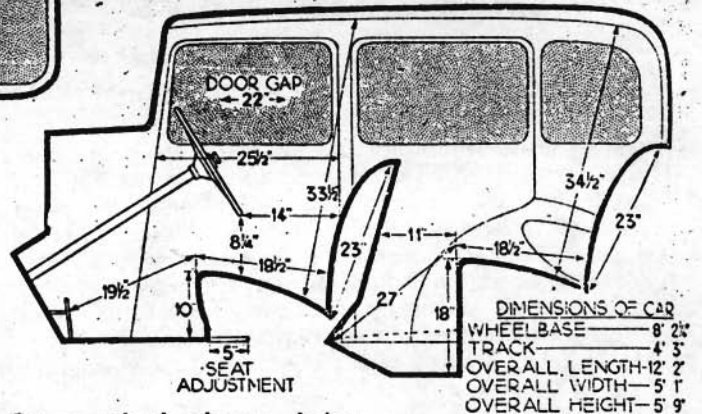
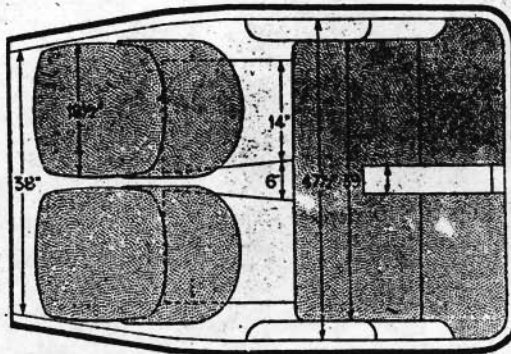
Certainly the carburation is even, slow running on top gear being possible down to 4 or 5 m.p.h., and the power to climb hills on top gear is exceptional for a car of this size. Warming up from cold for a few minutes was necessary before the engine would pull well. The car should admirably suit those who wish to do most of their motoring on top gear, whilst for anyone caring to employ the gear box still better results are naturally available.

The idea behind this car is that it shall be a de luxe smaller model, and in a quiet, unobtrusive way this aim is very well executed. The body is a nicely finished four-door six-light type; one finds that all the fittings which any reasonable owner can possibly want are included.

There is a sliding roof operated by a handle, the electric

screenwiper has two blades, the instruments are neat and include a clock, thermometer and fuel tank gauge. The interior generally is very well carried out, the use of polished woodwork giving a pleasing touch. The soft leather upholstery is obviously good, the front seats are separate, the back seat has a centre folding arm-rest, and there is ample provision for carrying maps and oddments. The forward window in both doors has a quick-action lever control, and the rearward windows hinge outwards.

Then there is a luggage grid, the radiator has shutters automatically controlled by a thermostat, tools are carried on a shelf in the scuttle, in the driving compartment, the implements required



for a wheel change being clipped neatly to the engine side of the dashboard. Throughout its details the car closely follows the six-cylinder Humber cars.

RADIATOR REPAIRS

Dear Barry,

A quick line just to say that I've had a new radiator put into my Series III Hawk the other day by Thompsons of Keys Road, Moorabbin. Mr. Bob Kennedy has asked me to let you know the details for the newsletter, if you wish.

Paul started his business 23 years ago (in Chesterville Road) and his father looked after my father's car so I knew Paul would do a good job for me. Bob Bruce kindly provided a spare radiator for the core to be sent off to Sydney and when it came back, mine was taken out and examined. They found the two tanks to be in excellent condition still and they had re-used them.

Paul did a very clean job getting it out of the car and especially neat and tidy setting it up again - no marks on the duco! Then hoses, engine block, heater hoses etc all replaced. After 25 years why not?

At the factory they were very interested in the car's condition so I took a photo of Paul and his two off-siders (you may like these for the newsletter), although the car was not overheating and I had no real problems with hoses, Paul said the core must be replaced and that the whole job will OUTLAST ME!!!

Paul's factory is large, busy and full of interested workers. I noticed while I sat there how they all hopped in to help each other - a really good morale level which one does not find too often now days.

Patricia Daly
29-11-87

Practical Motorist car test

1012



HUMBER SCEPTRE

DESCRIBE the new Rootes Sceptre as a four-door Raper (excusable after a glance at the radiator grille), and you'll be way off beam. It is, in fact, a "light car" addition to the Humber range—a lush cousin not too far removed from the Singer Vogue and Super Minx, but vastly superior. This is obvious within minutes of sitting in the driving seat.

The array of dials, warning lights and switches will delight the heart of the most enthusiastic enthusiast and the equipment is just as extensive. A heater is standard. So are washers, a brake booster, cigarette lighter, twin horns, overdrive, two-speed wipers, reversing lights and clock. In fact, luxury is standard. But the performance is far from standard. This slightly "over square" 1,592 c.c. engine has a light alloy cylinder head, inclined valves and twin Zenith carburetors and gives a genuine 94 m.p.h. with brisk acceleration and good handling qualities that belie the assurance that this is not a sports saloon.

While the body shell is similar to the Vogue and Super Minx the roof line has been lowered and the front and rear screens raked more sharply to give the car a more svelte look. The external finish is well up to Humber standards.

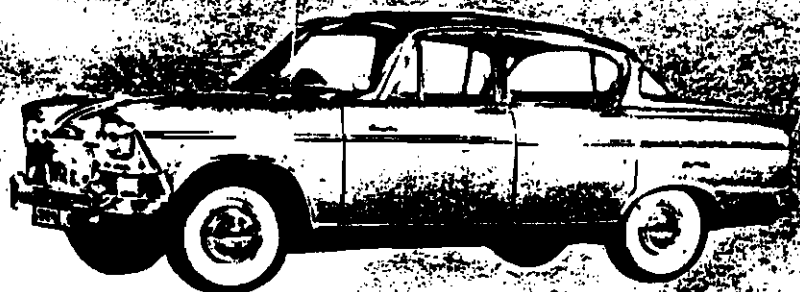
Inside the car is much different from the others. The instrument panel is unusual for this country; slightly futuristic and very practical. The whole of the fascia is covered in non-reflective black plastic material and all the dials are amply hooded.

In front of the two-spoke steering wheel in two deeply hooded and protruding nacelles are the speedometer and tachometer.

Four more dials — temperature gauge, ammeter, oil pressure gauge and fuel gauge are grouped horizontally under a single hood in the centre of the fascia. Under these are the two-speed wiper control (out of reach when wearing a safety belt), ignition/starter switch, lights switch and choke. Under these again are the two horizontal heater controls flanking the electric clock;

recess just above the steering column is an overdrive warning light which, cunningly dimmer in the dark when the sidelights are on. Although this is well shielded it causes no windscreen reflection, it is not distracting for night driving. We covered it with adhesive tape.

Although the heater blower is noisy in "full on" position the Smiths heater in



and under these a cubby (which houses the radio when fitted) and cigarette lighter.

From this point a console extends downwards and backwards along the transmission tunnel, and the gearshift lever protrudes through it. In the sloping portion is a mansized ashtray, the two-position blower switch and the two-position panel light switch which gives either a bright light, or one which glows just enough to read the dials and is not distracting in the dark.

Directly in front of the driver between the big speedometer and rev. counter dials are the ignition, direction indicator and main beam warning lights while lower down in a

is remarkably effective. There are two outlets, one on either side of the transmission tunnel at calf level, so that warm air can be directed on to the legs and feet of the driver and passenger. In addition there is a separate fresh air ventilator.

In front of the front seat passenger is a sturdy grab handle set over the lockable glove compartment that is automatically opened when the lid is opened.

The front bucket seats are both comfortable and supporting and there is a wide range of adjustment. The back seat has folding central armrest and there are passenger armrests on all doors but

Contributed By: David Barker

driver's. The floor is thickly carpeted.

On the road the sprightly performance is very much the same as that of the Rapier IIIa. It touches 60 m.p.h. from a standstill in 16.4 seconds and reaches 40 m.p.h. in 7.5 secs. The rev. counter is a "must" because in direct top—under suitable conditions—it would be easy to exceed the safe rev. limit of 5,500 r.p.m. which gives an average of runs in opposite directions of 89.5 m.p.h. In overdrive top we could not reach maximum revs and achieved a best speed of 95.71 m.p.h. which gave a mean of 94.71 m.p.h.

The Laycock de Normanville overdrive is easily the best we have come across in this type of car. It is extremely smooth. Operating on third and top, it gives a range of six gears which add greatly to the already lively performance. The switch, on a long stalk to the right and under the steering wheel, returns to the central position when overdrive or direct gears have been selected. It has a most useful refinement—it is self-cancelling when a change down is made from overdrive third to second. This means that when a change up is made the car goes into direct third rather than overdrive third which, in certain circumstances, could be dangerous through lack of acceleration. Overdrive third gives a useful maximum passing speed of 80 m.p.h., the really useable maximum being just over 70 m.p.h.

The roadholding in the main is excellent, the suspension giving a smooth but not too soft ride without excessive roll, but when driven hard the back is a little skittish, especially in the wet. This is not difficult to control.

NOISE LEVEL

Road noise level is higher than can be reasonably expected in a car of this class, certain surfaces producing an unpleasant drumming. Nor was engine noise on the car we tested as subdued as it might have been. The engine made no secret of the fact that it was working hard in the upper rev. ranges.

The steering is delightfully light and positive, with only a slight trace of under-steer, and the car can be kept to its line on a corner without effort. The brakes (Lockheed servo-assisted 9½-in. discs on the front and 9-in. drums on the back) give certain stopping with extraordinarily light pedal pressures. The slightly offset pedals were not liked by some members of the test team, especially when transferring the right foot from the brake pedal to the accelerator and vice-versa, but there was no trouble with "heel-and-toeing".

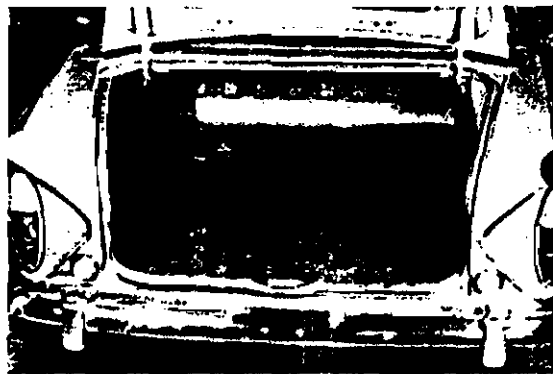
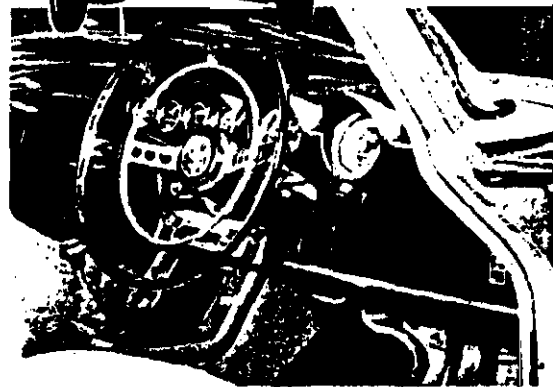
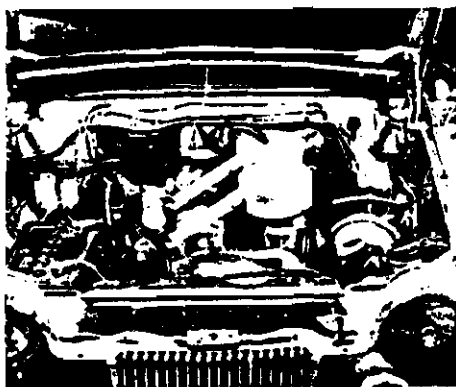
During night driving the four headlights were a bit of a disappointment. The two outer lights give the dipped spread of light near to the car, and these stay on full beam when the two inside lights provide the long-reach beams. In the upper speed ranges these were found not to give sufficient illumination. Otherwise the car is excellent at night, there being no reflections at all in the windscreen except in bright moonlight, when the chromed steering wheel spokes and glossy-faced steering column gave a faint trace on the glass.

Space in the boot, which has a raised platform at the back over the axle arch, provides ample luggage space for a family and is uncluttered by a spare wheel. This is carried in a tray underneath.

Maintenance has been simplified by the complete elimination of all grease nipples, and servicing is at 3,000-mile intervals.

In brief, this is a status car with its quota of dignity and a great deal of impudence. There is no doubt that it will be a great success, possibly to some extent at the expense of the Rapier.

Picture Points



the HUMBER SCEPTRE at a glance

MAXIMUM GEAR SPEEDS

First: 28 m.p.h.
Second: 44 m.p.h.
Third: 68 m.p.h.
Overdrive: 82 m.p.h.
Top: 89.5 m.p.h.
Overdrive top: 94.71 m.p.h.

ACCELERATION FROM REST

0-30 m.p.h. 5.2 secs
0-40 m.p.h. 7.5 secs
0-50 m.p.h. 10.9 secs
0-60 m.p.h. 16.4 secs
0-70 m.p.h. 23.6 m.p.h.

ACCELERATION ON THE MOVE

	Top	Gears
20-40 m.p.h.	11 secs	8.6 secs
30-50 m.p.h.	9.8 secs	7.4 secs
40-60 m.p.h.	13.6 secs	9 secs
50-70 m.p.h.	12.4 secs	11.2 secs

FUEL CONSUMPTION

31 m.p.g. at 40 m.p.h. average
21.3 m.p.g. at 60 m.p.h. average

SPEEDOMETER ERROR

At 30 m.p.h. 1.1 m.p.h. fast
At 60 m.p.h. 2.2 m.p.h. fast

FLYING QUARTER MILE

Best top: 90.8 m.p.h.
Best overdrive top: 95.71 m.p.h.
Mean: top 89.5; overdrive 94.71 m.p.h.

ENGINE Four-cylinder 1,592 c.c. o.h.v. Compression ratio 9.1 to 1. Power output 85.5 at 5,200 r.p.m. (gross).

CARBURATION Two Zenith 36WIA3. Tank capacity 10½ gal.

COOLING Centrifugal by pump and fan. Capacity 12½ pints with heater.

TRANSMISSION Single dry plate clutch, hydraulically operated. Four-speed gearbox with synchromesh on upper three ratios. Overall ratios: first 14.13, second 9.04, third 5.88, top 4.2, overdrive third 4.72, overdrive top 3.39. Final drive ratio 4.22 to 1.

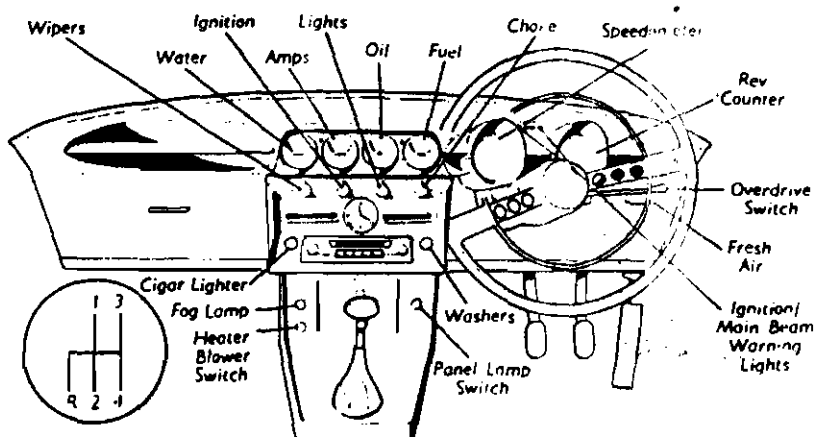
SUSPENSION Front: Independent by coil springs with telescopic hydraulic shock absorbers. Rear: Semi-elliptic leaf springs with telescopic hydraulic shock absorbers.

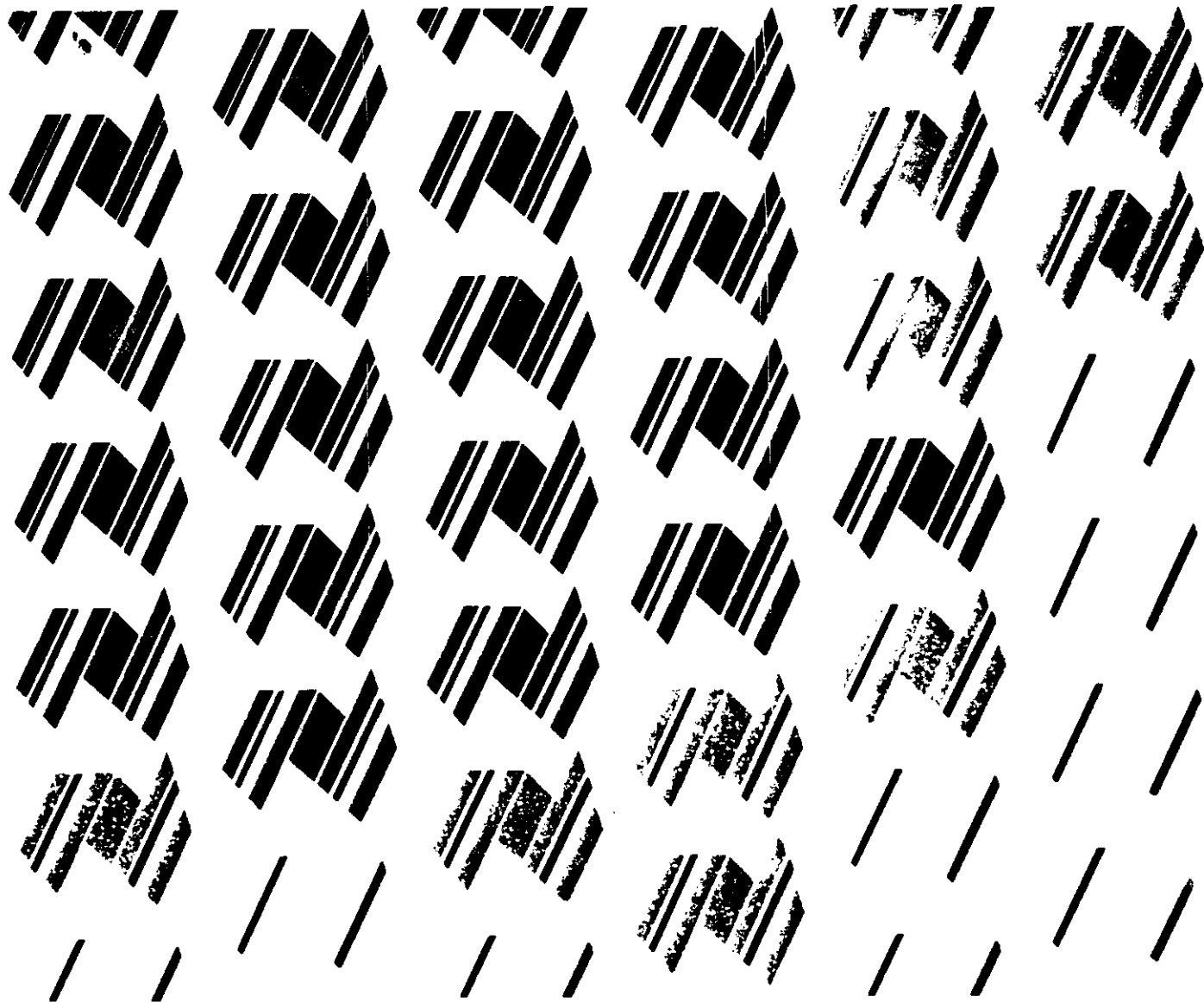
STEERING Burman recirculating ball. Turns of wheel from lock to lock 3½.

BRAKES Hydraulic servo-assisted with mechanical hand brake. Front: 9.75 in. diameter discs. Rear: 9 in. diameter drums.

DIMENSIONS Overall length 13ft. 9½ in., width 5ft. 2½ in., height 4ft. 9 in. Ground clearance 6½ in.

PRICE £997 8s. 9d. (including £172 8s. 9d. purchase tax).





Awarded to

HUMBER CAR CLUB OF
VICTORIA INC

for the

6TH NATIONAL HUMBER
RALLY 1988

By The Australian Bicentennial
Authority in recognition of your
contribution to Australia's
national celebrations in 1988.



An Endorsed
Bicentennial Activity

John Shuck

on behalf of The Australian Bicentennial Authority

Date

13 JANUARY 1988



NATIONAL TRUST

Tasma Terrace
Parliament Place
Melbourne
Victoria 3002

Telephone: (03) 654 4711

HERITAGE WEEK 1988

CAVALCADE OF TRANSPORT

SUNDAY 17TH. APRIL

Heritage Week, 1988, begins on Sunday 17th. April in the City area of Melbourne. There will be a great deal to see and do : there will be horse-drawn vehicles, vintage trams, the biggest - ever street market, departure of a party of horsemen for Canberra and much more. In addition, many of the City's historic buildings will be open for inspection.

Now, how would you like to be able to drive right into the City, and to park in Collins or Queen St. free ? Well, you can if you become part of the Cavalcade of Transport, which is being organized by the National Trust and the Federation of Veteran, Vintage and Classic Vehicle Clubs. Entry is open to vehicles more than 25 years old. It will cost you just \$12 to enter, and for this you will also receive a commemorative plaque.

Entries must be on the official entry form which can be obtained from the National Trust, Tasma Terrace, 4 Parliament Place, East Melbourne 3002. Or, simply telephone the Heritage Week hotline (650 5994) with your name and address, and one will be sent to you.

The event is being sponsored by the Australian Bicentennial Authority, the National Trust of Australia, the Melbourne City Council, and the Ministry for Planning and Environment, so you will be in good company !

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.
Telephone: (03) 758 2675

Saucy Dish Catering Quality Food & Service

Ph: 470 5568 Mon — Fri: 8 a.m.-8 p.m.

CHISHOLM COLLEGE
Latrobe University
Bundoora, 3083

Functions
and Conventions

RESERVOIR BUSINESS & COPYING SERVICES

OFFSET & LETTERPRESS PRINTING
PLAN PRINTING, PHOTOCOPYING

RESERVOIR PAPER SUPPLIES

BANKS, BONDS, BOARDS, DUPLICATOR
PHOTOCOPYING PAPER & ENVELOPES

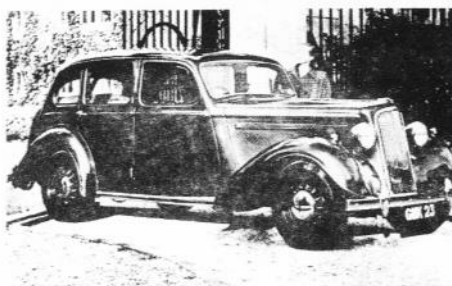
936 HIGH STREET,
RESERVOIR, 3073.

Phone:
478 6044

SHANNON'S INSURANCE AGENCY

THE CLASSIC CAR INSURANCE SPECIALISTS

**NEW RATES
OUT NOW**



**NEW RATES
OUT NOW**

SPECIAL CLUB PERMIT RATES AVAILABLE

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