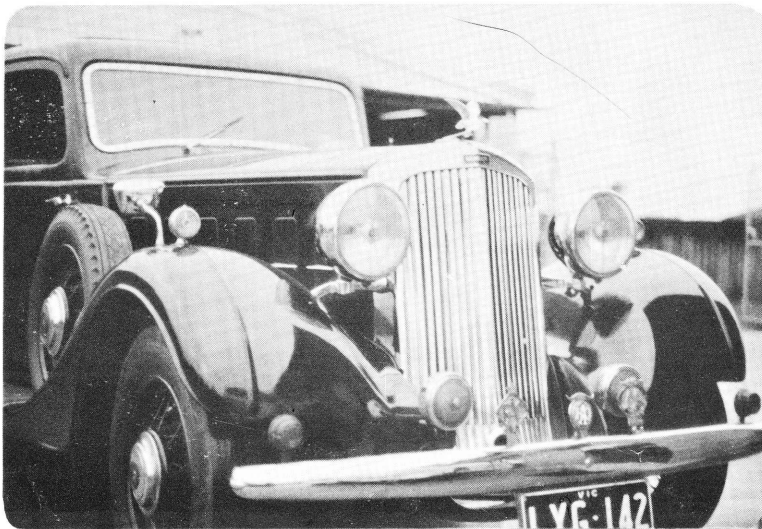


THE HUMBERETTE

OFFICIAL NEWSLETTER OF THE



January 1978



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

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

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

64 Bay Road, Sandringham, 3191.

Phone: 598 7622

Also at: BRIGHTON, BEAUMARIS, BENTLEIGH.

TREVOR BRAZIER AUTOMOTIVE

first class mechanical repairs
carried out on premises

ALL WORK GUARANTEED



176 Highfield Road, Camberwell

29 5886

after hours:

232 5838

WEEK-END CONCRETING

(JOHN BROWNE SEN.)

Driveways, Baths, Garage Floors,
Patios, etc.

●
**QUALITY WORK AT
REASONABLE PRICES**

20 YEARS EXPERIENCE

●
FOR OBLIGATION FREE QUOTE

Phone: 89 3939

HUMBER SPARE PARTS

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

*Ring Humber Car Club
Spare Parts Officers*

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

HUMBER CAR CLUB OF VICTORIA

JANUARY ISSUE 1978

PRESIDENT:	REG HATTERSLEY	877-1981
VICE PRESIDENT:	LLOYD HUGHES	877-3208
SECRETARY:	DES JUDD	783-9743
TREASURER:	DAVID RAYNOR	791-8151
EDITOR:	JOHN BROWNE	758-7526
ASST. EDITOR:	RAY EASTON	
SOCIAL SECRETARY:	KAYLYN RAYNOR	791-8151
SPARES & TECHNICAL OFFICER:	BOB KENNEDY	783-3119

NEXT CLUB MEETING:

NEXT CLUB MEETING WILL COMMENCE AT 8.00PM ON 27TH JANUARY,
AT THE "THEATRETTE, CAMBERWELL CIVIC CENTRE, INGLESBY ROAD,
CAMBERWELL. PARKING AVAILABLE IN THE CARPARK OPPOSITE.

GUEST SPEAKER:

OPEN NIGHT FOR TECHNICAL DISCUSSION BY MEMBERS.

NEXT CLUB FUNCTION:

HUMBER CAR CLUB & JAGUAR CAR CLUB MYSTERY TRIAL - FEBRUARY 12TH
(FURTHER DETAILS INSIDE).

* ALL CORRESPONDENCE TO:- THE SECRETARY,
H.C.C.V.,
P.O. BOX 35,
FRANKSTON. 3199.

EDITORIAL:-

THE LAST ISSUE OF THE HUMBERETTE WAS IN NOVEMBER AND SINCE THEN THE EDITOR HAS HAD A GOOD REST. I NOW COME HOME FROM WORK, PAT THE WIFE, KISS THE DOG AND EVEN FIND TIME THE GARDEN THE WATER.

ANYWAY, IN MY LAZINESS I WAS RECENTLY READING AN ENGLISH MOTORING MAGAZINE WHERE IT STATED THE PRICE OF PETROL IS NOW APPROX. £1 PER GALLON (AUSTRALIAN \$1-60) AND THIS FACTOR HAS CONTRIBUTED TO THE DECREASING NUMBER OF BIG CARS (THIRSTY CARS!) ON THE BRITISH ROADS. AT \$1-60 IN ENGLAND WE MUST CONSIDER OURSELVES VERY FORTUNATE INDEED NOT TO BE BURDENED BY THIS HIGH COST OF FUEL. THE M.P.G. MEMBERS OBTAIN FROM THEIR VEHICLES IS A BIT LIKE 'THE FISH THAT GOT AWAY' AS I'VE HEARD EVERYTHING FROM 27 MPG TO 12 MPG, OBVIOUSLY CONDITIONS AND DRIVERS MUST DIFFER SOMEWHAT IN THESE FIGURES, BUT I FEEL THAT PERHAPS SOME OF OUR CARS CANNOT BE EXPECTED TO GIVE GOOD CONSUMPTION WHEN THEIR STATE OF TUNE LEAVES SOMETHING TO BE DESIRED. ALAN JUDD HAS JUST COMPLETED A FINE ARTICLE ON TIPS FOR DRIVING FOR ECONOMY - TO COMPLIMENT THIS PERHAPS ONE OF OUR MECHANICAL MEMBERS WOULD LIKE TO GIVE A FEW TUNING TIPS?

SOME TIME LATER IN THE YEAR THERE WILL BE AN ECONOMY DRIVE RUN BUT ONE OF THE SNAGS WITH THE ORGANISING OF THIS IS THAT TO PRECISELY CALCULATE THE MPG, THE CLUB WILL REQUIRE THE SERVICES OF A WEIGHBRIDGE - CAN ANY MEMBERS HELP WITH THIS??

IN FEBRUARY OF THIS YEAR THE CLUB WILL BE AGAIN HOLDING ITS GENERAL ELECTIONS FOR OFFICE BEARERS FOR 1978. I WILL BE RETIRING FROM MY POSITION AS EDITOR AND AT THIS STAGE I WOULD APPRECIATE A PHONE CALL FROM PERSON(S) WHO FEEL THEY WOULD LIKE TO DO THE JOB FOR 1978. THIS WAY I CAN SHOW THEM JUST WHAT IS REQUIRED IN REGARDS TO PRINTING AND POSTAGE ETC. IF YOU ARE AN ORGANIZED SORT OF PERSON THE JOB OF EDITOR CAN BE VERY SATISFYING. FOR THOSE WHO WOULD LIKE MORE DETAILS MY PHONE NO. IS 758-7526 HOME & 699-4977 BUSINESS.

EDITOR

SOCIAL NOTES:-

HUMBER CAR CLUB versus WOLSELEY CAR CLUB CRICKET MATCH

WELL IT WAS ALL OVER FROM THE VERY START WITH THE HUMBER FIRST XI ELECTING TO BAT. DADS ARMY (WOLSELEY C/C) THREW CRICKET BALL, NO BALLS AND GOLF BALLS AT OUR COURAGEOUS BATSMEN, BUT IT WAS TO NO AVAIL AS WE SCORED A MAGNIFICENT 75 RUNS. THERE WAS A SHORT TEA BREAK (GROG STOP) AND THE DRAWING OF THE RAFFLE, WHICH WAS WON BY A WOLSELEY C/C MEMBER!! THE WOLSELEY LAST XI THEN WENT IN TO BAT, WELL THEY WERE GOING OUT FASTER THAN PENSIONERS AT A POP CONCERT AND AT ONE STAGE IT APPEARED THAT THEY WOULDN'T EVEN LAST THE DISTANCE. THEN LIKE THE TRUE WOLSELEY TRADITION THEY STARTED TO TICK ON, SO THE HUMBER FIRST XI BROUGHT ON HOOKER HOLMES AND HERCULES HUMPHRIES AND WITH MORE GOOD LUCK THAN GOOD JUDGEMENT THE "HUMBERS" WON THE MATCH BY SIX RUNS. THEN IT WAS BACK TO THE WOLSELEY COFFEE POT (EXCEPT FOR THE UMPIRES - THEY WERE BANNED) FOR A POST-MORTEM ON THE GAME BEFORE SAYING OUR GOOD BYES AND "THREATS" UNTIL NEXT YEAR.

IN ALL, A MOST ENJOYABLE DAY WITH GOOD FOOD, GOOD COMPANY (THE WOLSELEY C/C) AND A MOST AMUSING GAME OF CRICKET.

HUMBER CAR CLUB AND JAGUAR CAR CLUB MYSTERY TRIAL:-

WE HAVE INVITED THE JAGUAR CLUB OF VICTORIA TO JOIN OUR CLUB ON A MYSTERY TRIAL. MANY OF OUR MEMBERS WILL BE FAMILIAR TO THE "QUESTION AND ANSWER" GAME OF FINDING YOUR FINAL DESTINATION, AND IF THE PRIOR MYSTERY TRIALS ARE ANY INDICATION WE CAN EXPECT AN EXCELLENT ROLL-UP OF MEMBERS TO THIS OUTING. THE JAGUAR CLUB WILL OBVIOUSLY HAVE A GOOD TURN-OUT OF MEMBERS ATTENDING SO LETS KEEP THE FLAG FLYING AND GET THE HUMBERS TO THE STARTING POST. MYSTERY TRIALS ARE TERRIFIC FUN FOR THE WHOLE FAMILY AND ONCE AGAIN FRIENDS AND ALWAYS WELCOME. THE CLUB COMMUNITY BARBEQUE WILL BE PRESENT SO BRING YOUR FOOD & DRINK ONLY.

DATE & TIME:- SUNDAY 12TH FEBRUARY 9.30AM SHARP.

PLACE:- SOUTHLAND CARPARK, NEAPEAN HWY, CHELTENHAM.

RAY'S RAMBLE SECTION:

FOR MEMBERS WISHING TO DO THEIR OWN GREASE AND OIL CHANGE AND TUNE, THE FOLLOWING INFORMATION MAY BE OF SOME HELP:- RYCO OIL & AIR FILERS.

	"RYCO"	"ORIGINAL"
HAWK UP TO MKV - 1948-54	R105A	AC-L11 or K-12
HAWK ALL MODELS - 1955-64	R2007P	AC-M14
SHIPE - 1938-39	R214V	Tecalemit FG-2343
SHIPE & SUPER SHIPE - 1939-48	Z51	AC-Z51.251C
SUPER SHIPE - 1948-52	R425P	AC - K11
SUPER SHIPE & PULLMAN O.H.V. 1953-58	R277P	AC-FF50
SUPER SHIPE SERIES 1-4 1959-65	R2068P	AC-AC70
SUPER SHIPE SERIES 2-4 1961-65	AIR-A44	AC-A2447
SUPER SHIPE SERIES 5-5A 1965-69	Z9	RYCO - Z9
" " " " "	AIR-AG61	AC-A2070
VOGUE & VOGUE SPORTS - 1963-64	R2121P	Tecalemit FP3305
" " " - 1965-69	Z10	FRAM
" " " - 1963-65	AIR-A21	AC-A2435

AND FOR THE MEMBERS WHO THINK THAT THEY CAN TACKLE THE TUNE AS WELL, I WILL LIST THE IGNITION PARTS, COMPLETE WITH PART NUMBERS AND SO FORTH, FROM REPCO, BUT TO MAKE IT A LOT EASIER I WILL ALSO CROSS SECTION THE SAME PARTS MADE BY OTHER MANUFACTURERS, THIS MAY ALSO COME IN HANDY IF YOU FIND YOURSELF STUCK SOMEWHERE. THE PARTS LISTED AS HOLDEN-GM-NASCO, SO NOT IN MOST CASES BELONG TO HOLDENS, BUT THEY DO BELONG TO CARS FROM THE GENERAL MOTORS COMPANY SO THEY ARE AVAILABLE FROM HOLDEN PARTS CENTRES.

"REPCO LORIMIER IGNITION PARTS"

<u>MODEL</u>	<u>YEAR</u>	<u>POINTS</u>	<u>CONDENSER</u>	<u>CAP</u>	<u>ROTOR</u>
HAWK	1954-56	L14V	LC103	BD225	BD229
HAWK	1956-57	L19V	LC103	BD225	BD230
HAWK	1958-63	L19V	LC103	BD270	BD230
VOGUE	1963-65	L19V	LC103	BD270	BD229
VOGUE	1965-67	L19V	LC103	BD276	BD229
HAWK	1965-67	L19V	LC103	BD276	BD229
S/SHIPE	1954-62	L15V	LC103	BD260	BD250
PULLMAN	1954-62	L15V	LC103	BD260	BD250
S/SHIPE	1963-68	L19V	LC103	BD274	BD250
IMPERIAL	1963-68	L19V	LC103	BD274	BD250

THE V AFTER THE NUMBER ON POINTS MEANS - VENTILATED - LONGER LIFE

RAY'S RAMBLE SECTION (CONT.)

REPCO L14V POINTS ARE THE SAME AS:- BOSCH GL14, BREMI 1562V, FORD ADP5015, HOLDEN-GM-NASCO 71393164, LUCAS 420196.

REPCO L15V:- BOSCH GL15, BREMI 1565, CHRYSLER 1463042, FORD ADP91, HOLDEN-GM-NASCO 7118525, LUCAS 720197.

REPCO L19V:- BOSCH GL19, BREMI 1567, FORD ADP92, HOLDEN-GM-NASCO 7139364, HITACHI 22145-18005A, LUCAS (THERE ARE 3 LUCAS EQUIVALENTS) LUCAS 423153, 54413568 & 54419946.

REPCO LC103 CONDENSER EQUIVALENT TO:- BOSCH GL101, GL103, GL121 & GL601 (ALL FIT), BREMI 3567, CHRYSLER 1463027, FORD ADC46 & 105E-12300, HOLDEN-GM-NASCO 7118526 & 7428970, HITACHI 22102-00801A, LUCAS 423871, 421267, 54416303 & 54413002 LUCAS 54418773 & 62411521 (ALL FIT)

REPCO ROTOR BUTTONS: BD229 EQUIVALENT TO:- BOSCH GL229, BREMI 9551, FORD ADR71, HOLDEN-GM-NASCO 7079423, LUCAS 400051,

REPCO BD230:- BOSCH GL230, BREMI 9552, FORD ADR5001, LUCAS 400052.

REPCO BD250:- BOSCH GL250, BREMI 9555, FORD ADR5002, HOLDEN-GM-NASCO 7079424, LUCAS 415088.

REPCO DISTRIBUTOR CAPS EQUIVALENT TO:-

REPCO BD225:- BOSCH GL225, BREMI 573, FORD ADH5002, LUCAS 418871 & 54412480.

REPCO BD260:- BOSCH GL260, BREMI 8565, FORD ADH5029, HOLDEN-GM-NASCO 7115907, LUCAS 418857.

REPCO BD270:- BOSCH GL270, BREMI 8580, FORD ADH5025, HOLDEN-GM-NASCO 7100387, LUCAS 54414513.

REPCO BD274:- BOSCH GL274, BREMI 8584, LUCAS 54414989.

REPCO BD276:- BOSCH GL276, BREMI 8589, FORD ADH5027, LUCAS 54417214.

IF YOU HAVE ANY QUERIES OR ANYTHING ELSE YOU NEED TO KNOW, PLEASE SEE ME AT THE NEXT MEETING.

RAY EASTON.
ASST. EDITOR.

DRIVING FOR ECONOMY (PART 2)

IN MY ARTICLE, DRIVING FOR ECONOMY (PART 1) IN LAST MONTHS NEWSLETTER, I ENDED UP WITH THE WORDS "AND NOW YOU ARE READY TO GO." THIS MONTH I AM WRITING ON HOW DRIVING HABITS CAN SAVE YOU MONEY, FOR REASONS OF TIME I HAVE NOT WRITTEN ABOUT THESE THINGS IN SEQUENCE, FOR THIS PLEASE FORGIVE ME. A FRIEND OF MINE HAS JUST COME BACK FROM A TRIP UP NORTH AND IN THE OUTBACK HE PAID AS MUCH AS 28 CENTS A LITRE, THIS IS \$1-27 A GALLON, DEAR MOTORING INDEED, IF YOU, THE READER HAVE ANY IDEAS ON HOW TO SAVE ON PETROL COSTS, PLEASE LET ME KNOW.....YES I DO OWN A PUSH-BIKE.

FOOTWEAR IS IMPORTANT, LIGHT SHOES, DRIVING SHOES, EVEN SLIPPERS ARE OK, BUT DO LEAVE THOSE GREAT BIG HEAVY ARMY BOOTS AT HOME AND LADIES DON'T WAR THOSE SIX INCH PLATFORM SOLES, THEY ARE GREAT FOR THE FIGURE BUT LOUSY FOR ECONOMY, SO MANY DRIVERS AROUND THE CITY THESE DAYS SEEM TO GO JUST THAT MUCH OVER THE SPEED LIMIT, DON'T! STICK TO IT AND YOUR PETROL BILL WILL BE LIGHTER. WHEN YOU GO UP MODERATE HILLS DON'T PUSH THE GO PEDAL DOWN ANY FURTHER, LET THE MOMENTUM OF THE CAR CARRY YOU UP THE HILL, YOU MIGHT BE ABIT SLOWER BUT YOU WILL GET THERE AND CHEAPER. WHEN YOU GET ON THE TOP OF THE HILL AND GO DOWN THE OTHER SIDE, EASE YOUR FOOT OFF THE ACCELERATOR AS MUCH AS POSSIBLE AND LET THE WEIGHT OF THE CAR TAKE YOU DOWN.

WHEN YOU ARE STOPPED AT TRAFFIC LIGHTS, REMAIN STOPPED, DON'T KEEP PUSHING THE ACCELERATOR AND INCHING UP ALL THE TIME, IT JUST WASTES GAS. STUDY THE TRAFFIC LIGHTS IN THE AREAS YOU TRAVEL, YOU WILL SOON COME TO KNOW THEIR CHANGE PATTERNS, HOW LONG THEY REMAIN GREEN FOR EXAMPLE, THERE IS NO POINT IN HURRYING ALONG ONLY TO HAVE TO JAM ON YOUR BRAKES AT THE LAST MOMENT WHEN THE LIGHTS TURN TO RED, IT ALSO MAKES YOUR TYRES LAST LONGER AND BRAKES, OF COURSE IT IS NOT ALWAYS POSSIBLE TO DO THIS IN PEAK TRAFFIC, JUST LOOK THAT BIT FURTHER DOWN THE ROAD AND YOU WILL BE ABLE TO ACCOMPLISH THIS QUITE OFTEN. IF YOU ARE GOING DOWN A HILL OR GRADIENT AND THERE IS A HILL IN FRONT OF YOU, LET YOUR VEHICLE'S MOMENTUM PICK UP SPEED FOR YOU, (TRAFFIC PERMITTING) IT IS SOMETIMES POSSIBLE TO DO THIS WITHOUT PUTTING FURTHER PRESSURE ON YOUR ACCELERATOR, THE MOMENTUM GAINED GOING DOWN WILL HELP YOU UP THE OTHER SIDE WITH A VERY LIGHT APPLICATION OF THE ACCELERATOR, HAVE YOU NOTICED GOING UP HILL THAT AFTER A CERTAIN SPEED HAS BEEN REACHED FURTHER PRESSURE ON THE ACCELERATOR BRINGS NO RESPONSE AT ALL? THIS IS A GREAT WASTER OF GAS.

IF YOU ARE PARKED IN A STREET AND INTEND TO MOVE OFF DON'T START YOUR MOTOR TILL THE TRAFFIC HAS CLEARED, A MOTOR AT IDLLING SPEED IS USING GAS, AVOID THIS AT ALL TIMES. DO NOT LET YOUR MOTOR WARM UP AT A STANDSTILL BEFORE MOVING OFF FOR THE FIRST START OF THE DAY, START UP, MOVE OFF AND DRIVE GENTLY FOR THE FIRST MILE OR SO, YOUR MOTOR WILL SOON WARM UP, SAVES YOU PETROL AND WEAR AND TEAR ON YOUR MOTOR TOO. AT THE END OF THE DAY WHEN YOU PARK YOUR CAR FOR THE NIGHT ON YOUR DRIVE, GARAGE, ETC, MAKE SURE YOU BACK IT IN, A VEHICLE THAT HAS TO BE REVERSED ON ITS FIRST START OF THE DAY IS USING ITS CHOKE, IT WILL TAKE YOU LONGER TO BACK OUT, THE REVERSE GEAR IS A LOWER RATIO, SO YOU WILL USE MORE PETROL. DRIVE AT A STEADY SPEED, SPEEDING UP, SLOWING DOWN, SPEEDING UP, SLOWING DOWN, THIS CAN INCREASE YOUR PETROL CONSUMPTION BY A LARGE AMOUNT. AT THE RISK OF REPEATING MYSELF AND THIS IS WHAT ECONOMY DRIVING IS ALL ABOUT, START OFF AND ACCELERATE GENTLY WHEN POSSIBLE, AVOID RACE-TRACK STARTS, JERKY ACCELERATION, LEARN TO JUDGE THE TRAFFIC LIGHTS, DRIVE AS IF YOU HAVE AN EGG BETWEEN YOUR FOOT AND THE ACCELERATOR PEDAL AND PRETEND YOU DON'T WANT TO BREAK IT. AVOID PEAK HOUR TRAFFIC IF POSSIBLE. KEEP YOUR OUT OF TOWN SPEEDS DOWN TO ABOUT 50-55MPH IF YOU CAN, THE LOWER THE BETTER FOR BEST MPG.

IF YOUR CAR IS AIR CONDITIONED USE IT AS LITTLE AS POSSIBLE, DRIVE WITH YOUR WINDOWS SHUT, OPEN WINDOWS CAUSE EXTRA DRAG, WEAR LIGHT SHOES, USE RADIAL TYRES IF POSSIBLE, AVOID WINTER TREADS, WHEN COMING TO A STOP, LET THE VEHICLE SLOW DOWN NATURALLY, AVOID USING THE BRAKES AS MUCH AS YOUR CAN, KEEP A BIGGER DISTANCE THAN YOU NORMALLY WOULD FROM THE CAR IN FRONT OF YOU, YOU WON'T HAVE TO USE THE BRAKES AS MUCH THEN. TRY TO PUSH YOUR MANUAL CHOKE BACK TO NORMAL AS SOON AS POSSIBLE, WITH AUTOMATIC CHOKES, PUSH THE ACCELERATOR DOWN ONCE, TURN THE KEY TO START AND DON'T PUMP THE PEDAL WHILE THE MOTOR IS TURNING OVER, DRIVE AT STEADY SPEEDS, LOOK WELL AHEAD, CONCENTRATE, ANTICIPATE AND ABOVE ALL THINK OF ECONOMY ALL THE TIME, IT MIGHT TAKE YOU A FEW WEEKS TO GET INTO THE HABIT, IT WILL SAVE YOU MONEY AND OUR DWINDLING OIL RESERVES.

IF YOU WHISH TO KNOW WHAT YOU ARE PAYING PER GALLON, HERE ARE SOME EXAMPLES:-

14 0cents PER LITRE IS 63.6 GALLON - WHILE 15.4cents PER LITRE IS 70.0cents A GALLON ONLY A SMALL DIFFERENCE PER LITRE BUT ALOT LARGER PER GALLON AS YOU CAN SEE.

15.7 per litre is	71.4 per gallon
16.7 per litre is	75.9 per gallon
16.9 per litre is	76.8 per gallon
17.2 per litre is	78.2 per gallon
17.6 per litre is	80.0 per gallon

18.6 per litre is 84.6 per gallon
18.9 per litre is 85.9 per gallon
19.4 per litre is 88.2 per gallon
19.8 per litre is 90.0 per gallon

IF ANYONE IN THE CLUB REQUIRES THE LITRE-PER GALLON PRICE LIST IN FULL, PLEASE ASK. WITH THE USE OF A CALCULATOR IT IS A SIMPLE JOB TO WORK OUT YOUR MPG. TO CONVERT LITRES INTO GALLONS - MULTIPLY BY 2 AND DIVIDE BY 9. TO CONVERT KILOMETERS INTO MILES - MULTIPLY BY 5 AND DIVIDE BY 8. TO FIND THE PRICE PER GALLON - MULTIPLY THE COST PER LETRE BY 4.55.

SOME CARS ON VERY HOT DAYS WITH A FULL TANK OF GAS CAN LOSE PETROL THROUGH THE FILLER CAP DUE TO EXPANSION, SO WATCH WHERE AND HOW YOU PARK VECHICLE.

TO SUM UP, I WOULD SUGGEST YOU TRY TO PUSH YOUR CAR, YOU WILL REALIZE THE EFFORT NEEDED TO GET IT MOVING AND THEN THINK IN TERMS OF PETROL USED TO GET IT MOTORING.

ALAN JUDD.

MOTOR VEHICLES I HAVE OWNED

AFTER FRED A AND I HAD BOUGHT OUR HUMBER MK 1V OUR GROWN UP DAUGHTER SAID SHE COULDN'T UNDERSTAND OUR SUDDEN INTEREST IN VINTAGE CARS; I WAS ABLE TO REPLY THAT WE HAD BEEN INTERESTED IN THEM MOST OF OUR MARRIED LIFE AND EVEN DURING OUR COURTING DAYS, MAINLY BECAUSE WE COULDN'T AFFORD ANYTHING DIFFERENT.

MY FIRST MOTOR VEHICLE WAS BOUGHT DURING OUR COURTING DAYS IN 1932, A HARLEY DAVIDSON 7.9hp .24 MODEL WITH SIDE CAR. IT WAS A COMPLETE BOMB AND WE SPENT MOST OF OUR TIME PUSHING THE MOSTER HOME FROM OUR OUTINGS, AND I VOWED I WOULD NEVER AGAIN OWN A HARLEY.

OUR SECOND VEHICLE WAS A T.MODEL FORD, 1927 GEELONG MODEL WE BOUGHT IN PARTNERSHIP WITH FRED A'S BROTHER FROM AN R.A.C.V. PATROLMAN WHO LIVED IN WILLIAMS ROAD, PRAHRAN. HE HAD SPENT SOME TIME DOING IT UP AND WE PAID HIM £30 FOR IT AND HE WAS TO TEACH US TO DRIVE.

AFTER PAYING OUR MONEY HE DROVE OUT INTO WILLIAMS ROAD AND GAVE US OUR FIRST AND ONLY LESSON; HE SAID "YOU PUT YOUR LEFT FOOT HALF WAY DOWN ON THE PEDAL FOR NEUTRAL, RIGHT DOWN FOR LOW, AND TAKE YOUR FOOT OFF AND YOUR IN TOP," HE THEN LOOKED AT HIS WATCH AND RUSHED AWAY TO WORK.

SO WE WERE LEFT IN THE MIDDLE OF WILLIAMS ROAD ON A BUSY AFTERNOON WITH A CAR WE COULDN'T DRIVE. SO I THOUGHT "WE HAVE TO GET HOME, SO HERE GOES". WITH PETE IN THE PASSENGER SEAT GIVING ADVICE, I DROVE AROUND AND AROUND THE BLOCK TURNING LEFT ALL THE TIME UNTIL I HAD ENOUGH EXPERIENCE TO DO A RIGHT HAND TURN AND DRIVE HOME TO ARMADALE.

THAT WEEK-END WE TOOK A FAMILY TRIP UP IN THE HILLS, AND A FORTNIGHT LATER WENT FOR MY LICENCE. ANOTHER FORTNIGHT, AND I TOOK PETE FOR HIS. PETE LOST INTEREST AND BOUGHT HIMSELF A FORD IMPROVED A.MODEL 1931, WHICH WAS BEAUTIFUL... I KEPT ON WITH THE T.MODEL USING IT FOR DELIVERING EGGS, BUTTER AND CREAM AROUND THE ST. KILDA ROAD AREA. IT WAS A GOOD CAR BUT THE CRANK HANDLE HAD TO BE USED FOR STARTING, EXCEPT WHEN THE POINTS HAPPENED TO BE IN THE RIGHT PLACE, WHEN IT WOULD START ON THE TURN OF THE KEY. I REMEMBER GOING OUT ONE MORNING AND STARTING AT LEAST TEN TIMES IN A ROW ON THE KEY TURN. I THOUGHT I HAD FOUND THE KNACK AT LAST, BUT ALAS IT DIDN'T CONTINUE, SO BACK TO THE CRANK HANDLE.. IT HAD ONE STRANGE HABIT, AND THAT WAS FOR THE STEERING GEAR TO TURN OVER AND STEER BACK TO FRONT, WHICH WAS RATHER FRIGHTENING AT TIMES, AND IN PARTICULAR THE FIRST TIME WHEN WE WERE ON THE PORT MELBOURNE PIER.

WE FINALLY SOLD THE T.MODEL FOR £8 AND PETE AND I BOTH BOUGHT A COVENTRY EAGLE 1934 MODEL 2 STROKE. PETE BEING SINGLE BOUGHT A NEW ONE, ME BEING MARRIED A DEMO. MODEL FOR £10 OFF THE LIST PRICE.

I BOUGHT IT OFF FISHER'S THE LEVIS AGENT IN MELBOURNE AND THE COV. EAGLE AGENT IN SOUTH AUSTRALIA. I HAD A LOT OF TROUBLE WITH IT SLIPPING OUT OF 2ND GEAR, AND AFTER HAVING IT BACK FOR REPAIR ON SEVERAL OCCASIONS I FOUND AN ARTICLE ABOUT MY BIKE IN THE MOTOR CYCLE JOURNAL FEATURING HOW IT HAD DONE 1000 LAPS OF THE CITY OF ADELAIDE (10,000 MILES) NON-STOP. SO I HAD GOT £1 OFF FOR EVERY 1,000 MILES. I TOOK IT TO A PRIVATE MECHANIC AND FOUND THE SECOND GEAR HAD BEEN PUT IN BACK TO FRONT AFTER THE DEMONSTRATION, AND HAD NO TROUBLE AFTER.

WE THEN BOUGHT A SINGLE SEATED CITROEN FOR £25 REGISTERED NO. 3-184, ABOUT A 25 MODEL. IT WAS TERRIBLE WITH THE FOOT BREAK ON THE DIFF, AND WHEN APPLIED THE CAR WOULD SHUDDER ALL OVER. IN ADDITION IT WOULD DROP THE BACK KERB SIDE WHEEL, AND THE FIRST INDICATION OF IT, WAS WHEN IT PASSED YOU ON THE STREET, THEN THE CAR WOULD CRASH DOWN TO A HALT.

THE REMEDY WAS TO HAMMER IN AN OVER SIZED KEY, AND DRIVE ON UNTIL IT HAPPENED AGAIN ONE DAY. WITH THE DIFF. ALMOST WORN OUT I DROVE IT DOWN HILL FROM ARMADALE TO PRAHRAN TO THE WRECKERS WHERE HE OFFERED ME £8, OR (BELIEVE IT OR NOT) A '24 MODEL HARLEY DAVIDSON 7.9 WITH SIDE CAR.. I RELUCTANTLY CHOSE THE HARLEY.

THE WRECKER TOLD ME LATER THERE WAS NOT ONE TOOTH LEFT ON THE CITROEN CROWN WHEEL AND PINION, AND HE WOULDN'T BELIEVE I DROVE IT TO HIM.. THE HARLEY WHICH HAD AN AMERICAN BOSCH MAGNITO, WAS A BEAUTY, I DROVE IT FOR YEARS WITHOUT TROUBLES. DURING THE WAR I WOULD PUT POWER KEROSENE IN THE MAIN TANK AND PETROL IN THE SPARE TANK. I'D START IT ON PETROL AND SWITCH TO POWER KERO WHEN WARMED UP.

I FOUND AFTER A WHILE I WAS USING MORE OIL THAN PETROL OR KERO, SO I ASKED A TAXI DRIVER FRIEND TO GIVE ME HIS USED OIL. SO I RAN THE HARLEY FOR A COUPLE OF YEARS ON PETROL, KERO AND SUMP OIL. WHEN I WAS IN THE ARMY AND THE BIKE HADN'T BEEN RUNNING FOR A YEAR, I SOLD IT FOR £3. WE WHEELED IT OUT, GAVE IT A KICK OVER, AND THE BUYER RODE IT AWAY.

JUST BEFORE I LEFT THE ARMY I HEARD OF TWO CARS, A CITROEN TOURER AND AN AUSTIN 7 SEDAN FOR £50 (BOTH ABOUT '28 MODELS) TO BE ADVERTISED IN THE AGE. SO I WAS ON THE DOORSTEP AT BRUNSWICK BEFORE THE PAPER CAME OUT AND BOUGHT THEM. I SOLD THE CITROEN FOR £30 AND HAD AN AUSTIN 7 FOR £20.. THE BATTERY WAS CROOK SO I WOULD PUSH IT TO START, AND RAN IT LIKE THAT FOR A WHILE BEFORE OFFERING A MATE A HALF SHARE TO HELP RESTORE IT.

I BOUGHT A SMALL PANEL VAN BODY FROM THE MELB. TECH. MOTOR BODY SCHOOL FOR £8 AND WE PULLED THE AUSTIN TO PIECES AND COMMENCED THE RESTORATION. I WORKED ON IT FOR APPROX. 12 MONTHS, GOT SICK OF IT AND SOLD OUT TO MY COBBER, WHEN I BOUGHT A BEAUTIFUL 1924 RUSTON HORNSBY FOR £150 IN 1949.

I USED IT REGULARLY FOR A COUPLE OF YEARS WHEN I BOUGHT A HUMBER SUPER SNIPE MK. 1, FIRST REGISTERED IN 1948 AND OWNED BY THE MAYOR OF MOORABBIN. THIS WAS 1951.

I SOLD THE RUSTON TO A FRIEND FOR £50, FOR HIS SON, WHO ACCIDENTLY SET IT ON FIRE WHILE BURING THE PAINT OFF. IT WAS A LOVELY CAR AND EVERY TIME WE WOULD BUY PETROL THE WHOLE GARAGE STAFF WOULD COME OUT FOR A LOOK. IF WE VISITED MELBOURNE WE COULDN'T SEE IT FOR PEOPLE WHEN WE CAME BACK. THE BIGGEST CROWD EVER BEING WHEN WE PULLED UP ONE DAY OUTSIDE THE RUSTON HORNSBY BUILDING IN KING STREET.

WE HAD OUR HUMBER MK.1 FOR THREE YEARS, AND THIS OF COURSE WAS THE BEST CAR WE HAD EVER OWNED, THE KIDS COULDN'T BELIEVE IT.. IT HAD NEVER BEEN CLEANED OR HAD THE SEAT COVERS OFF.

THE KIDS GOT THE POLISH OUT AND THE MOST BEAUTIFUL BLACK SHINY SURFACE APPEARED, AND WHEN WE REMOVED THE SEAT COVERS, WE FOUND THE VALOUR BUCKET SEATS IN LIKE NEW CONDITION. IT COST £850...

THREE YEARS LATER WE MADE OUR BIGGEST MISTAKE EVER WHEN WE TRADED IT IN ON A NEW ZEPHER, BRAND NEW COVERED IN DUST, AND PAINT OFF THE BONNET. WE DROVE HOME ON A HARD BENCH SEAT, AND LEFT OUR BEAUTIFUL, ALL POLISHED, HUMBER BEHIND US.

SINCE THEN WE HAD NEW CARS, A HOLDEN, A DATSON, AND A AUSTIN 1800. OUR DAUGHTER HAS OUR AUSTIN, ONE OF THE BEST CARS WE HAVE OWNED IN SPITE OF WHAT THEY SAY ABOUT THEM, ESPECIALLY MECHANICS. WE NOW HAVE A HUMBER MK.4A AND A BRISTOL 401, AND WE'RE NOT SWOPPING.

THE HUMBER IS EX VICE REGAL ABOUT 1957, AND RESTORED BY MICHAEL HARDWARE, A HUMBER NUT, WHO GOT IT FROM HIS FATHER IN CANBERRA, FROM ANOTHER HUMBER NUT, WHO HAD THAT MANY HUMBERS HE COULDN'T FIT ANOTHER ONE IN HIS GARAGE.. THE BRISTOL CAME FROM A FARM AT EUORA, AND DRIVEN BY A FARMERS WIFE FOR MANY YEARS (BOUGHT NEW IN 1951. IT HAS DONE OVER 160,000 MILES AND STILL GOING STRONG. BOB JAMISON, THE PRO AT PATTERSON RIVER COUNTRY CLUB HAS THREE, ONE HAS TICKED OVER A QUARTER OF A MILLION MILES. THE CURRENT PRICE IN ENGLAND FOR THE NEW BRISTOL IS TWO DOLLARS DIFFERENT FROM THE SILVER SHADOW ROLLS ROYCE - THEY STILL MAKE THREE A WEEK AT THE SAME PLACE AS THE CONCORDS ARE MADE.

FRANK MCGUIRE

CARS AND PARTS FOR SALE:-

1954 HAWK MK1V - SUITABLE FOR RESTORATION. NO REG. GOOD RUNNING ORDER. \$100 O.N.O. RAY EASTON.

SERIES IV HAWK FOR WRECKING ALL PARTS AVAILABLE - RAY EASTON.

SECRETARY'S NOTES.

Next month our social outing will be a mystery trial and the Jaguar Car Club will be our guests. We are hoping the Humbers will outnumber the Jags - so don't miss out on Sunday February 12th.

Next month membership subscriptions are due (yes, once again) The fees will be the same as previously \$10.00 single member \$12.00 per family membership (includes wife). In next month's Humberette subscription forms will be included. Please give these subscriptions your prompt attention as it will make my job, the Treasurer's job and the Editor's job so much easier.

Should any member 'forget' his subscription for too long the club joining fee (\$5) will be applicable to this Member.

Financial members who have not yet received a Member's Badge please contact our Editor on 7587526 A.H.

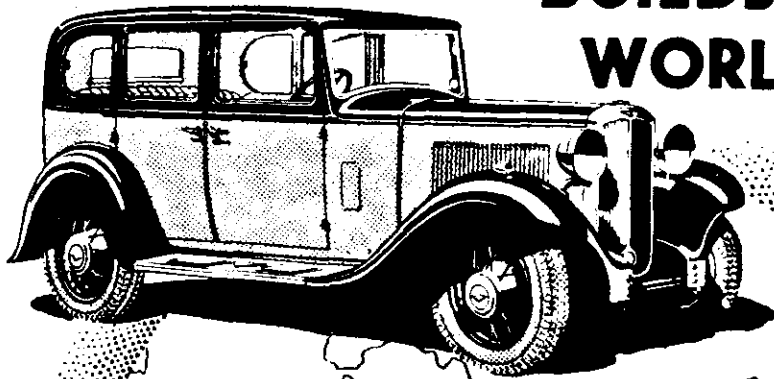
Members who have their badges from 1977 will be issued with a 1978 name insert for the badge.

See you Friday and Happy Motoring.

Des Judd

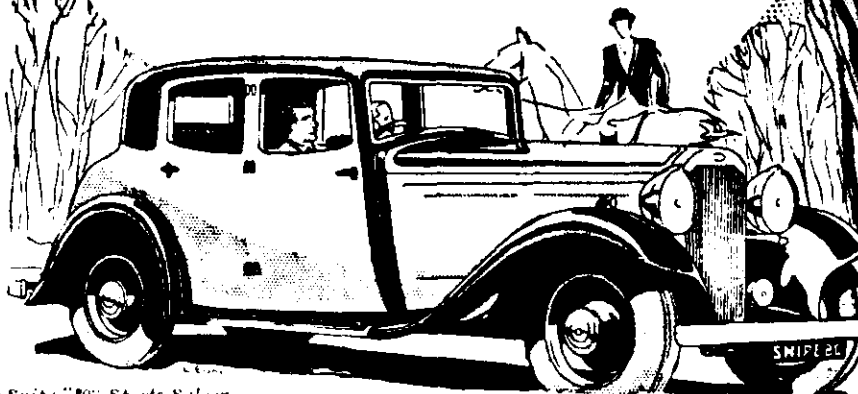
COVENTRY CRAFTSMANSHIP BUILDS WORLD CARS

Hillman Wizard Five-Seater Saloon



For nearly 50 years Humber have played their part in the affairs of Coventry. To-day their cars, and those of their associated companies, can be seen on roads throughout the world.

Designed by men whose knowledge of overseas conditions is first hand, built by Coventry craftsmen to stand up to such conditions, these fine cars make easy work of British roads.



Humber Snipe "80" Sports Saloon

HUMBER & HILLMAN

APPLICATION FORM.

To be posted to: Steven Eldred, 31 Silverdale Road.,
Silverdale. NS.W. 2750

BY MONDAY 13th FEBRUARY, 1978:

OR CONFIRMED BY TELEPHONE. (047) 74.1091 Home. or
(047) 315454 Work.

Dear Sir,

Please accept my application to the combined Humber Car
Clubs of Australia National Rally.

I enclose cheque money order for the sum of \$15.00
to cover my entry and accomodation booking fee.

(NOTE: Please make all cheques payable to the HUMBER CAR
CLUB OF AUSTRALIA.)

MEMBERS OF: HUMBER CAR CLUB OF AUSTRALIA .

HUMBER CAR CLUB OF VICTORIA.

(Please indicate) HUMBER CAR CLUB OF SOUTH AUSTRALIA .

OTHER HUMBER CAR CLUBS

DETAILS of car driven:

Make Model

Year Body style

colour Rego No.

ENTRANTS NAME:

ADDRESS (for correspondence)

tele numbers: home Work

List of names of passengers (incl.driver) travelling with
this entry state if under 14 years of age.

DRIVER

PASSENGERS

.....

.....

.....

.....

ACCOMOLATION: Selected after consultation with your state
representative: Room numbers:

MOTEL HILLS ON

CLUBHOUSE HOTEL

TATERSALLS HOTEL

CARAVAN SITE

CAMPING SITE

THIS EVENT CAN ONLY BE A SUCCESS WITH YOUR SUPPORT.

Hoping to hear from you soon,

Steven Eldred, Humber Australia.

THE COMBINED HUMBER CAR CLUBS OF AUSTRALIA

Would like to invite you to attend the first NATIONAL RALLY to be held over EASTER, March 24-27, 1978 at HILLSTON N.S.W.

Dear Member,

We are about to embark on what we trust will be a successful annual or bi-annual event to bring our widespread members together to get to know each other.

We have selected the relatively central location of Hillston N.S.W. as the venue for this four day event

This town has limited, but we trust, adequate accomodation of all types, but the first in will be the best dressed.

Hillston is a small quite country town on the Lachlan River with a population of 1200. It has good facilities in the way of a combined sporting Club, adequate shopping facilities, N.R.M.A. garage, Service Stations, Historical Society Museum, good fishing and numerous dining facilities.

Please Note, there is limited MOTEL accomodation and members should contact their state representative to choose the room or rooms that best suit requirements from a schedule that he or she has, before completing the accomodation section of this form. PLEASE TAKE NOTE OF THE ROOM No(s) AND NAME OF THE HOTEL OR MOTEL.

CLUB REPRESENTATIVES:

N.S.W.	Steven Eldred.	(047)74.1091.	Home.
		(047)31.5454	Work.

VICTORIA	Sue Stansmore	(03)560.6420	Home
		(03)560.3011	Work.

SOUTH AUSTRALIA.

Dick Dorson	(08)298.2966	Home.
	(08)275.2117	work.(Flinders Uni).

A complete programme of events including all relevant information for the week end will be posted to all members on receipt of their application form.

One event we can give you notice of now is a B.B.Q put on by the Hillston Chamber of Commerce, on the Saturday afternoon at the Sprots Club for members and townsfolk. This will be followed by a cricket match, HUMBER V HILLSTON. While this is underway, members from each club will be judging a Concourse of your cars, Prizes will be awarded for the afternoons events.