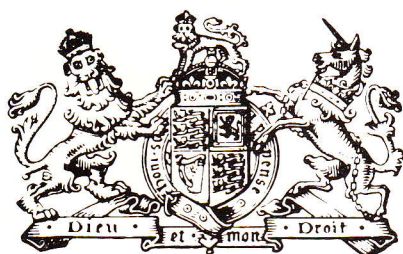


January 1982

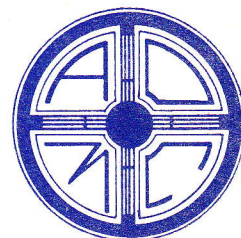
# *The* **HUMBERETTE**



By Appointment to  
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



# THE HUMBER CAR CLUB of VICTORIA

P.O. BOX 35, FRANKSTON, 3199

## COMMITTEE 1982/1983

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

## SOCIAL CALENDAR 1982

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

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

*FOR EXPERT HUMBER SERVICE*

# CARR'S MOTORS PTY. LTD.

(BOB THWAITES, Manager)

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

HILLMAN — HUMBER — COMMER SERVICE

Automobile Engineers — New and Secondhand Spares Available

Experienced former Rootes Group Dealers

Golden Fleece Service Station

THE HUMBERETTE, JANUARY 1982

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HUMBER CAR CLUB OF VICTORIA, P. O. BOX 35, FRANKTON, 3199

COMMITTEE

PRESIDENT:	Bob Kennedy	789 5119
VICE-PRESIDENT:	Harold Underwood	783 1164
SECRETARY:	Des Judd	783 9743
TREASURER:	Peter Shelden	818 5829
EDITOR:	Lloyd Hughes	877 3208
SOCIAL SECRETARY:	Adelaide Underwood	783 1164
TECHNICAL OFFICER:	Herb Perkins	781 3078

NEWSLETTER ITEMS TO: 16 Main Street, Blackburn, 3130

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NEXT MEETING : Friday, January 22nd, 8 p.m. at  
Deepdene Park Hall, Whitehorse Road,  
Deepdene (about  $\frac{1}{3}$  mile east of  
Burke Road)

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PRESIDENT'S REPORT

Seasonal Greetings to all members and your families, I hope everyone has gotten over the Xmas and New Year parties and what have you. I trust this Newsletter finds everyone in the peak of health, as it is the first for the year. Hopefully it will also remind you to pop over to our first meeting for the year as I for one look forward to seeing all my club friends again.

Since the last Newsletter, we have had out Club Annual Dinner at "The Celebrant". This turned out to be a wonderful event all round. I would like to thank Adelaide and Harold Underwood once again for their effort in getting the night organized so well. The change from "Chaucers" certainly was worth the efforts put in by the Underwoods, I'll be looking forward to the comments about the night, good or bad, so that we can use them as a guide for this year's Annual Dinner, although I'm sure most of the comments will be good. I would like to say a big thank you to all

the people who came along to make the night such a success, "thank you one and all".

The MG concourse at Warringal Park, Heidelberg on December 13 last was the next cutting on the Club calendar, not a bad day, although I felt the numbers were down this time against other years and members from other car clubs seemed to think the same. Maybe the MG Club were unwise in moving from Berwick where they have been holding their concourses for so many years, but that is something they will have to sort out themselves.

Over the Xmas break Ross Bromley from Tasmania sent over for the Club a selection of photos taken in Tasmania about 1907 showing a motor event that had quite a few Humbers in it. I will have these at the next meeting so everyone can see them. Ross has put quite a big effort into getting these for the Club. I'm sure that when you look at these photos you will also give full marks to Ross for the very fine job he has done. Maybe some one in the Club has some old frames that they don't want or know where to get some. These snaps are 8 ins. x 10 ins. and there are eight snaps and three cut outs. I feel that if they are framed they will last the Club for years. So once again, thank you very much Ross Bromley.

By the time you receive this Newsletter, I will be back from New Zealand where my family and I will be spending three weeks. Whilst over there on the South Island, I'll be looking around for any Humbers, so more on this later.

I know I said it last year, but here I go again, PLEASE help your Club by sending in any clippings that you have on any subject that you think will be of interest to other club members, remember we have male and female readers, plus it makes life more livable for our Editor!

Also, if you know of any good places for an outing please let us know as soon as possible so that we can incorporate them in our Club calendar.

Well, enough of my ravings - I'll be looking forward to seeing all of you at our first 1982 meeting on Friday the 22nd January and until then I'll leave you in peace.

Bob Kennedy.

## SECRETARY'S NOTES

Thank-goodness Xmas and New Year are over, I thought they would never end! I hope the festive season was good to you and that you are all looking forward to a happy and prosperous New Year in the Humber Club. Remember, we no longer meet at the Camberwell Civic Centre for General Meetings, as we have secured the Deepdene Park Hall, Whitehorse Road, Deepdene, which means an extra mile for some, but less for most others. Apart from that, it should save our funds at least \$100 per annum. Our first General Meeting for '82 is January 22nd at Deepdene, which you probably knew already .... didn't you??

The Humber Club of South Australia are making final arrangements for the National Rally at Easter 1982 and, so far, the response from our Club has been poor with only four families going. From the Sydney side I believe only two cars, but from the newly formed Queensland Club there could be four cars making the trip. So if you do wish to go along, let me know A.S.A.P.

I would like to take this opportunity to welcome a new member to the Club, Mr. Dale O'Sullivan and his wife, Pam. Dale owns two 1933 Humbers fitted with Ruskin Bodies Numbered 4017 and 4018, the latter of which is in daily use, the former under restoration - nice to have you with us Dale and Pam.

So far little has been planned for January or February, but March 14th is a must for everyone. British Display Day at the Mornington Racecourse, a great place for a picnic and about the best chance of seeing the finest cars made in Britain. Cars like Rolls-Royce, Bentley, Aston Martin and Jaguar will also be there! Of course, we don't have to go to Mornington to see the finest English cars, we've been driving them for years.

See you on the 22nd

DES JUDD.

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To control the flash of temper when another sounds his horn,  
In the car may be a mother soon to have her baby born,  
Be considerate in your driving, be courteous and be kind,  
And you'll reach your dwelling safely, and you'll keep  
Your peace of mind.

Author unknown

Contributed by Norma Paley, Belmont, Vic.

## SOCIAL SECRETARY'S NOTES

One of the most enjoyable entertainments for the year was held by the Humber Club at the Celebrant Reception Rooms. This was the Presentation Dinner. All successful prize winners were delighted with their gifts - thank you Peter, Tom and Lyn, Des, Denise, Keith, and Nancy.

The competitions were won by Syd & Gwen Humphreys, the Col Anderson family, Bill Huberts, Pam Hughes and Nancy Butt. Many thanks to all who assisted. Bob Kennedy, as usual, made a splendid Host and M.C. with Hostess Nancy charming as ever.

Altogether, this function was a tremendous success both financially and socially. Thank you to the Hughes Family for a grand effort.

A special presentation was made to Ian, Inga and Carla, as they are going to live in South Australia. Best wishes for your future from your many friends. Hope Nancy, Bob and the boys are having a wow of a time in New Zealand, also Des, Denise, Tracy and Tania at Lakes Entrance.

We start the year of 1982 with an extremely nice Bank Balance!

Kind regards to all,  
ADELAIDE UNDERWOOD.

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Be cautious of self-appointed experts.  
Remember, an "ex" is a has-been, and  
a "spert" is a drip under pressure.

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A man loses control of his car when  
his children get driving licences.

\*\*\*\*\*

Whoever it was who said it was a small  
world was no doubt a motorist looking  
for a place to park his car!

\*\*\*\*\*

Coffee Walnut Slice  
\*\*\*\*\*

Base: 1 cup S. R. Flour      1 cup coconut  
1 cup Brown Sugar      4 oz. butter or marg.  
(lightly packed)

Sift flour, stir in coconut and brown sugar.  
Mix well. Melt butter, add to dry ingredients.  
Mix well. Press into greased 7" x 11" tin and  
bake in mod. oven for 15 minutes.

Filling: 400g can cond.milk      2 tbsp. golden syrup  
1 oz butter or marg.      2oz. chopped walnuts  
1 tbsp. Instant Coffee Powder

Put cond. milk, butter, golden syrup and coffee  
powder into saucepan and stir over low heat  
until well blended. Stir in walnuts. After  
removing base from oven, pour prepared filling  
over and return to oven for further 10 minutes.  
When cold, spread with topping.

Topping: 5 oz. dark chocolate      1 oz Copha  
Place chopped chocolate and copha into top of  
double saucepan, stand over hot water and stir  
until melted.

Contributed by NORMA PALEY  
(Stan Paley's wife)

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"THE RIGHT OF WAY"

Not the right of way when driving but the simple way of right,  
And never once forgetting to be courteous and polite,  
A little bit of patience as behind the wheel you sit,  
And you'll never lose a fender and a child you'll never hit.

Of the worst of phrases ringing all through motordom today,  
Is that selfish bit of wording that is known as right of way.  
It has filled the graves of many who some road have sped along,  
Since death never asks the question - is the driver right or  
wrong?

cont...

Just a little thought for others, just remembering to be kind,  
Just the willingness in traffic to slow down and stay behind.  
Just the show of gracious manners which all gentle folk display,  
And the accidents that happen will be fewer day by day.

Contributed by Norma Paley

\*\*\*\*\*

HUMBERS IN 1906

Club member Frank McGuire is also Historian of the Chelsea Historical Society and has submitted an advertisement obtained from the Society's archives.

It is from an Adelaide paper, The Critic, dated 12/9/1906 and shows a veteran type, 4 seater Humber without windscreen or hood. The ad. states, Humber Motor Cars - 10 - 12 h.p. 4 cylinders, 2 seaters, 4 seaters, 5 seaters. Side entrance. Prices from 400 pounds. Arriving per S.S. Port Caroline and Wakool.

The advertisers are the Schumacher Cycle and Motor Agency of Pirie Street, Adelaide, who also mention Griffon Motor Cycles available in 2 3/4, 3 1/2 and 4 h.p. with single and twin cylinders. Unfortunately the ad. is quite small and does not warrant a full page of photo copying but will be on show at the next meeting.

In a personal column the paper mentions people who have taken delivery of cars including a 10 h.p. De Dion, two 10 h.p. Darracqs, a 12 h.p. Talbot and an 8 h.p. De Dion. Another ad. mentions Wolseley & Siddeley cars.

Frank McGuire has a rather unusual Mark IV Super Snipe with glass division behind the driver and wood grain dashboard. Unfortunately, he can rarely get to club meetings now as he runs a gymnasium.

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REMINDER:

The February meeting is our election meeting, so start thinking now about who you want on your committee. Your editor would like to retire but is willing to assist a new man.

LLOYD HUGHES

CARS FOR SALE & WANTED  
\*\*\*\*\*

Humber Hawk 1959 and Humber Hawk 1961 PLUS spares  
\$350 - lot. Mr. P. Gussman 878-7813

---

Humber Super Snipe Series III. White with good body  
and tyres. Reg. to May '82. \$350 -  
B. McKay, 18 Austin St.  
Footscray 3011  
or Ring neighbour, Mr. Pattenson, 68-3407

---

WANTED:- Expired No. Plates - Any state, any condition  
Des Judd, 783-9743

---

Series II Vogue Complete and Running. Series III Super  
Snipe. Series IV Super Snipe. No reasonable offer  
refused on any one car. Greg Rose  
(059) 77-4896 (Tyabb)

---

Humber Super Snipe Series V 1965 . Complete & Running.  
\$250. Humber Super Snipe Series III V.G.C. New  
Brakes and Exhaust \$550 - O.N.O. Des Judd 783-9743

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WANTED:- Old Clocks, Going or Not. Bob Kennedy 789-5119

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FREE :- Humber Vogue - Running. Wally Van Den Berg

BP 74751006 A. 306-7679

HA COMMELES

ST 9641

1956 Mark VI Humber Hawk. Good motor, reconditioned  
gearbox, drives well, body needs work. Unreg. \$200 O.N.O.

Lloyd Hughes 877-3208

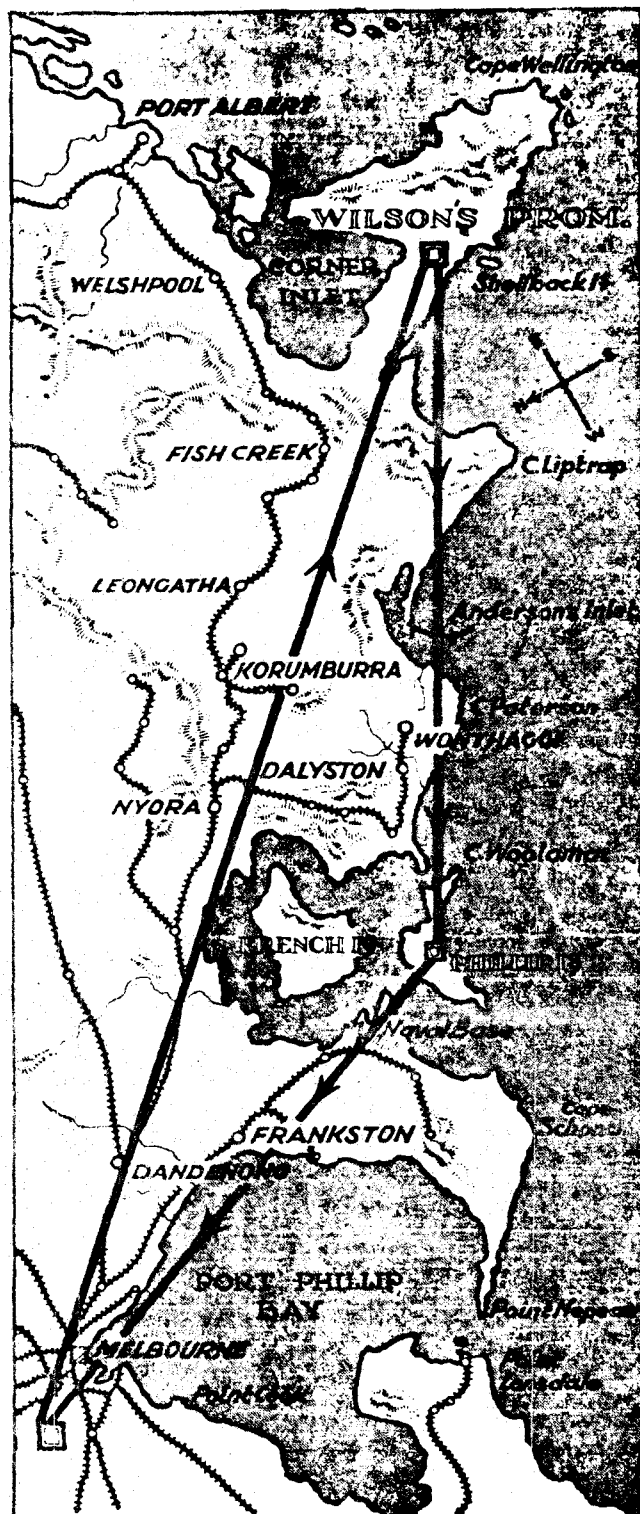
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# Picnic and Week-End Tours by Plane

JAN 1<sup>st</sup> 1932

## No.1. Essendon to Wilson's Promontory

In a series of articles, of which this is the first, a detailed description of day and week-end pleasure flights will be given, with full particulars of the type of country to be traversed, landing grounds, etc. The tour to Wilson's Promontory, described below, will probably be made by Victorian Aero Club machines this month.



A SHORT and picturesque trip which has so far been little exploited by pleasure flyers is that to Wilson's Promontory. Only about 114 air miles from Essendon, this trip is one of the most interesting short flights in the State, providing magnificent views of the coastline on the one side, and the fertile slopes of Southern Gippsland on the other.

Before starting on this run, arrangements should be made by ringing Mr Butler, at the Chalet at Darby, to have stores moved from the aerodrome at Wilson's Promontory. Petroleum and oil supplies can be obtained there through the Shell Company's depot, but the key to the depot must be obtained from the Shell Company's offices in Melbourne, as there is no key on the Promontory.

Starting from Essendon about 9 a.m., a south-east course should be taken, passing over Oakleigh and Dandenong, until the northern extremity of Westernport Bay, near Tooradin, comes into sight.

### Westernport Bay

FRENCH ISLAND and Phillip Island can then be clearly seen to the south, and a magnificent view of the whole of Westernport Bay obtained.

Approaching Nyora, where the railway is passed, the country starts to rise. Nyora is roughly the half-way stage and Cape Patterson should be clearly visible to the south with Anderson's Inlet further ahead.

Keeping on the same course, still higher ground and rougher country is encountered. Flying at 3000 to 3500 feet, however, any amount of paddocks can be seen should a forced landing be necessary. This applies to the whole trip.

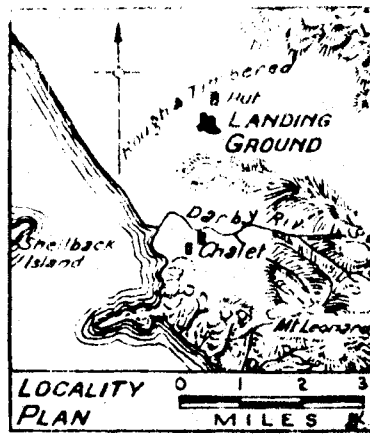
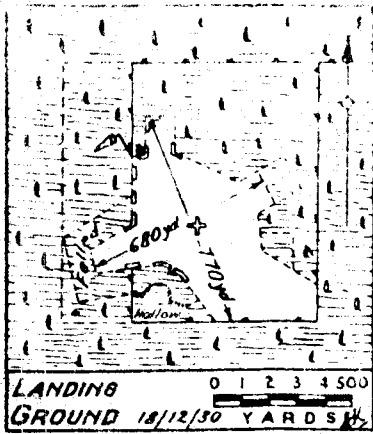
Leaving Nyora and approaching Korumburra, Cape Liptrap will appear well to the south, and Corner Inlet to the east with the high ground of the Promontory dead ahead. Approaching the isthmus leading to the Promontory, some higher ground has to be crossed, which falls away to the isthmus.

The ground on the isthmus is rough, and there are many places for forced landings, but a beautiful wide beach of good firm sand is on the right, and is quite suitable.

Another beautiful view to be obtained from here is of the whole Promontory, which is high and mountainous, and at first sight one would appear to be flying straight into the mountains.

A watch should now be kept out for Shellback Island, a barren rock looking like the back of a shell, about two miles off the coast to the south. The aerodrome is exact opposite Shellback Island, about two miles inland.

The aerodrome cannot be mistaken, as the surrounding country is rough and scrubby, and at the northern end is a small hut with the wind indicator at the side of it. There is a cross in the middle of the ground.



*Wilson's Promontory Landing Ground and Locality Plan.*

### Clouds on Mountains

VERY often there are low clouds on the Promontory mountains, but usually these do not extend beyond the mountains in good weather.

The 'drome is of a peculiar shape, and has really more space than the first glimpse from the air would indicate. Runways have been cut in several directions, and a run of at least 600 yards can be obtained in any direction.

The Government Chalet is officially two and a half miles from the drome, but according to Mr. Louis Abrahams, who recently made the trip, it seems more like five miles if you have to walk it along the mountain paths.

If arrangements are made in advance, Mr. Butler will meet planes with his car, and, again according to Mr. Abrahams, provide the main thrills of the trip during the two miles drive to the Chalet.

For those who desire to spend a week-end on the Promontory, accommodation can be obtained at the Chalet, while good fishing and bathing, and magnificent walks through the National Park provide plenty of amusement.

### Return Journey

THE return journey should be made via Phillip Island. This entails following the coastline, passing over Waratah Bay, Anderson's Inlet, the town of Wonthaggi, San Remo, and then across to Phillip Island.

This course is very little off the one taken on the trip down, and at 3000 to 3500 feet provides plenty of suitable paddocks for forced landings.

To locate the aerodrome at Phillip Island it is necessary to fly directly above the pier at Cowes and follow a road which can be seen going due south. The aerodrome is two and a half miles

from Cowes, on the right-hand side of this road, and although it is marked with a semi-circle, it is difficult to see. The wind indicator, however, can be clearly seen at the south-east corner. The ground is practically level, except along the western section, where it rises slightly. All facilities for holiday makers are, of course, provided on the island.

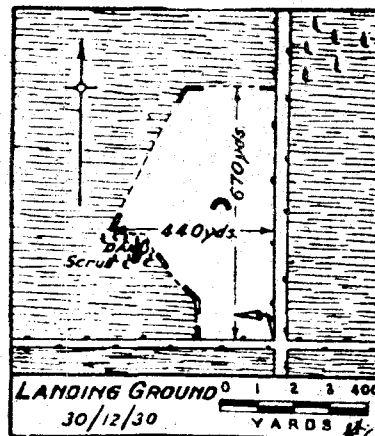
Leaving the Cowes aerodrome to return to Essendon, a course almost due north is taken, passing over Crib Point, the Naval Depot, Frankston and Mordialloc. Again, as in previous sections of the trip, good emergency paddocks can be found all the way back to Melbourne.

## AERODROME DETAILS

### Cowes

Class of Ground: Aerodrome licensed for use by light types of landplanes only.

Proprietors: A. K. T. Sambell, Esq., 60 Market Street, Melbourne.



Position: 2½ miles south of Cowes. Latitude, 38deg. 29ft. 5in. S.; longitude, 145deg. 14ft. 15in. E. (approx.)

Distinctive Features: Road on east boundary runs due north into Cowes township. Clump of trees on western side.

Markings: Semi-circle and boundary marks. Wind indicator in south-east corner.

Description: Practically level, except along western edge where ground rises.

Dimensions: N.-S., 670 yards; E.-W. 440 yards (max.).

Height Above Sea Level: 130 (approx.).

Magnetic Variation: 7deg. 36ft. (approx.).

Approaches: All good; ground rises to the west.

Surrounding Country: Some paddocks, but generally undulating.

Petrol and Oil: At Cowes.

Water Supply: At Cowes.

Workshops: Garage at Cowes.

Nearest Telephone: Phillip Island Shire Council (Cowes 56).

Nearest Telegraph: Cowes.

Nearest Town: Cowes, 2½ miles north.

Charges: Under consideration.

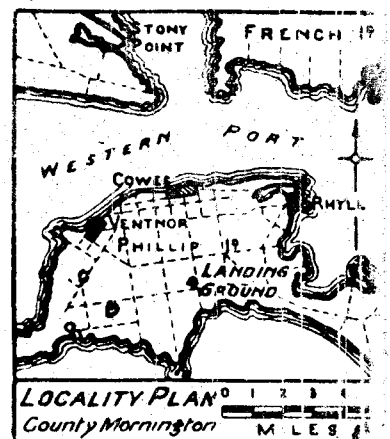
### Wilson's Promontory

Class of Ground: Emergency landing ground.

Proprietors: Commonwealth of Australia.

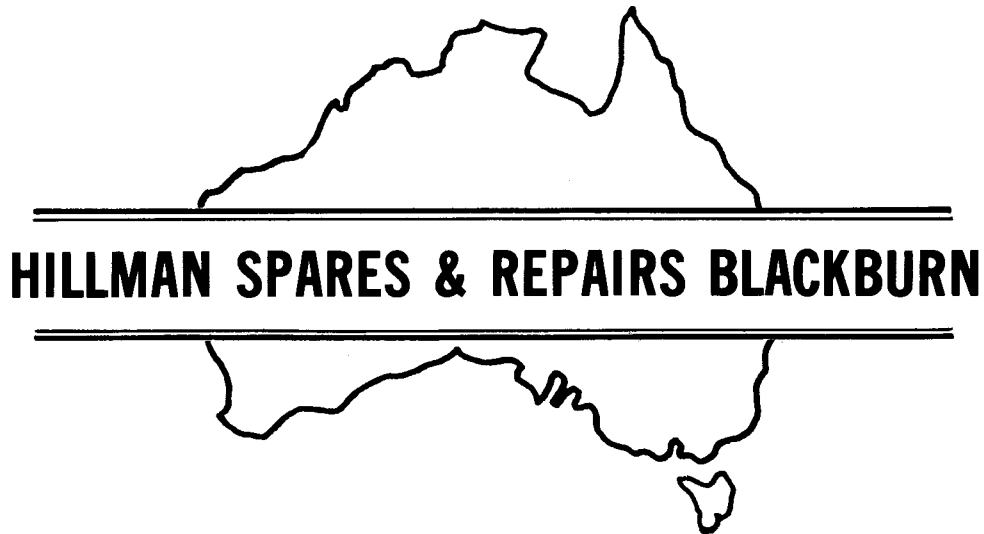
Position: About 2½ miles north Government Chalet on Darby River, western side of promontory. Latitude, 38deg. 57ft. S.; longitude, 145deg. 17ft. E.

(Continued on page 48)



*Cowes Landing Ground and Locality Plan*

# HUMBER SPARES



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

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

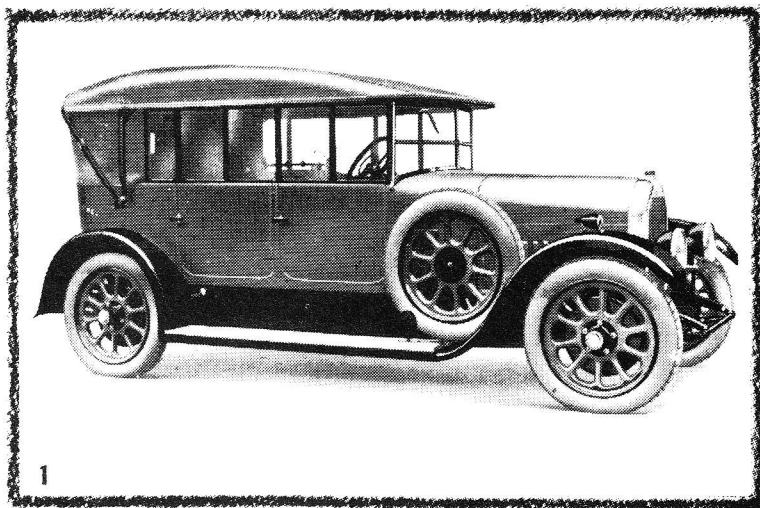
The King Pins stored in somebody's garage, may be the set that Mrs. Smith of Charters Towers needs for her 1948 Rover.

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

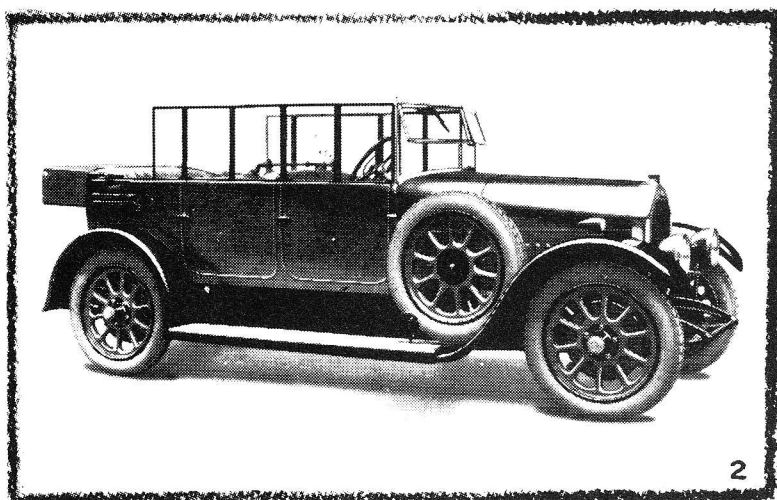
Spare parts delivery is by C.O.D. Post whereby for a \$3.00 postal charge parts will arrive the following day and the receiver pays the postman.

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





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



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

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

