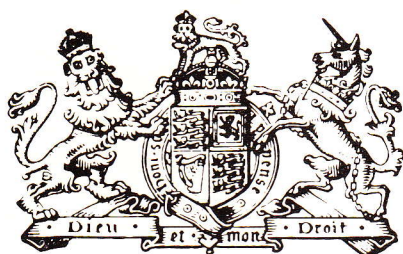


January 1986

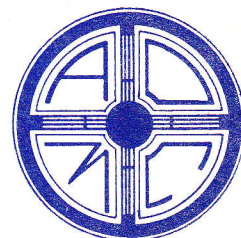
The **HUMBERETTE**



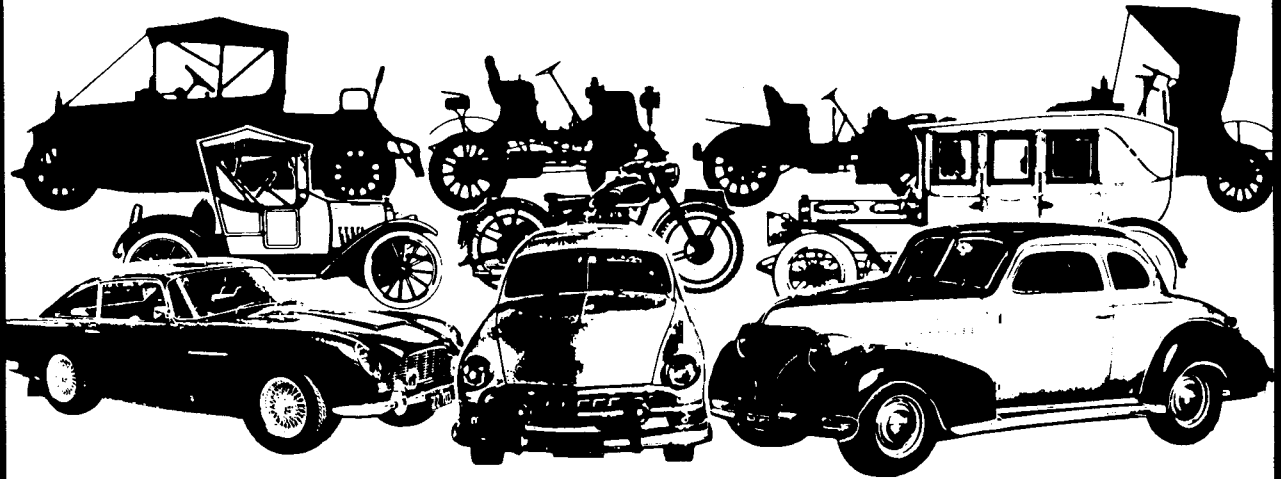
By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



Sutherland



Antique Vehicle Insurance

96 Wellington Parade, East Melbourne, Victoria 3002
(P.O. Box 129)

Telephone: (03) 419 8166

JANUARY 24TH.

GENERAL MEETING. DEEPDENE HALL (MELWAY 46 A7/8). 8.00PM.

JANUARY 26TH.

AUSTRALIA DAY CAVALCADE. WERRIBEE PARK.

FEBRUARY 8TH.

MONTHLY OUTING. BALLARAT. SEE DETAILS BELOW.

FEBRUARY 16TH.

CHACA. SWAP MEET. CHIRNSIDE PARK. 9.00AM - 3.00PM.

" " "

EUROPEAN MOTORING SHOW. FLEMINGTON RACECOURSE, MEMBER'S
CAR PARK. 11.00AM.

FEBRUARY 28TH.

ANNUAL GENERAL MEETING. DEEPDENE HALL. 8.00PM.

MARCH 16TH.

BRITISH MOTORING SHOW. FLEMINGTON RACECOURSE MEMBER'S
CAR PARK.

MARCH (?)

GENERAL MEETING. (DATE TO BE ADVISED.)

MARCH 28TH-31ST.

5TH NATIONAL HUMBER RALLY. FORBES.

APRIL 13TH.

ROOTES "G-T" DAY, HOSTED BY HUMBER CLUB.

APRIL (?).

GENERAL MEETING. (DATE TO BE ADVISED.)

NEXT OUTING:

WHERE:

BALLARAT BOTANICAL GARDENS, LAKE WENDOUREE.

WHEN:

SUNDAY, FEBRUARY 9TH.

MEET:

MELTON SUPERMARKET. (OPPOSITE HIGH SCHOOL).
(ON LEFT HAND SIDE OF HIGHWAY, MELWAY MAP 114 H/10.)

TIME:

10.00AM AT MELTON. ARRIVING LAKE WENDOUREE APPROX. 11.30.

LUNCH:

B.Y.O. PICNIC LUNCH. KIOSK AT PARK.

ACTIVITIES:

SOCIAL AFTERNOON WITH COUNTRY MEMBERS. OTHER TOURIST
ATTRACTIONS.

CHRISTMAS HAMPER RAFFLE:

DRAWN AT PRESENTATION DINNER, NOVEMBER 30TH.

WINNERS WERE AS BELOW:

HAMPER: TICKET NO. D 97 (Pink). J. STEWART. FRANKSTON.

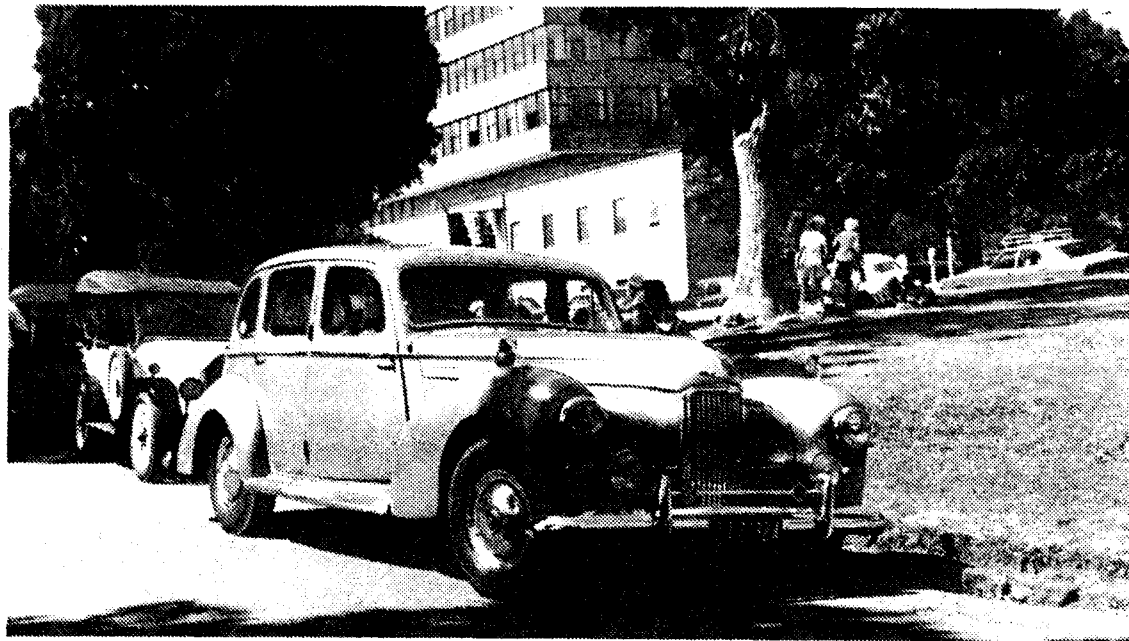
COASTER SET: TICKET NO. B 97 (Yellow) T.LAWRY. GEELONG.

THANK YOU TO ALL WHO SUPPORTED THIS FUND RAISING EFFORT.

" A SMILE FOR EVERY DAY

MAKES SUNSHINE ALL THE YEAR."

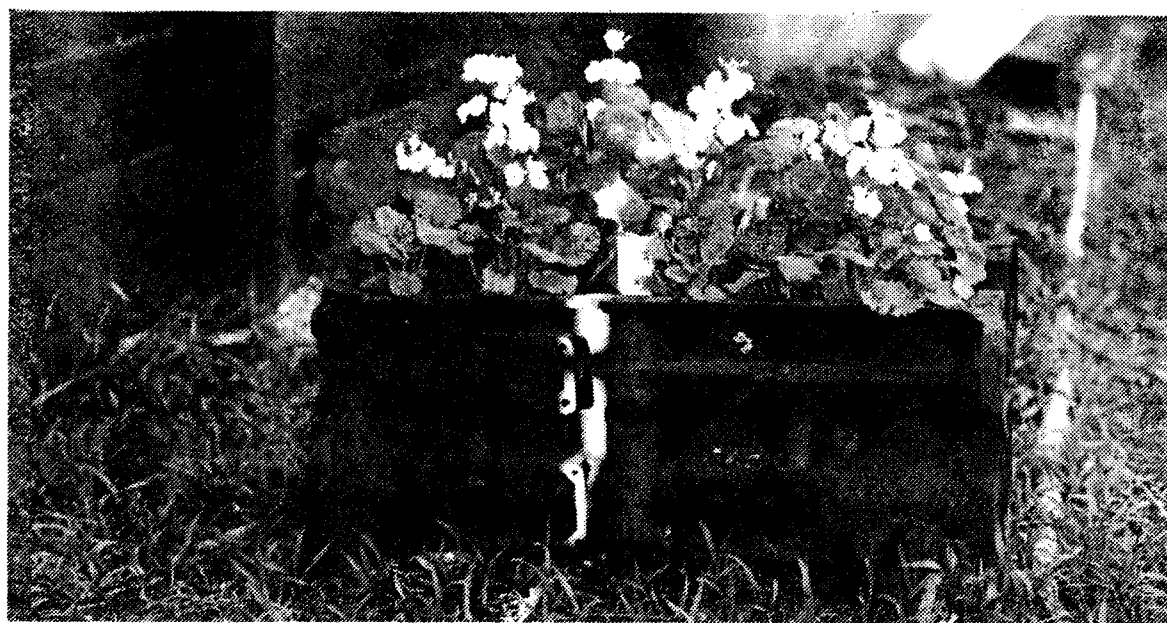
HOW'S
YOUR
HUMBER?



Like Les Lindorff's?



Or like this?



Or an original by Arnold Goldman?

THE HUMBER CAR CLUB of VICTORIA

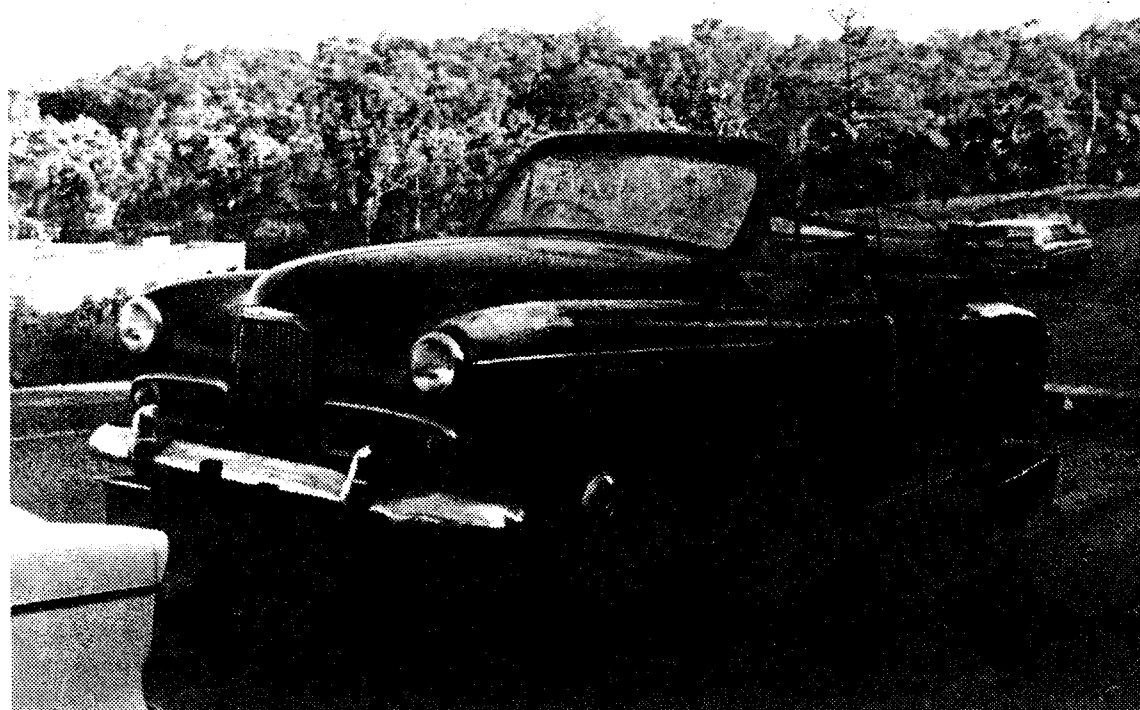
P.O. BOX 35, FRANKSTON, 3199
23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1985/86

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Bill Holmes	(052) 57 1067
SECRETARY	Margaret Willimott	435 6354
TREASURER	Rob Dunlop	439 7059
EDITOR	Barry Bosnich	460 4505
SOCIAL SECRETARY	Barbara Dunlop	439 7059
MEMBERSHIP REGISTRAR	Nancy Kennedy	789 5119
LIBRARIAN	Keith Willimott	435 6354
TECHNICAL ADVISORS	Tom McAlpine	(051) 27 4755
	Des Judd	789 6952
PUBLICITY/REGALIA	David Dunlop	439 7059



Rob Dunlop heading home with his MK IV S/Snipe Royal Tour Convertible.



PRESIDENT'S REPORT

Well here we are again, for the brand new year of 1986. I would like to wish all club members the best of health and 'Happy Humbering' for the year of '86'.

By now I hope all the late nights and heavy heads have cleared away so we all as club members, can look forward to the rest of 1986 with clear minds. If you look at our club's calendar, you will notice that we already have very good outings to attend.

May I suggest that this year, each member try to sign up at least one new member for the club.

At our first general meeting I will have with me a lot of Series Hawk parts thanks to Frank McGuire. Frank contacted me just after the new year about some parts he had given to him. The parts consist of carby, starter, generator, fuel pump, lights, instruments, fuse box, etc. I think a few dollars donation to the club would be in line from the member who wants all the parts. Once again thank you to Frank McGuire.

Over the last four weeks or so since our club presentation dinner, I have been surprised and delighted by the complimentary remarks passed on to me in reference to the dinner. It makes the whole effort seem worthwhile. Sometimes I wonder if it is all worth it, that after receiving all the good comments, I'm sure that the Committee all join me in saying thank you.

The trading table badly needs items of interest. Before Christmas we cleaned out the club lockers so now there is plenty of room for more items to be stored and sold at the monthly club meetings.

Till I see you at the first 1986 general meeting on 24.1.86, I'll say bye for now, all the best till then.

Bob Kennedy.

MINUTES OF GENERAL MEETING OF H.C.C.V. HELD ON 22.11.85 AT DEEPDENE HALL.

The meeting was opened by President Bob Kennedy at 8.20pm and a welcome extended to all members and visitors present.

APOLOGIES: T. Prendergast, P. Daly, N. Kennedy, N. Brett, J. Foreman.

MINUTES: Minutes of the previous meeting as printed in the October Humberette were accepted as correct. Moved Vic Wilson; seconded J. Waring.

CORRESPONDENCE: In: Club magazines from H.C.C.A., H.C.C.(S.A.), Daimler Lanchester, Austin, Rover, A.M.V.C., B.H.V.V.C., Wolseley & Chev Clubs. Letters from C. Speed, Camberwell Mayor, C. J. Bongiorno, J. Stewart, N. Castle, D. Corby, H.C.C.A., T. Lawry, Dr. Joseph Spencer, T. Wade, H.C.C.(Tas), B. Armstrong, Sale Historical Machinery Club, Two membership applications.

Out: Four membership application forms, H.C.C.A., H.C.C.(Tas),
Three letters plus numerous 10th Anniversary correspondence.

TREASURER'S REPORT: As presented by Rob Dunlop. Current bank balance is \$1779.80 with some accounts still outstanding. Report accepted on motion of Peter Davenport, seconded P. Sheldon.

EDITOR'S REPORT: 148 magazines issued this month.

SOCIAL SECRETARY'S REPORT: Barbar requested that members attending the Presentation notify her tonight - so far only about thirty have indicated they will attend. Those wishing to eat Australian style food should also notify her tonight.

TECHNICAL REPORT: Bob Kennedy reported on the Bendigo swap meet. Need to try better site location next year. Bendigo members assisted on the Saturday and provided tent. Some membership application forms were issue. Possibility of a quantity of Humber Parts - mainly classical era - becoming available to club at a later date.

FOR SALES AND MEMBER NEEDS:

Bob Kennedy has information on the following (Series V Snipe - good interior & radiator, for spares), (1950 Hawk - with handbook & tools, good condition. Lake Charm - near Lake Boga).

Series V, VA Snipe - wrecking (Crib Point).

1959 Hawk, manual, slave cylinder or clutch gone.

Snipe Sedan - late model at Kensington, unreg but complete and going. \$40.00 to \$50.00.

Series III - manual with overdrive. \$200.00.

Jack Waring provided information on engine, gearbox, complete head etc for Vogue. Available from 16 Codabah Street, Mooroolbark.

GENERAL BUSINESS

1. Concours judging forms: Roy Pepprel will review and adjust where necessary.

2. AUSTRALIA DAY RALLY: No Monday Rally in the Treasury Gardens next year. Sunday Cavalcade Werribee Park for cars over 25 years. Entry details in last Saturday's Age.

3. WOLSELEY CONCOURS JUDGES: Jack Waring, Keith & Margaret Willimott volunteered.

4. BRITISH MOTORING SHOW: Club representative Stephen Isaacs reminded members badge bookings close on December 13th. Helpers will be needed to man gates on the day. Rob Dunlop requested moves be made to have all Rootes vehicles grouped together. A.O.M.C. is seeking interest in an information tent for club promotions.

5. Rob Dunlop enquired re an auditor for club books prior to February Annual Meeting.
6. Jack Waring asked whether club proposed having a stall at Chirnside Park Swap Meet on February 16th.
7. Joan Holmes pointed out that the March 1986 General Meeting date fell on Good Friday - another date to be considered.
8. President reminded members that the next meeting would be Friday January 24th, 1986.

There being no further business, the meeting then closed at 9.20pm and members were addressed on general aspects of police work by Constable Henzenveld of the Victoria Police Publicity Department. The evening concluded with supper.

SECRETARY'S NOTES

Hello everyone, welcome to 1986 and our own 11th year of club operations - may it be a happy successful and prosperous year for all of us.

January is usually a quiet month for club activities. Those with Humbers over 25 years old entered in the Australia Day Cavalcade to Werribee Park will meet on Sunday January 26th - This is not a specifically organized club outing but anyone interested in journeying to Werribee park on the Sunday will find the car display well worth inspecting, coupled of course with the usual attractions of the Werribee Homestead and zoo. It shouldn't be too hard to find the Humbers (and their owners) in the line-up. (This is a polite way of paying, please wear your badges on caps, t-shirts or on wind-cheaters for easy identification!!). It might not be a bad idea to take along a few windscreen information cards as well!

As you will note from the list elsewhere in the Humberette we have had a number of new members swell the ranks of late. May I extend a special welcome to all, please don't hesitate to come along and make yourselves known at club functions. Fellowship is one of the club objectives and the occasion can be made more enjoyable with an exchange of yarns and technical know-how and problem solving. I always look forward to the letters and phone calls received from members.

As in all clubs at the start of a year, we also farewell some members. This time we bid goodbye to Tom Lawry from Geelong who is transporting himself, and hopefully his Humber to Gold Coast, Queensland. Hope the repair firm did a 1st class job on that Series V Tom! I guess in your case our loss is Queensland Clubs gain!

I hope you all included amongst your 1986 New Year Resolution, a commitment to put back into the club this year something of what you have gained from it. Next month is the Annual General Meeting and the need to elect Office Bearers for the ensuing 12 months. None of the tasks need be onerous if there are sufficient willing, helpers to carry it out. I speak from experience when I say it is a sure way of getting to know the club, it's members and it's operation. Think about where you can best offer your services. Whether it be planning outings, arranging the Annual Dinner, writing minutes, arranging speakers, solving technical problems, providing publicity, keeping account, selling regalia or becoming 'Managing Director'. They're all important functions if the club is to continue its success of the past.

I'll be looking forward to hearing your offers and suggestions for 1986.

Finally, may I pay congratulations to Barbara Dunlop, Edna Huxstep and their band of helpers who organized the successful Presentation Dinner at The Golden Lantern Restaurant, a fitting finale to 1985. A personal thank you from me also for the beautiful sheaf of flowers I received on that evening. Official guests at the Dinner were Norm and Jim Withers (from Hillman Spares in Blackburn) who assisted with presentation of club trophies and Cup. See you at Deepdene on 24th.

Margaret.

FOR SALE:

Super Snipe: Series IV 1963, car is complete, new exhaust, good body, little paintwork, good interior (grey), good brakes, tyres fair. No registration. \$350. Fred Pieterston, Frankston - Ph: 781 5169.

Humber Hawk Parts (MK 5 & MK 6): These are for fast disposal at a negotiable price. Back axel diff assembly (5), 2 x steering box columns & S/wheels (5 & 6), oil bath air cleaners (5 & 6), front & back windscreens, tow bar and bumpers (5 & 6), doors complete (6), folding front camper seat (5), engine, gear box, clutch, boot lid spring and hinge (6), dashboards (5 & 6), wheels, over centre clutch pedal mechanism (6). Contact Mr. W. Shubart, 79 Herbert Street, Mornington - Ph: (059) 75 3932.

Super Snipes 1946 (MK I) - 2 cars - 1 restorable, 1 for spares. Plus comprehensive list of spares and two workshop manuals in protective casing. \$2000 for the lot. M. A. Spikins, 2496 Albany Highway, Gosnells, Perth, W.A - Ph:(09) 398 4859. Full details available from H.C.C.V., Secretary.

Humber Vogues: 1965 Automatic - for restoration.
1963 Manual - currently in use.
1963 Manual - for spares.

Mr. J. York, Box 13, Hopetown - Ph:(050) 81 6246. Also 2 x 1963 automatics currently in use in Melbourne - Ph: 354 5044

Series 4 S/Snipe, runs well, elect ignition, 120,000 miles, reg july 1986, charcoal with red int, \$1200. Mr. Bond - Ph: 523 5250.

Series 4 S/Snipe, white, air cond, dual carbs, good condition all round, \$1,600. Vic Wilson, 20 View Street, Reservoir - 478 9352.

1963 Series 4 S/Snipe Estate Wagon, good condition throughout. \$4,500. Also parts suit Series 3 & 4 S/Snipe, engines, diffs, transmission, panels, plus many others. Des Judd, Frankston - Ph: 789 6952.

NEW MEMBERS:

H.C.C.V. welcomes the following members who have joined the club over the last few months.

Trevor & Pam Prendergast (Epping)
 Jim Menzies (Ballarat)
 Stephen Laurie (Parkdale)
 Bob Worley (Ocean Grove)
 Kevin Mildern (Montmorency)
 Bill Bowker (The Basin)

Ser III Vogue
 MK VI Hawk (Restoring)
 Ser VA S/Snipe
 Ser V S/Snipe
 Ser VA S/Snipe (Restoring)
 1951 S/Snipe
 1961 S/Snipe
 1963 Vogue (Ser II)
 Ser III S/Snipe
 Ser II Vogue
 MK II S/Snipe
 Ser IV S/Snipe

Robert & Mary Boan (Sorrento)
 Julia Horne (Rosebud)
 Dennis Storr (Lilydale)
 Angus Parris (Nagambie)

Please add these names to your membership list.

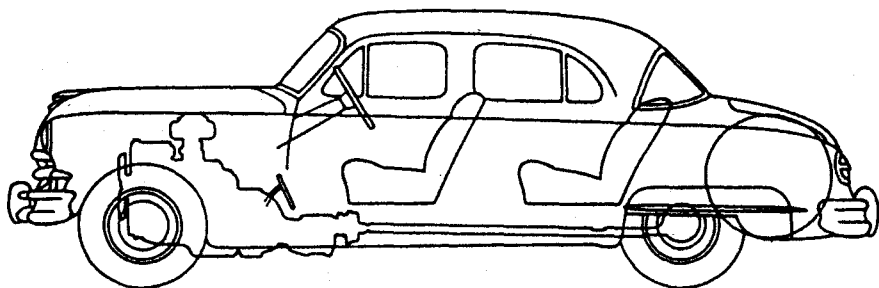
NATIONAL RALLY: FORBES EASTER 1986.

The official programme is now to hand and all those who are planning to attend should have received (and returned) your final booking forms. If you would like to attend but have not received a form please contact the club pronto! H.C.C.V. has some spare forms. Address for Rally correspondence in N.S.W. is:

5th National Humber Rally
 P.O. Box 2072,
 North Parramatta 2151
 PH: (02) 869 2851

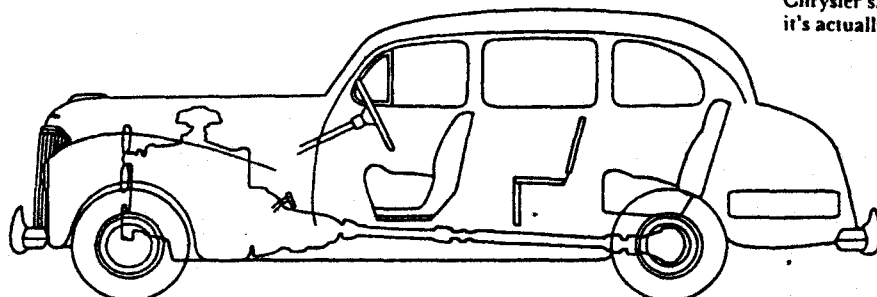
VINTAGE STAMPS:

It has come to our notice that a set of vintage car stamps recently released in the Seychelles Islands includes a 1929 2 seater Humber Coupe amongst the stamp subjects. Other cars featured are a T-Model Ford, the Bullnose Morris and an Austin 7. These sets are available from stamp dealers.



Losing touch with world markets, or how the American car grew too big. In 1951 we were a long way from the extremes of the 1960s, and the Chrysler Imperial (*top left*) was noted more for its advanced hemi-head V-8 engine than for the quality of its styling. A length of 5.14 m (203 in) and a width of 1.93 m (76 in) do not sound excessive on paper, but to find anything as bulky in Europe one has to explore the dying race of formal limousines—in this case a contemporary of the Chrysler, the 4.1-litre six-cylinder

Humber Pullman (*below*) as current until 1953. The wheelbase is identical to the Chrysler's, and it seats nine at a pinch, but it's actually 5 cm (2 in) shorter!





6 Woodward Ave. Hillcrest Burnie 7320 Tas.



M. Heazlewood Telephone: 004 312894
(Club coordinator)
N. Densley Telephone: 003 936128
(Club secretary)
M. Vialle Telephone: 002 236713
(Southern area rep.)

ANNUAL REPORT 1985

1985 has been quite a progressive year for the Club here in Tasmania, we started out with only 11 members and ended the year with a total of 25 members, this is not too bad but could be a hell of a lot better when you consider there are 186 or so Humbers registered in this State!!

I have instigated a campaign to increase the Club's number of Humbers by sending out circulars to these owners setting out the values and benefits of Club membership and an application form setting out details of the vehicles they own.

So far I have canvassed 73 owners and not one has had the courtesy to reply, one way or 'tother!! This must say a lot about the manners of some Humber owners.

They may as well own Holdens or worse still Fords!!

The only replies that I have received are from non Members wanting to sell their Humbers, not at all interested in becoming Club members, just looking for a fast buck and free advertising. Set out below is a list of advertising rates for the 1986 Club year;

CLUB MEMBERS: \$2.00 per car, or or group of spare parts
WANTED TO SELL

WANTED TO BUY This service shall be provided FREE OF CHARGE!

NON CLUB MEMBERS:
WANTED TO SELL \$5.50 per car or group of spares.

WANTED TO BUY This service shall be provided FREE OF CHARGE!! to entice new members to the Club. I will not sit by and watch outsiders use the Club as a cheap form of advertising!!

According to the latest Tas. Membership list (which will be in next month's magazine) we have quite a varied range of cars ranging from a 1938 Snipe through MkII & III Super Snipes, MkIII Pullmans, MkIV Super Snipes to Series Hawks and Snipes, not forgetting Vogues and Vogue Sports. There are four Sceptres that I know of, but so far have been unsuccessful in enticing them to join the Club.....cont/

HUMBER CAR CLUB VIC/TAS

TAS CLUB XMAS DINNER

MILLHOUSE RESTAURANT

Saturday the 14th Dec. came as a lovely day to drive the 145Km to Carrick near Launceston for our first Club Xmas dinner at the "Millhouse" restaurant. Pamela and I stayed overnight at the Rutherglen Holiday Village which is highly overrated as accommodation in my opinion, still it was only 10 Mins drive from the restaurant.

We arrived at the restaurant around 7.15pm, settled in with a drink and a chat with mine host while we waited for the others to arrive. They began to turn up around 7.30 onwards, sixteen in all. It was a pity there were only nine Club members, especially after Nina's hard efforts in organising the evening. The numbers were swelled by friends and relatives and a member from the Jaguar Car Club.

A welcome to Members and guests, a few business items attended to and we settled down to a most convivial evening of much discussion and merriment. At around 9.00pm we were invaded by a party of school teachers from Latrobe down the coast about 80Km for the main course of and end of year progressive dinner, yes we are a pretty adventurous lot along the coast.

As the evening progressed, Bill Pierce was seen having his ears talked off by Nina's Mum, Chris Easton was demolishing two main courses, how'd you manage that Chris? sheer rat cunning, or the indubitable Easton charm eh? Our Southern area rep. Martin was happily polishing off the better half of two bottles of wine and he had to draw the tickets for the raffle later in the evening! Nina, looking radiant, copped drink stains down her blouse, this being the result of a well aimed champagne cork landing in her drink. The culprit being Nina's father!

Over at our table, Peter Clark and his wife were busy chatting old times with Mr. & Mrs. Dennis Viney, while Pamela and I were having a chat with Mike Atkins and his wife. Pamela and Mike's wife are both Nurses, so you can imagine the topics of conversation! I busied myself taking some photos and hopefully a couple of these will be in next month's mag.

Towards the end of the evening the results of the Club raffle were drawn. FIRST PRIZE went to David Barton from Hobart who received a beautifully presented basket of goodies painstakingly put together by Nina and Mrs. Densley.

SECOND PRIZE went to Bernard Spicer of Launceston, he received a bottle of champagne and a box of chocolates donated by Max and Pamela Heazlewood. Both these prize winners were not Club members! Should be drawn again I say!!

Festivities wound up around 12.45am as we bade farewell and made our separate ways with a most enjoyable evening being had by all. I would like to thank all those who attended and a special thank you to Nina our hard working little secretary for all the trouble she went to arranging the evening, well done!

Next year the venue will be a little closer to the South, possibly Campbelltown and we may entice some of our Southern Members to attend, you never know. We're open to suggestions. This doesn't excuse Northern Members either, on average they only had 30Km or so to travel. I consider that if it is good enough for Pamela and myself to make a round trip of 300Km and cost nearly \$150 for the weekend, then it is good enough for others to make the effort. After all these functions are arranged for YOU the Members, so the least you can do is show a bit of appreciation of other people's efforts. Show some Club spirit.

If you have any suggestions for next xmas dinner give us a call either Nina, Martin or myself, we're only too glad to hear from you. We would also like suggestions on Club trips and functions for the coming year.

Regards,

Max Heazlewood

(HCCV/TAS)

HUMBER CAR CLUB VIC /TAS

ANNUAL REPORT 1985

Supprisingly the Club is still solvent as far as the finances go. Below is anoutline of the financial situation as it stands as of 6th Jan. 1986;

<u>INCOME</u>		<u>EXPENDITURE</u>	
Membership Fees,New and Renewed	\$439.00	Cheque paid to HCCV Memb.fees	
Sale of Club Regalia	\$ 17.00	and regalia sales	\$243.00
Sale of Club Badges	\$ 68.00	Cheque HCCV regalia sales	\$ 21.00
Proceeds from ClubRaffle	\$ 29.40	Cheque Nina Densley for	
	<u>\$553.40</u>	phone calls,stationary etc.	\$ 25.00
Further Regalia sales	\$ 15.00	Cheque,M Heazlewood for Post-	
	<u>\$568.40</u>	age feature mat.	\$ 16.80
		Printing	\$ 9.50
		Photos	\$ 9.00
		Telecom	\$ 30.65
			<u>\$354.95</u>
<u>Income</u>	<u>\$568.40</u>		
<u>Expenditure</u>	<u>\$354.95</u>		
<u>Balance</u>	<u>\$213.45</u>		
<u>Bank Charges</u>	<u>\$ 4.50</u>		
<u>Currant Balance</u>	<u>\$208.95</u>		

Due to the ongoing increases in Postal charges,printing,Telecom,etc.Club Fees shall rise as from March this year. To aid with administration and financial affairs all Club Members annual Fees shall be due from March of each year. This will be in line with the aims of the Vic. Club. All up to date Members will pay pro-rata to March '87. There will be one single Fee for all Members and this has been set at \$25.00 per year. This is very reasonable I feel when you consider most Clubs now charge around this figure. According to the Vic.Club, Magazines for '84-'85 have been subsidised to the tune of around \$3.00 per Member,because we are on the country Members rate,same as Vic.country Members. The breakdown for '86-'87 will be \$15.00 to the Vic.Club and \$10 to the Tas.Club.

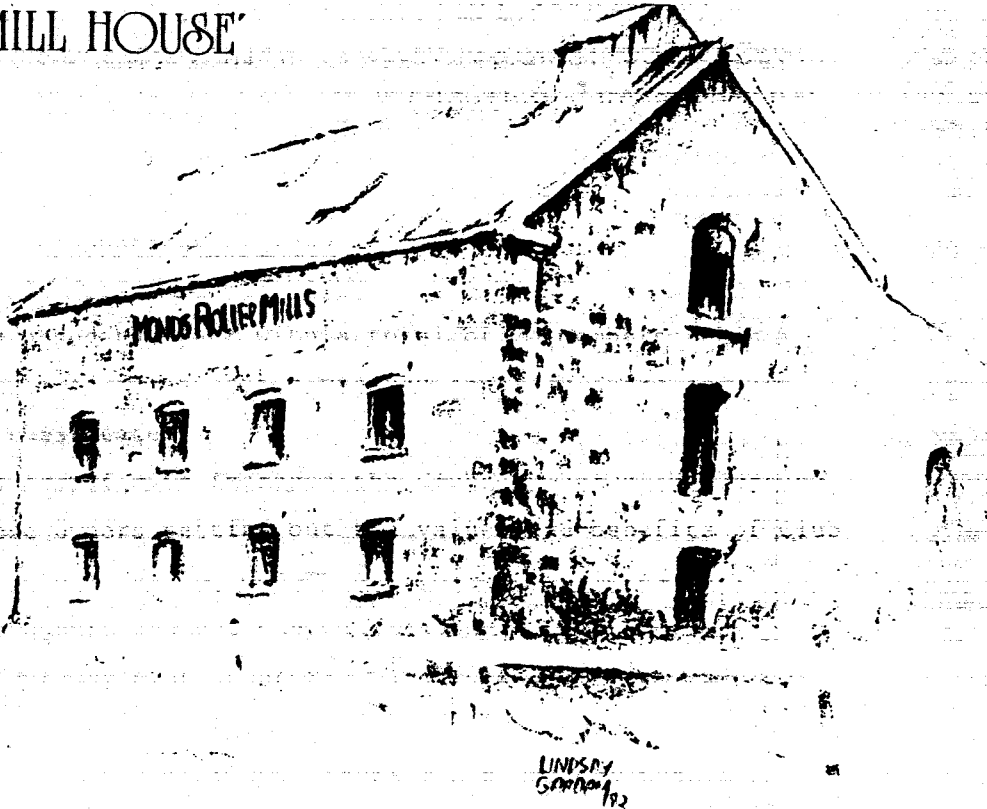
For the coming year we want to see more contributions from the Members,this means YOU. I'm still waiting for snap shots of Members cars,whether they beCon-cours,under restoration or any where in between. Preferably including yourself and/or family in the picture as we all would like to see who owns the cars.

We are looking forward with anticipation to the Forbes Rally at Easter (what do mean you knew nothing about,don't you read your "Humberettes"!!). All accomodation forms should have been sent in by now because accommodation will be at a premium in the Forbes Parkes area at that time of the year for obvious reasons.

Max Heazlewood.

- 1820 William Bryan, a free Irish settler, was granted 3000 acres on the Penny Royal creek in Northern Tasmania.
- 1828 Bryan erected the first mill of weatherboard on the bank of the now renamed Liffey Creek. Power was produced via an overshot waterwheel.
- 1840 Mr. John Kinder Archer opened an inn at Carrick and acquired the mill from Bryan.
- 1846 The weatherboard mill was demolished and the substantial bluestone mill with an undershot waterwheel driving 3 stones was built. The Liffey was dammed and a tailrace of ¼ mile was dredged. A 4 roomed cottage was also erected at the rear of the mill.
- 1867 Mr. Thomas Wilkes Monds purchased the mill at auction for £2100-0-0. The mill machinery was in a very poor state and much was replaced. "Archers Folly" was also acquired and used as a grain storehouse.
- 1868 T. W. Monds, his wife and 6 children moved into the cottage at the rear of the mill. He later added 3 rooms along with a dairy and pantry.
- 1876 T. W. Monds had "Hawthorn" built on the site of the old inn built by J. K. Archer.

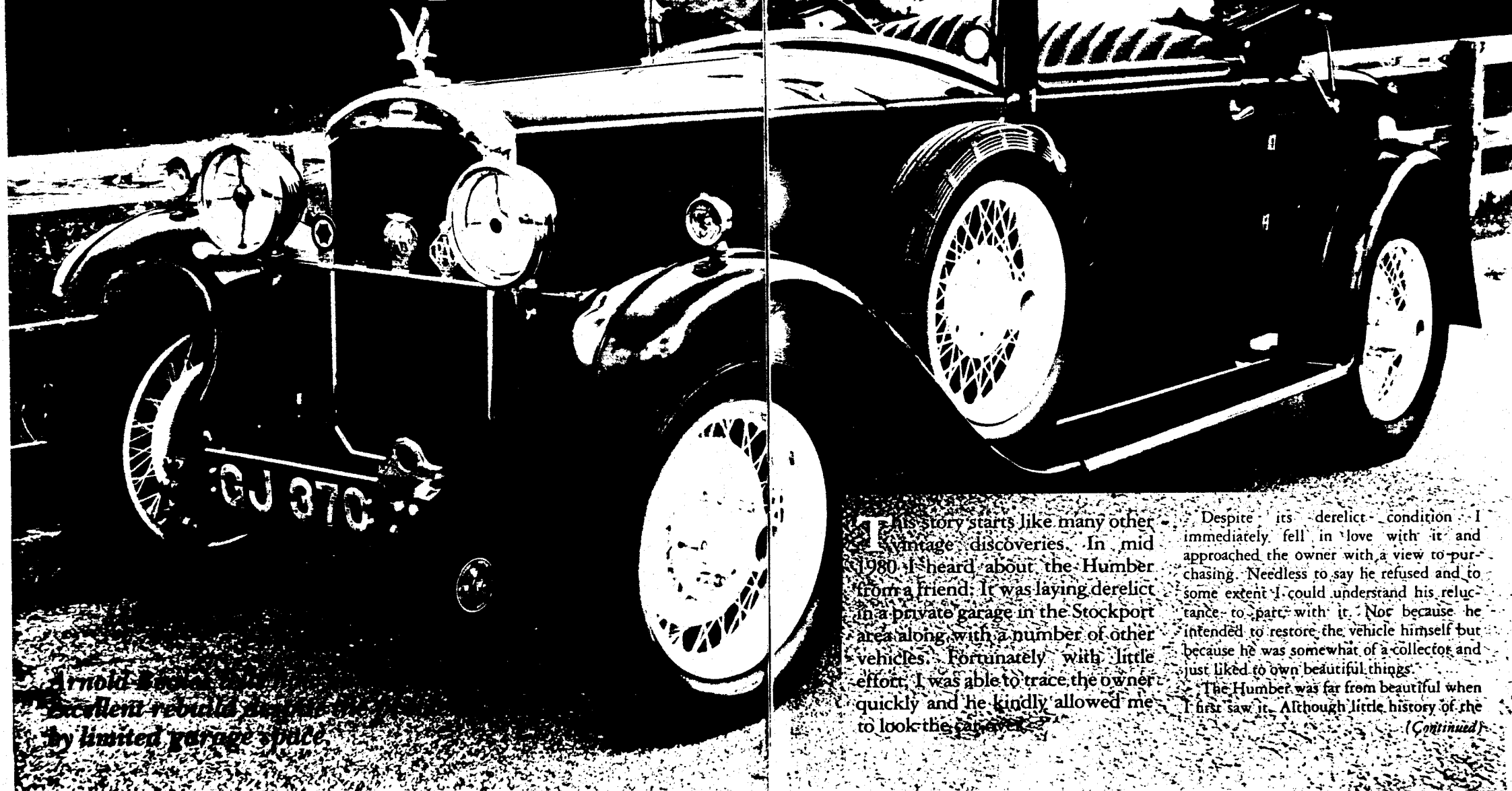
'MILL HOUSE'



Carrick ~ Tasmania

- 1880 A complete oatmeal plant was opened. This entailed lifting the roof line some 4 feet to accommodate the extra machinery. The Plant was constructed by Mr. W. H. Knight, millwright of Launceston.
- 1885 Monds left for England and America to view the latest trends in milling and whilst in Glasgow he attended the Millers convention as Tasmanian representative. Roller milling was introduced at this time and although Monds realised this would take over eventually from the conventional stone milling he employed, he decided to wait until forced to convert.
- 1888 An opposition mill in Launceston installed the 'Ganz' roller system. Monds went to the Melbourne Exhibition and after inspecting several systems, he purchased a complete roller system from T. Robinson & Son of Rochdale, England. This produced 6 sacks of flour per hour.
- 1889 The roller machinery was installed and was instantly successful. The demand for flour soon doubled and it was decided to update the power plant. The undershot wheel was demolished and 2 American turbines were installed in the penstock – one of 60 HP. and the other of 20 HP.
- 1898 A steam condensing engine was purchased to provide against a possible shortage of water from the Liffey during the summer months.
- 1918 The Monds family joined with Affleck of Longford and combined their milling operations.
- 1925 Monds roller mill was closed and the machinery was either sold or moved to the new Monds & Affleck mill in Launceston.
- 1929 The original dam supplying water to the Monds mill was washed away in the disastrous floods. The mill and cottage were disposed of by the Monds family. Since then the cottage has had many owners over the years and the mill stood derelict until 1981.
- 1982 The mill building is now being renovated and will be used as a craft centre and restaurant. Both the mill and cottage are classified 'C' by the National Trust of Australia and are registered with the Australian Heritage Commission. The mill is situated at Carrick on the Liffey River, 12 km north west of Launceston.

The Restoration of a 1930 Humber 16/50 Golfer's Coupe



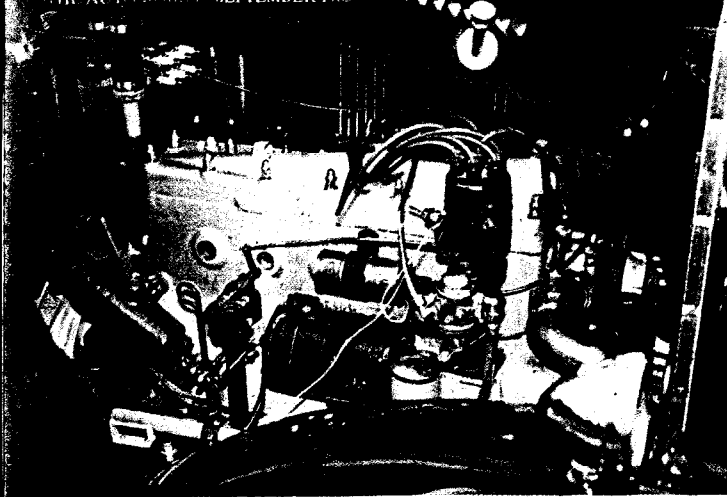
*Arnold Baker, author of
Excellent rebuild, despite the
by limited garage space.*

His story starts like many other vintage discoveries. In mid 1980 I heard about the Humber from a friend. It was laying derelict in a private garage in the Stockport area along with a number of other vehicles. Fortunately with little effort, I was able to trace the owner quickly and he kindly allowed me to look the car over.

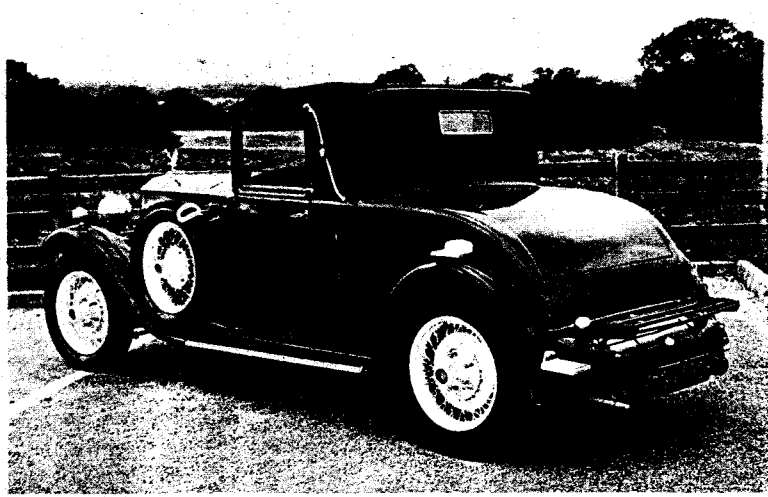
Despite its derelict condition I immediately fell in love with it and approached the owner with a view to purchasing. Needless to say he refused and to some extent I could understand his reluctance to part with it. Not because he intended to restore the vehicle himself but because he was somewhat of a collector and just liked to own beautiful things.

The Humber was far from beautiful when I first saw it. Although little history of the

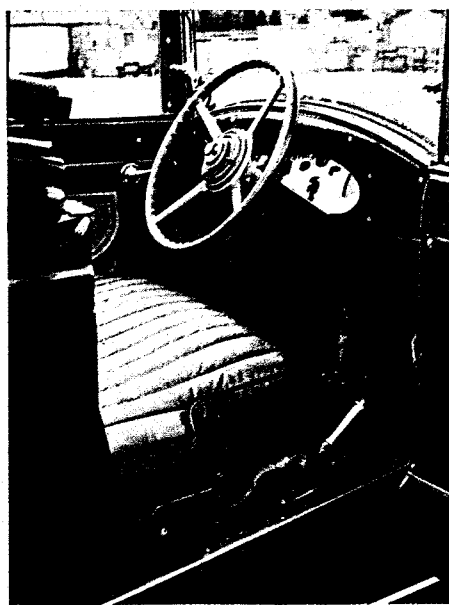
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When found the 1930 Humber had a later, sidevalve, engine fitted. The owner intends to fit the correct inlet-over-exhaust type when one becomes available.



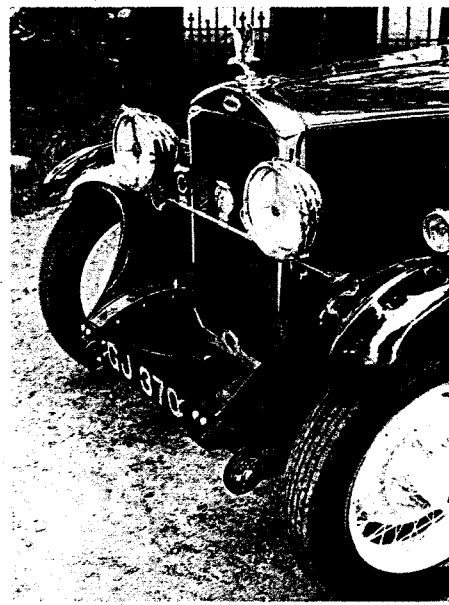
Once a derelict ruin the Humber was restored over a four year period with the very minimum of outside assistance.



The Humber's interior as it is now — when the owner found the car virtually none of the original furniture and fittings had survived.

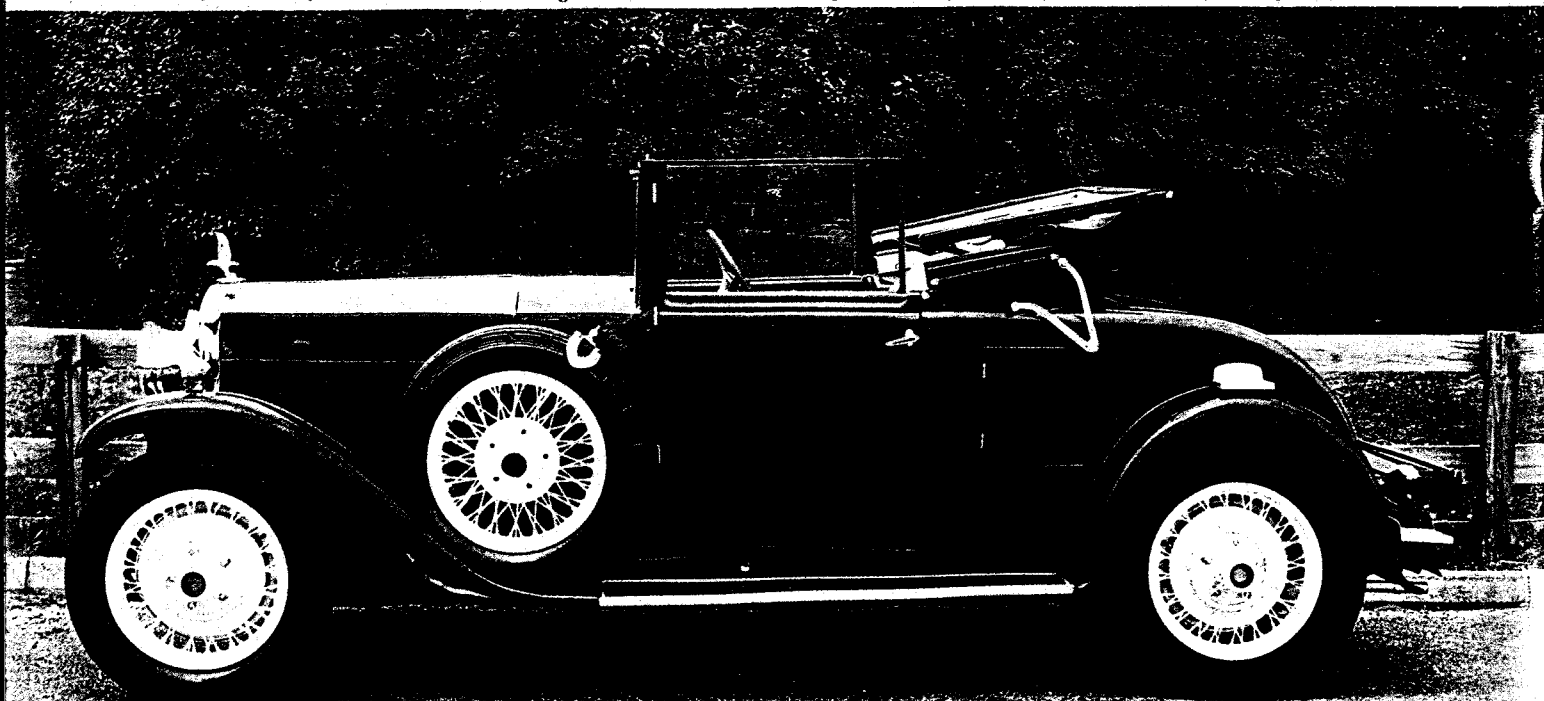


The radiator cap, pram irons and the steps providing access to the dickey seat were never found and new ones had to be cast.



The chassis was exceptionally sound, as were the wings but having the radiator rebuilt proved to be expensive.

Humber 16/50's have not survived in large numbers and the Humber Register knows of only four fitted with the Golfers Coupe body.





Arnold Beales' 1930 Humber 16/50 after recovery from a garage in the Stockport area. At this stage it really helps if the owner can look at the forlorn wreck he or she proposes restoring and see the gleaming end-result in the mind's eye.

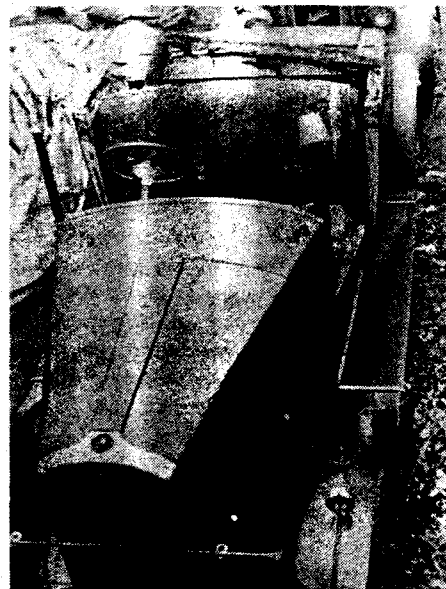
vehicle was known it was quite apparent that it had been exposed to the elements for many years, with latter years of storage in the present garage. Fortunately the garage was dry and well ventilated and Humbers were well made vehicles so it was not beyond restoration.

The steel body panels were badly corroded and it was quite clear from my initial inspection, that the ash framework was rotten. The seat frames were sound but their interiors and upholstery virtually non-existent. The interior trim was missing and the hood framing, devoid of any covering was broken and lay rotting in the vehicle's interior.

And yes, all those annoying bits were missing. The cylinder head, doors, spare wheels and mounting brackets, windscreen, pram irons, petrol and radiator caps to name but a few. The owner assured me that he had "some" of the bits "somewhere".

Not being easily put off, and saddened at the thought of this once lovely car deteriorating still further, I persisted and "mithered" the owner over several months to sell. At last we came to an agreement, albeit from my point of view an expensive one, and the vehicle was mine.

I am a police officer by occupation and have had no specialist training in any of the skills associated with motor vehicle restora-



Before it went into the garage where the Humber was found it had spent some time in the open and the whole car had suffered badly. Fortunately, although the trim was ruinous the hood frame was there even if it was rotten.

tion. I have, however, previously "improved" a 1934 Morris 10/4 but that project was no way of the same magnitude of the one facing me with the Humber. What skills I have are self-taught and have been developed by trial and error over a period of years. Because the cost of such a project is critical I was determined to undertake as much of the work as possible myself even if it meant developing new skills.

Prior to bringing the Humber home, I set my stall out and equipped myself with most of the tools required for such a task. I purchased an arc welder, portable spraying unit, an assortment of electrical tools including an electric plane, and a trolley jack and four good axle stands.

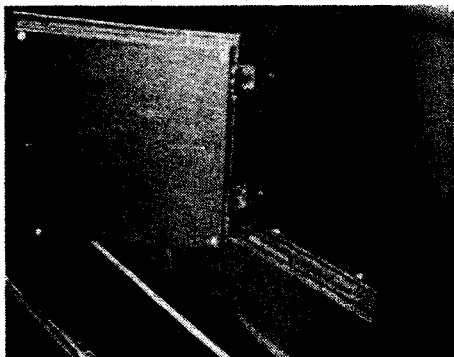
My garage is double in length, with a working area at the back. Because of the layout, I decided to restore the car in two stages, front end first.

I took delivery of the Humber in July, 1981. Its arrival heralded much comment and abuse from neighbours, which translated into every day language meant "he must be mad". Even remarks made by visiting enthusiasts like "too far gone" and "you'll never get the parts" did not dissuade me.

Resisting the initial temptation to dive in
(Continued)

spanners flying, I let the car stand untouched, for several days, except for the fitting of the doors, windscreen and number plates which the owner had found, and extensively photographed it and generally weighed it up. This course of action I later found to be invaluable.

The Humber 16/50 was produced between October, 1928 and sometime in 1932 and the total production, taking into account MkI, II and III versions, appears to have been in the region of 4,500 cars. Most vintage Humbers carried factory bodywork of excellent quality and the 16/50, although it coincided with the period of the takeover by Rootes, was no exception and in keeping with the practice many manufacturers of the time a wide range of body choices were available. The assortment included coachbuilt saloons, (approximately 1497 were made) saloons made to Weymann patents, cabriolets, tourers and a two-seater with dickey seat known as a Golfers Coupe since a small door was provided to enable golf clubs to be inserted. This was a variation on the two-seater with dickey more common in America than in Europe and may reflect the Rootes brothers' receptiveness to American fashions.



The loading door for golf clubs just ahead of the rear wing — one wonders how many golfers bought a Golfer's Coupe for this feature.

It is not known exactly how many Golfers Coupes were produced but they were certainly in the minority and only four survivors are known to the Humber Register so the rarity of this version of the 16/50 is very apparent.

Humbers had made the transition from side inlet and exhaust valves to overhead inlet and side exhaust valves in 1923 and that arrangement was to be characteristic of Humbers until 1932 when the 16/50 went out of production and Humber reverted to side valves.

In many ways the six-cylinder, 15.7hp Humber 16/50 was a design which embraced the Humber tradition of quality, excellent materials and conservatism but an interesting and praiseworthy feature of the chassis was the extensive use of silent-bloc bushes in the suspension and for the engine mountings which make for easy maintenance by comparison with the 16/50's contemporaries.

Unfortunately my car does not have the correct inlet over exhaust six-cylinder engine but a six-cylinder side valve engine of 1932 vintage — my car was first registered in April, 1930. It is my intention, at some future



The Humber's interior in its "as found" state was less than inviting. The seat cushion was not the original and all the decorative woodwork was missing.



When found the Humber did not have its doors, spare wheels or screen. Once they were located they were fitted and Arnold spent several days photographing the details and evaluating what work must be done — a much more sensible approach than the immediate and complete dismantling which has been the downfall of so many restorations.

date, to replace it with an engine of the correct type, subject to its availability from a friend of mine who is also a Humber enthusiast. (I hope John Scollen reads this!).

It was clear from what brief history I knew of the vehicle that it had last been taxed in the early 1960's. I went to the trouble of writing to the two owners last shown in the registration book but neither have to-date replied.

The condition of the engine was therefore,

an unknown quantity but a brass plate affixed to the crankcase indicated that it had undergone a major overall by John Steads Ltd., Park Royal, London on 26th November, 1951. The recorded mileage is 52,000 but this figure is no doubt unreliable.

Having now obtained the correct cylinder head I decided to give the engine a run before commencing dismantling.

Mocking up a fuel and ignition system and replenishing the engine oil I made a starting handle and was surprised when after a few swings the engine started up. Not that the event went unnoticed by neighbours, who no doubt wondered whether the dense blue smoke that emitted from the exhaust was in fact fog or the result of a serious fire that warranted the summoning of the Fire Brigade.

But the engine was running sweetly. The oil pressure was good and there were no knocks. I took a chance and kept the engine running at a fast tick over for two hours and gradually the smoke diminished to minimal proportions and eventually disappeared never to return. I was delighted that at least the condition of the engine was sound.

I commenced dismantling the front of the car. Months went by and all I seemed to do was take things apart.

The front mudguards were in very good condition and needed minimal work on them. After acquiring two spare wheels I sent my first batch of parts for shot-blasting,

needs. The dash and door furniture I made from Spanish chestnut, a beautifully grained hardwood, obtained from the same source as the ash. When stained and polished these bits looked very attractive. All the door panels and side panels I made from plywood and fitted them to the interior frame ready to be upholstered.

The framework of the bottom cushions of both the front and rear seats were completely corroded and crumbling away — an indication as to the length of time they had been exposed to the elements or, in the case of the "dicky" seat, was it due to the activities of a rat, whose nest and fossilised remains were found in the remains of the springing?

Clearly these could not stand recovering and had to be remade. To do so was somewhat of a challenge. I obtained some $\frac{3}{16}$ " wire rod and some new bed springs of the correct size from a Manchester Bed Manufacturer. I made the frame and fitted the springs making an exact copy of the originals. When one considers the cost of the leather that was to cover them the trouble and effort was very much worthwhile. Fortunately the backs of the seats were in excellent condition and were re-used.

After consulting with my appointed trimmer, John Redfern of J. and M. Cartrim, Stockport, I purchased a number of hides myself and delivered them and the vehicle into John's skilled hands. And, what a good job he made of it. This was the costliest part of the restoration, but one which I felt unable to accomplish myself. The hood frame that I had made myself, John recovered and lined it. All the seats and panels were re-upholstered in leather and the vehicle was carpeted.

In three weeks, John transformed the vehicle's appearance more than I had one in almost four years.

The missing awkward bits namely the radiator cap, pram irons and dicky seat steps I had cast, using borrowed parts as patterns, by Langton Foundry in Stockport, an old established family firm for whom nothing is too much trouble.

At last the vehicle was finished and, yes, it passed its MoT first time and is now on the road.

Predictably there are few teething troubles. The back axle is a little noisy and the petrol gauge does not work. However, these problems are not unsurmountable and hopefully will soon be rectified and I am enjoying vintage motoring in a vehicle on which I have done the bulk of the restoring myself.

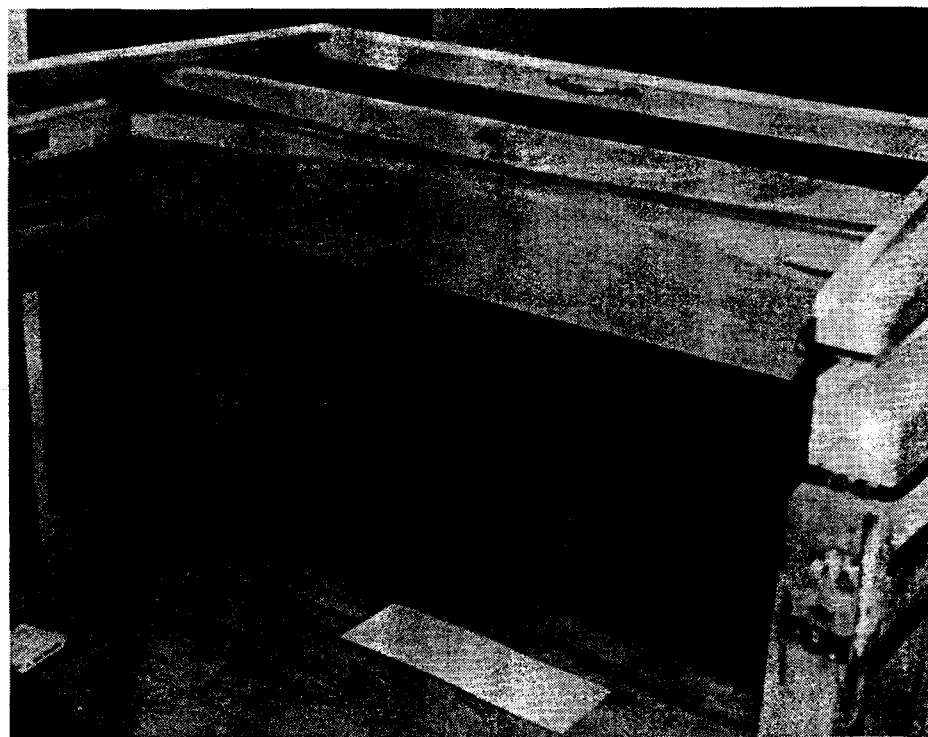
I have not restored this vehicle intending it to be a concours or museum piece. It has been faithfully restored as near as possible to its original intending it to be a working, usable vehicle. Yes, there is room for improvement but this will be attended to with the passage of time.

On its first outing to a meeting of the Manchester Vintage Car Club, of which I am a member, the vehicle was awarded first prize as the best "new-comer" to the event. I was very proud and at last realised that all my efforts were worthwhile.

The cost of the project, well that's always



The supplier of ash for the framework cut the required members roughly to size, final shaping and assembly was all done by the owner. The rectangular frame section ahead of the nearside wheel arch is the frame for the door to permit golf clubs to be loaded, hence Golfers Coupe.



You have to look closely to find any surviving sections of the original timber but, fortunately, the sections removed provide patterns and with the exception of the pram irons the hood assembly was complete.

a secret. It would obviously have been much greater had I not undertaken the bulk of the work myself. Although some of my techniques are unconventional, they do work and are essential to the "do it yourself restorer".

In undertaking such a project one cannot achieve success without moral support and encouragement. This I found plenty of, from

friends and relatives but I pay particular tribute to my wife and family for their patience and tolerance during this lengthy restoration.

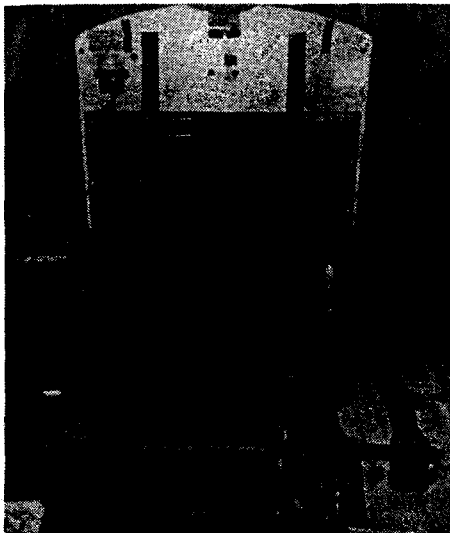
Should any reader have knowledge of this vehicle, I would be only too pleased to hear from them and grateful for any history or information that they can supply. ●

the wheels being stove enamelled. On their return I fitted new tyres.

By this time I was down to the bare chassis having removed everything including, the front axle, and the bulkhead.

The frame was extremely sound and only required the tube that braces the dumb irons straightening, it having been bent by over exuberant towing, in the past. After treatment with Jenolite and metal priming paint, two coats of black coach enamel gave the chassis that good as new look. In fact all chassis components including the front axle, springs, brakes and steering gear was similarly treated and looked well when finished.

Notwithstanding its condition whilst the engine was out of the frame, I partly dis-



A narrow garage dictated that the restoration had to be carried out in two halves. After the engine had been test run to establish its condition everything from the screen forwards was dismantled. This photograph was taken at the turning point where the scuttle area has been rebuilt and a new bulkhead installed.

mantled it, ground in the valves and fitted new valve springs, clutch plate and thrust bearing and renewed all gaskets.

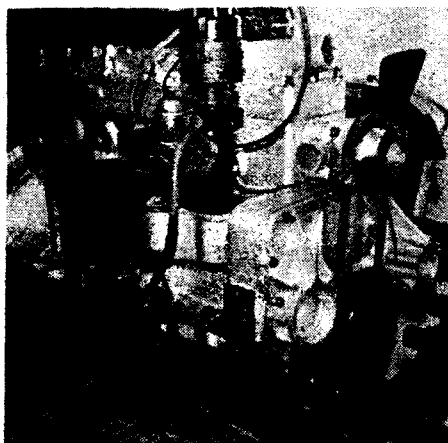
After re-installing the engine and gearbox in the frame, I at last felt a sense of achievement and re-assembly gathered momentum. At great expense I had the radiator rebuilt and replaced all the silent bloc bushes, including those in the refurbished Andre Hartford shock absorbers, before refitting the springs and axles.

The scuttle itself needed a considerable amount of work doing to it. The bottom of each side below the ventilators were completely rotten and the uprights which enclose the wooden frame onto which the windscreen was mounted were cracked.

I fabricated new metal bottoms and with skills acquired by using the arc welding I butt welded the new bits in place. After grinding off surplus weld, I leaded the joins and after sanding, finished up with an invisible repair.

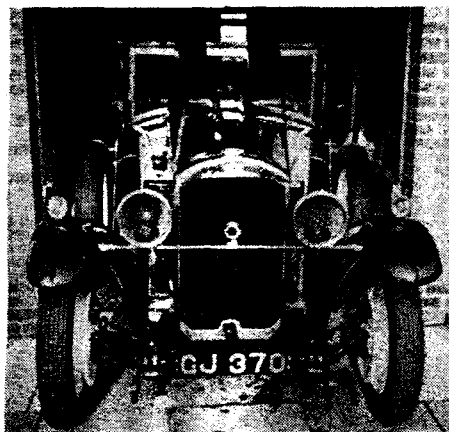
Before replacing the scuttle I made a new bulkhead board out of marine ply and faced it with some nice new aluminium to replace the old corroded hear shield.

Before reassembling the front mudguards



The sidevalve engine from a 1932 Humber was in the car when purchased and once provided with a cylinder head ran well. It is seen here re-installed in the restored chassis after precautionary replacement of the valves and springs and all gaskets. The correct six cylinder inlet over exhaust engine will be fitted when one becomes available.

and body parts, I painted them in their respective colours. This was to me one of the most satisfying parts of the whole job. Using my portable spray unit I treated the bare metal parts with etching primer and thereafter with several coats of spray putty, which, when rubbed down, gave an excellent painting surface. Then followed two coats of red oxide primer and finally eight coats of British Standard Mid-Maroon M77 cellulose lacquer. Yes, I am a great believer in putting plenty on and rubbing plenty off. Apart from a few previously unnoticed blemishes, the result was excellent. After rubbing down and burnishing the resultant shine was, for an amateur very pleasing. The mudguards were similarly treated in black cellulose.



Almost half-way - the photograph is deceptive because at this stage everything from the screen back was unrestored. This unusual strategy was dictated by limited garage space.

The success of the painting operation I attribute in part to the excellent products supplied by H. Marcel Geust Ltd., Collyhurst, Manchester.

Soon the front end was complete and reassembled and when stood on its wheels, sporting new tyres, looked very handsome.

The back end was more of a problem. When I first purchased the car I realised that the rear ash frame was pretty bad. When I

removed the rear body panels and dicky seat lid however, I was horrified at the state of the floor and the framing. It was full of woodworm, and had deteriorated so badly that it almost broke up at a touch.

Dismantling it was a very delicate operation indeed, made all the less enjoyable by the growing awareness that replacing so much unsound wood might be very expensive. I was aware that a friend of mine had paid over £1,000 to have a similar ash frame made professionally. After much searching I found a source of ash right under my nose - the woodyard behind a police station where I used to work. The proprietor John Hazeldene was very good. He very obligingly supplied all my needs, cutting each piece roughly to size for me.

The final finishing and fettling I did myself ably assisted by my electric plane and a hundred year old spoke shave, left to me by a deceased uncle. The total cost was less than £100 - a huge saving.

Again this was very satisfying job and I was very proud of the new frame when I fitted it to the newly refurbished back end. I renovated the rear body panels and as with the front, painted them before reassembly.

I next turned my attention to the electrics, which fortunately on this model are fairly basic. Using cable of the correct colour coding and a wiring diagram of minuscule proportions I made a loom and rewired the car. To my delight everything with the exception of a headlamp dipper, worked first time.

New six volt batteries were fitted and for the first time in many years the car started on the button.

All that remained now was the interior trim and upholstery. All door and dashboard



The rear of the Golfers Coupe before restoration commenced. Inspection showed that in addition to rust damage to the steel panelwork sections of the ash frame were rotten. Once dismantling began it became clear that woodworm attack was the worst problem.

fittings, window channelling, locks and window winding mechanisms were completely missing. I spent a lot of time scouring autojumbles and soliciting fellow enthusiasts for the missing parts.

Eventually I acquired some locks and window mechanisms which, although not belonging to this particular model, I was able to modify and adapt to suit my

(Continued)

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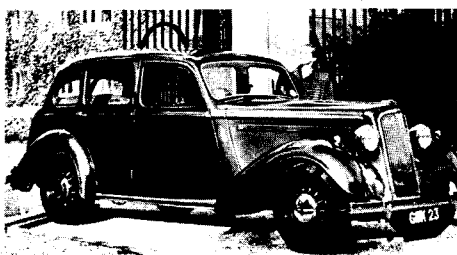


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