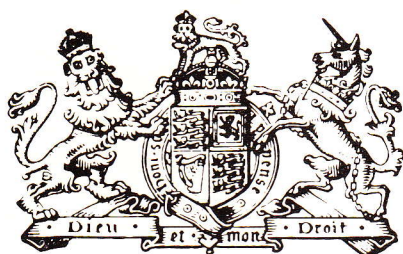


July 1984

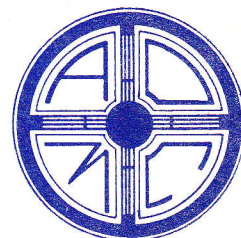
# *The* **HUMBERETTE**



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  
23 HIGH STREET, WATSONIA, 3087

## COMMITTEE 1984/85

PRESIDENT	Bill Holmes	397 7836
VICE PRESIDENT	Lloyd Hughes	877 3208
SECRETARY	Margaret Willimott	435 6354
ASST. SECRETARY	Keith Willimott	435 6354
TREASURER	Peter Sheldon	818 5829
SOCIAL SECRETARY	Cara Brown	870 8109
ASST. SOCIAL SECRETARY	Pat Daly	528 1473
EDITOR	Barry Bosnich	460 4505
ASST. EDITOR	Lloyd Hughes	877 3208
TECHNICAL OFFICER	Tom McAlpine	(051) 27 4755
LIBRARIAN	Paul Carter	568 8437
PUBLICITY OFFICER	Jack Waring	725 9884
MEMBERSHIP REGISTRAR	Nancy Kennedy	789 5119

## GENERAL MEETING DATES 1984/85

March 23rd	April 27th	May 25th
June 22nd	July 27th	August 24th
September 28th	October 26th	November 23rd
January 25th	February 22nd (Annual General Meeting)	

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.

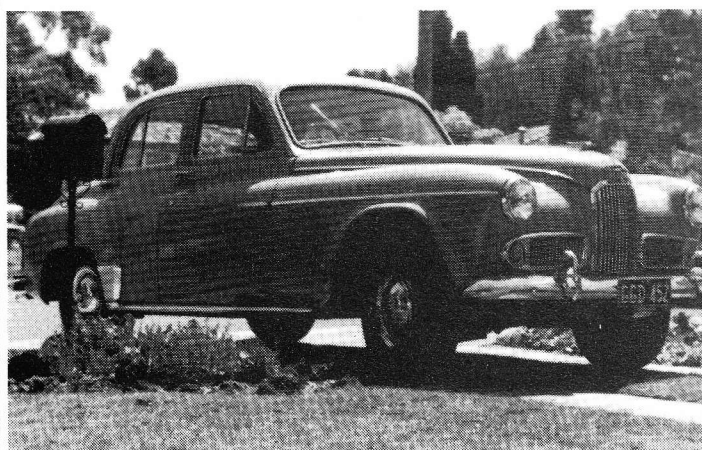
## SOME OF OUR CLUB CARS



1. Nancy Batt's Series IV Super Snipe — outright Concours winner 1982.



2. Keith Willimott's Series II Hawk Estate Car.



3. Nancy Kennedy's Mark IV Super Snipe.



4. Ross Bromley's Series III Estate Car from Launceston, Tasmania.

# CALENDAR

**JULY 27TH.**

**MEETING & FAMILY NIGHT.**

7.00- 7.30PM. SOCIAL ½ HOUR.

7.30- 8.30PM. GENERAL MEETING.

8.30- 10.30PM. CENT AUCTION, FAMILY GAMES & DEVONSHIRE SUPPER.

**\$1 PER HEAD, \$2 FAMILY.**

**AUGUST 12TH.**

**SMORGASBORD LUNCH, TALHOF RESTAURANT. COMBINED OUTING WITH CHEVROLET CLUB.**

**\$12 PER HEAD. \$6 CHILD UNDER 10.**

**AUGUST 19TH.**

**C.H.A.C.A. SWAP MEET. CHIRNSIDE PARK SHOPPING CENTRE.**

**AUGUST 24TH.**

**GENERAL MEETING.**

**SEPT. 9TH.**

**DAY RUN TO MOE.**

**SEPT. 28TH.**

**GENERAL MEETING.**

**OCTOBER. 26TH.**

**GENERAL MEETING.**

**NOV. 4TH.**

**CONCOURS D' ELEGANCE. BALLAM PARK, FRANKSTON.**

**\$1 PER CAR ENTRY TO PARK.**

**NOV. 17- 18TH.**

**BENDIGO SWAP MEET. BENDIGO SHOW GROUNDS.**

**NOV. 23RD.**

**GENERAL MEETING.**

**NOV. 30TH.**

**ANNUAL PRESENTATION DINNER. LA BRETAGNE RESTAURANT, KEW. 7.30 PM. \$17 SINGLE, CHILD( UNDER 15), \$10**

**DEC. 9TH.**

**CHRISTMAS BREAKUP. (TENTATIVE).**

\*\*\*\*\*

**HUMBER CAR CLUB (VICTORIA).**

**PLEASE ADDRESS ALL CORRESPONDENCE TO:**

**SECRETARY, HCCV.**

**23 HIGH ST. WATSONIA. VIC. 3087.**

\*\*\*\*\*

**HUMBER CAR CLUB (TASMANIA).**

**PLEASE ADDRESS ALL CORRESPONDENCE TO:**

**ROSS BROMLEY.**

**7 MAGNET ST. WAVERLEY, LAUNCESTON. TAS. 7250.**

**PHONE: (003) 39 2939.**

\*\*\*\*\*

HUMBERETTE.

AUGUST CLUB OUTING.

WHERE: TALHOF RESTAURANT. Herbert Avenue. WARBURTON EAST.  
Phone: (059) 66 2741.

WHEN: SUNDAY AUGUST 12 TH.

TIME: 10.30 AM.

MEET AT: CAR PARK, EASTLAND SHOPPING CENTRE, RINGWOOD.  
MELWAY REFERENCE, MAP 49. H.8.  
TRAVEL IN CONVOY WITH CHEV. CLUB, ARRIVING TALHOF APPROX.  
12.00 MIDDAY.

COST: \$ 12 PER HEAD, \$ 6 CHILD UNDER 10.  
B.Y.O. DRINKS.

\* \* \* \* \*

CHIRNSIDE PARK SWAP MEET,

AUGUST 19th.

THERE WILL BE A CLUB STALL AT THIS SWAP MEET. THIS WILL  
PROVIDE PROMOTION AND PUBLICITY FOR CLUB ACTIVITIES, AND WILL  
HAVE HCCV T-SHIRTS, STICKERS ETC. FOR SALE.

IT IS ALSO PLANNED TO SELL HOME PRODUCE (CAKES, SWEETS ETC.),  
AND ANY SMALL, UNWANTED CAR PARTS MEMBERS MAY CARE TO DONATE.  
IT MAY BE POSSIBLE TO SELL SOME PARTS (BY PRIOR ARRANGEMENT),  
ON A COMMISSION BASIS.

OFFERS OF ASSISTANCE ON THE STALL, FOR ONE OR TWO HOURS DURING  
THE DAY WOULD BE GREATLY APPRECIATED. ALSO MEMBERS WILLING  
TO BAKE CAKES ETC.

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ANNUAL PRESENTATION DINNER.

FRIDAY, NOV. 30th.

BOOKINGS ARE NOW BEING TAKEN FOR THE PRESENTATION DINNER AT  
LA BRETAGNE RESTAURANT ON NOV. 30th AT 7.30 PM.

COST IS \$17 ADULTS, \$10 CHILDREN UNDER 15.

PAYMENT MAY BE MADE IN INSTALLMENTS AT CLUB MEETINGS.

ALL MONEY SHOULD BE IN BEFORE THE EVENING OF THE DINNER.

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PRESIDENTS REPORT

Due to the power restrictions the June Meeting had to be postponed for one week. My congratulations must go to Margaret and all the other members who passed on the word to members about the cancellation. The next Friday turned out to be a good night with an excellent attendance.

The Bendigo trip was very successful, on the way we visited Maldon which is a very old town with many interesting things to see, antiques, old houses and shops. From Maldon we visited the Mohair farm where goods of all types could be purchased. Fletcher Jones makes garments for them. Beautiful hand knitted jumpers, shawls and hats are also available, plus reasonably priced wool for the home knitters.

Saturday nights dinner was at a Motel beside a beautiful open fire. Sunday morning we visited the Central Mine, rode the Talking Tram and visited the Lake where we had a bar-b-que lunch. The weather was very cold, so the lunch was short so people could visit other places of interest, the Eucalyptus farm and various antique shops. It was also great to catch up with our Bendigo and Country members to have a chin wag and a good time was had by all.

Our best wishes are extended to Brendon Lyons who is recovering from a Heart Attack, also to David Gould who is recovering from a leg operation, not forgetting any of our other members who aren't well, GET WELL SOON.

If any member knows of other members who aren't well, please contact myself or Margaret.

DON'T FORGET 27th JULY GAMES NIGHT AND BARGAINS GALORE.

W. Holmes.

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MINUTES OF GENERAL MEETING OF HCCV HELD ON 29.6.84 AT DEEPPENE HALL. (Meeting postponed from 22.6.84 due to SEC Strike)

The President opened the meeting at 8.15pm before 26 members and visitors.

APOLOGIES:

Vic Wilson  
Adelaide Underwood  
Rob Dunlop  
G. Pearce  
Gwen Humphries

MINUTES:

Minutes of the last meeting were read and accepted as correct. Moved Peter Davenport, seconded Jack Lhuede.

CORRESPONDENCE:

Out:

3 membership application forms.  
A. Stubbs, technical advice.  
Cameo Printing: payment for inquiry cards.  
Bendigo Caravan Park: booking confirmation.

In: Australia Post: registration renewal.  
Cameo Printing: A/c for inquiry cards.  
H.C.C. of A.: Rally Minutes.  
4 membership subs.  
R. Cane; J. Denham: for sale notices.  
A. Stubbs (Orbost): request for advice.

NEWSLETTERS: HCC of SA/NSW,QLD/N.Z.; Chevrolet, CHACA, Austin MVC,  
Daimler/Lanchester, Rover, Wolseley.  
Correspondence accepted. Moved Lloyd Hughes, seconded  
Harold Underwood.

TREASURERS REPORT: \$1448.14 at 13.6.84.

EDITORS REPORT: 129 Newsletters posted and 7 hand delivered this month.  
Paper bags are causing no problems.

LIBRARIANS REPORT: Paul Carter - A new selection of books (manuals, general  
interest etc) is available for browsing or borrowing at the  
meeting.

SOCIAL REPORT: President, Bill Holmes gave a brief account of the  
activities on the Queen's Birthday Bendigo tour. Bill  
expressed the club's gratitude for assistance given by  
Bendigo members, especially Ian and Joy McCorkelle, in  
arranging the weekend activities.

GENERAL BUSINESS: Talhof outing: Chev Club will be joining us for this.  
Arrangements same as last year.

Humber Model Kit ("Old Faithful"): donated by Lou Copeland  
for future raffle.

Cent Night: Meeting will start at 7.30pm followed by cent  
auction, family games and Devonshire supper, cost \$1.

Windscreen enquiry cards: A new supply now available.

Rootes Colour Chart: Presented by David Dunlop through  
courtesy of Watson Holden, Bundoora.

Decorated Cake Raffle: tickets available at meeting. To  
be drawn this evening.

Old Magazine articles: 1897 "Humber" photo and write up on  
original Super Snipe Series Model presented by Norm Watt.

Gasket Sets: 2 only for Super Snipes Ser II & IV \$35.00  
details from David Dunlop. Jack Lhuede suggested Vanguards  
in Elizabeth Street, City as a convenient source of  
gaskets.

Meeting closed at 8.50pm and was followed by a demonstration of the Dillon MK III  
Welder. The evening concluded with supper and a presentation to the two visiting  
speakers.

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## SECRETARYS NOTES

Congratulations to all those who managed to make the last meeting despite its being postponed for one week due to the SEC strike. We were indeed fortunate that June contained a fifth Friday! I hope no one missed receiving notification about the changed date - if so my apologies.

Our 2 demonstrators for the evening were obviously old hands at the game and soon had transformed the meeting hall into a mini welding shop. Kerry White's easy handling of the Dillon welder inspired a few of our members to try their skill also. Some of the welder's functions which directly related to car maintenance were the cutting and welding of damaged or rusty body panels, repair of aluminium castings, repairing holed muffler bases, cast iron manifolds etc. Impressive features were the minimal material distortion that occurs with light gauge metal such as body panels and the lack of excess heat during the cutting process.

On June 17th several Committee Members joined other car clubs at an A.O.M.C. organised picnic/motorkhana at Wallan Field. This property, just off the Hume Highway near Wallan station, is the proposed site of a future Transport Museum and Recreational Centre. Although still in the planning stages, the proposal certainly has potential, even though plans as envisaged by the owner are for a highly ambitious and long term project. The good news is that the area we used - flat, even, lightly grassed land with a hard surface - is currently available to car clubs to use for concourses, motorkhanas etc. A good spot for warm weather outings.

Nancy Kennedy's hard work in compiling the new membership list has been rewarded by an almost 100% response from members who were asked to verify information. However, if the new list appears with your details still outdated you only have yourself to blame. It is hoped this new membership list will be issued in the August Newsletter.

Jacket patches are a last ready; \$2 each, and will be available at the July meeting. At this meeting we will also have a sample windcheater which can be printed with club logo. Cost of these is \$15 with logo and we would need a minimum order of 25 (with advance payment) before we could go ahead. Availability is 2-3 weeks after order has been placed.

I hope to see as large and as varied a group of Humbers as possible at the Talhof Smorgasbord outing next month. Last year the Chevrolets outnumbered our cars more than 2 to 1 so lets reverse the situation this year. Details appear in the Humberette.

This issue also contains a copy of the minutes from the National Rally meeting at Dubbo on April 22nd. These minutes will probably form the basis on which further inter-club discussions are founded and I urge you to read them thoroughly, your comments and ideas would be welcomed too!

As the years go by with fewer Humbers remaining on the road, it may well be that our best chance of survival is through a national co-operative body. Therefore the development of dialogue and greater unity between the clubs now is a positive step towards the preservation of the Humber marque.

Keith and I recently joined the P.V.H.C.C. (Post Vintage Humber Car Club) in Great Britain and couldn't help comparing the rapport that seemingly exists between the various Humber groups there and the comparative isolation of each of the Australian Clubs. No doubt distance has a lot to do with it.

Don't forget the earlier starting time (7.30pm) for the July meeting. This will allow the cent auction and social activities to get under way early. There should be plenty to interest all the family. See you there.

Margaret.

\*\*\*\*\*  
EDITORS NOTES

Members contributions this month includes some not marked per contributor Lloyd Hughes (battery care) David Dunlop (Vogue road test) and Robert Wansbrough Tas and Mr Rowney, Kilmore who both sent in the Humber Prototype Article.

Barry.

\*\*\*\*\*  
WANTED TO SELL VIC.

S/Snipe Series V reg Jan 85. Fair cond. \$200. Belinda Rowe 241-6846 267-1166 Toorak.

Mk IV S/Snipe reg Aug 84. Has some rust, good red leather, good tyres. \$2500. Mr A.T.Cornish 054-488272, Bendigo.

\*\*\*\*\*  
SWAP

Borg Warner auto AS3-35 EP (fits Vogue III) 1600cc alloy head for AS15-35EP (fits Vogue III), minx, superminx with 1725cc alloy head. Peter Davenport 458 2531, W/Heidelberg.

1961 Ser III S/Snipe. Fresh white paint, louvered bonnet, wide wheels 15" x 7" with new le-mons 60 tyres, new brakes all round. V.A. rearend and sway bar, new universals, power steering, (needs attention) (Chrome air cleaner, tappet and spark plug cover, and heater) New 2" exhaust and muffler, tacho. Reupholstered seats in port wine velour, roof aerial, 11 mths reg. \$1400 o.n.o. D Bunton 274 McKenzie Street, Golden Square, Bendigo 3555. 054-439247.

S/Snipe 1967. Not registered but roadworthy. Motor in good condition (no smoke or rattles). Paint work good. New retread tyres 6.70 x 15. New black carpet. very reliable vehicle. Price \$1000. Dennis Watts, 104 Johnstone Street, Castlemaine. 054 722658.

Humber Vogue, Series II. Clutch not working, other mechanicals reasonable condition. Interior fair, paintwork good. Moonstone white. All screens and windows very good condition. Registered but prefer sell without rego. Not roadworthy. \$90 o.n.o. Phone 481 6769. (Nth Fitzroy)

\*\*\*\*\*  
TAS NEWS

Members don't forget our day run to Devonport on the 28th of this month. Providing the weather is all right it should be a good day for all.

I have just been in contact with Mr Ken Watts who is a member of the Restorers Car Club of Tas. I am trying to organise an all English Car Show to build funds up for the club. I suggested that all profits be split 3 ways. Equal amounts for our club and theirs and a worthwhile charity organisation. If anyone in the club has got any suggestions for, or against, please let me know.

Both Ken and I thought that about next Feb-March would be an ideal time to have it. That would give us plenty of time to organise everything. Should it be an indoor or outdoor? What do you think? Let me have your thoughts on this.

Also while I was talking to Ken I suggested that we invite members of his club to join us for the run to Devonport. More the merrier. If anyone has any ideas for raising funds for our club please let me know.



Also I will be going along to the next meeting of the Restorers Car Club of Tas to have a talk about this All British Car Show with them and see what their ideas are about it.

As all our Tas members know the H.C.C. Vic is having there concours on Nov 4th, at this stage Anne and I are planning to go over for that weekend. Maybe some other members are interested in going also. If you are, could you please let me know A.S.A.P., I have been once before and can tell you it is a very good day for one and all. If we can get enough members together for that weekend maybe we can get a club concession through one of the airlines. If it can be arranged we could go on the Friday and return on the Monday. That would give us plenty of time to have a look around and get to know the Vic members and have a good look at their Humbers.

That is all for this month.

Happy Humbering.  
Ross Bromley.

\*\*\*\*\*  
FOR SALE TAS.

Points, Rotors & Condensers, Dist. Caps (4) 53-65 Snipes, Dist. Caps 48-53 Snipes (1). Points all models.  
22 Vol. Motor encyclopedia, brand new cost \$225.00 sell \$100, ideal Xmas gift.  
Full set of "restored cars" \$80.  
Also 1 workshop manual H/Vogue.  
Mr G. Stebbing 003 311728.

1 Ser II S/Snipe Ex Gov. Broken upper L/h side wishbone otherwise good condition, has partition between front and rear seats.  
\$100 unreg or \$250 with 10 mths reg. 002 611937.

1 only rear window Ser V \$50.00. 003 392939.

1954 H/Hawk Manual immac cond. Fully restored plus 1 Mk VI Hawk for spares.  
Phone after 5.30 pm any night.  
Mr G. Hartshorn Leith (004 282769).  
Best Offer.

WANTED TAS.

Front seat bench partition Ser V S/Snipe, grey preferred but will buy good condition other, also handbrake mech for same. 003 311676.

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THE BEN CASEY SAGA CONTINUED

Now we are ready for the trip home with Ben Casey the Mark III, as we have now found out. (Ben must feel a lot better now he knows what model he is.)

Now with Ben firmly placed on the trailer we set off for Melbourne, now Ben must weigh about 2 ton at least, (Sorry I don't know my metric conversion) so the trailer was sitting very low at the front, and the drive home was like looking over the bow of the Queen Mary.

Well, after about 100 miles, sorry about 180 kilometres, we blew a tyre on the trailer and I can tell you what fun I had changing the tyre, but once again we set out on our journey homeward bound. (After all the excitement that I could live without.)

We went on a little further and we had to stop again, but this time it wasn't to change a tyre, (We had to stop for a cuppa in Albury) and while old Ben was standing there a small crowd gathered around and one old fellow said thats an old Austin Hearse isn't it and I'm sure old Ben nearly rolled off the trailer. (Ben might not have known if he was a Mark II or III, but he was pretty sure he was no Austin.)

So once again we set out on our way home, we were doing pretty good until we reached Seymour and once again we had to pull off the highway. (and guess what was wrong, we had to change another tyre on the trailer.) Well I changed the tyre and set off once again. (But this time I prayed to the fellow above for a little help because we had just ran out of spare tyres.)

We arrived home with hardly anymore trouble and now all we had to do was to remove Ben from the trailer and that wasn't as easy as it sounds because on the trip home the tyres on Ben went flat.

Anyway we rounded up a few neighbours and we pushed old Ben off the trailer and up the drive-way, well our troubles were not over yet, Ben Casey is about eight foot high and our garage is only about seven foot high. (and I don't think ambulances came in convertible models.) So it looks like old Ben has to stay out in the cold again.

Ron Forth.

\*\*\*\*\*  
Does Your Car Wish To Stop Smoking??

If your Humber (or many other cars for that matter) suddenly developes the smoking habit, think carefully before tearing the engine apart, as Humber engines are traditionally very long lived.

What colour is the smoke?

If it is;-

1. Blue, then perhaps it is anno domini for pistons, rings and/or bearings, but also, or instead, it may merely be that the fuel pump diaphragm has a pinhole which promptly draws oil from the sump and feeds it through the fuel system.
2. White, then most likely, the diaphragm in the brake power booster has ruptured and the engine is drinking the brake fluid. This can usually be observed by a dramatic loss of brake fluid.
3. Black, too rich a mixture, either because the choke mechanism has seized and will not fully retract, or you have left the choke out!

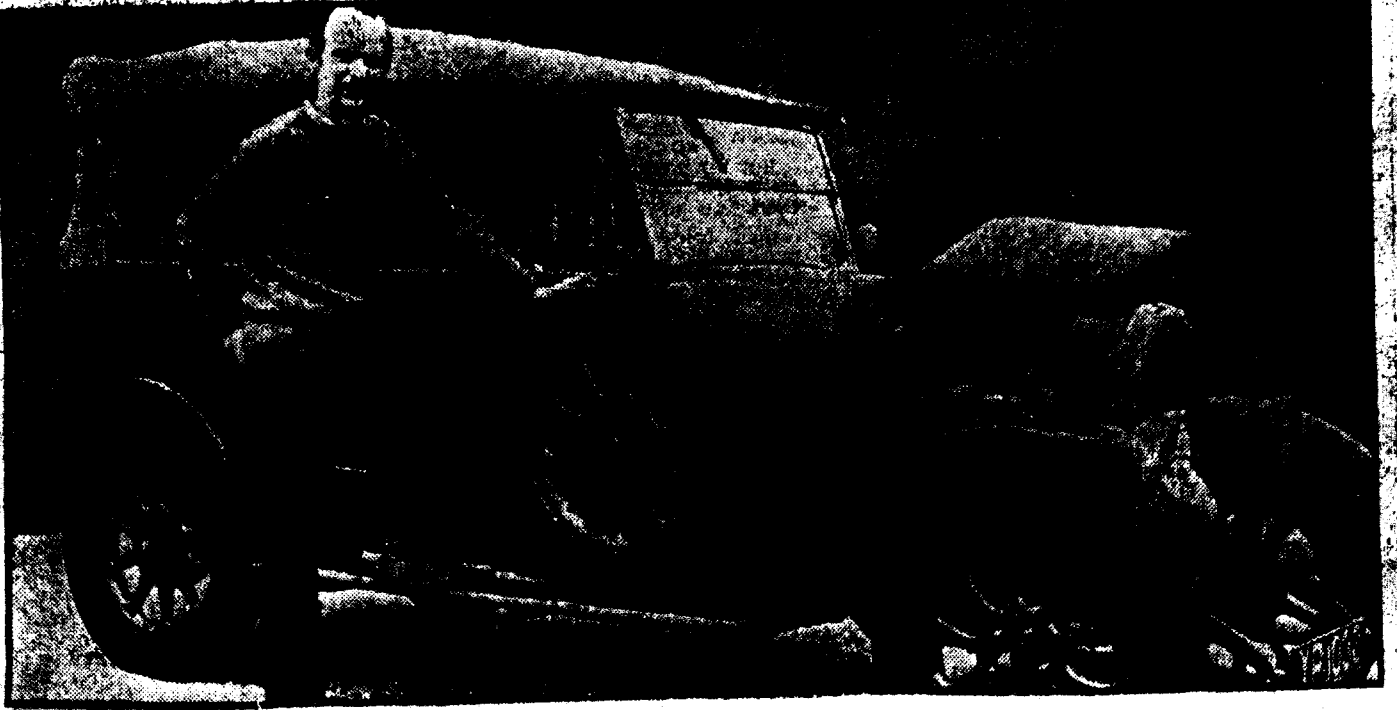
The above symptoms can be intermittent and can occur in "series or parallel" with a bit of each helping along. So save your money by checking the easy things first.

John Locke, Tas.

#### BRAKE CHECK

In the interest of your safety check the run of the handbrake cable on the rear axle with H/Brake applied and car in normal load position. Make sure it does not foul any of the hydraulic lines as a case has been found of lines almost worn through by outer casing of H/Brake.

Peter Davenport.



**LONDON, Wed.**  
— Tom Ryland reckons his 1926 Humber (pictured above) is the oldest car in regular use in London.

His vintage car has only once been unable to finish a journey since he started driving it in 1970.

"I have regularly used my 1926 Humber 9-20 since 1970," says Mr Ryland, an architect of Hammersmith. "Between 1971 and 1979 it was our sole means of transport and was used all through the year."

"The car has been on three long-distance trips to France — once to the south with four people over the Alps — to Cornwall and Wales.

"It came to me in 'barn' condition when my uncle died in 1968. I rebuilt it with the help of a friend. It has proved extremely reliable — only once have we been unable to complete a journey over the 10 years, and that was when a half-shaft broke a mile from home."

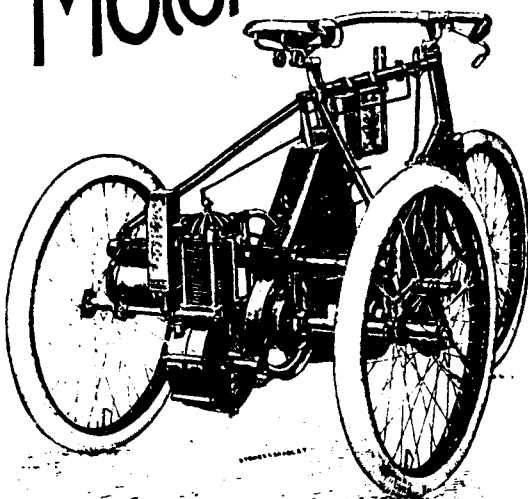
Mr Ryland thinks the Humber's total mileage is now more than 200,000. The main mechanical parts, including the engine which has been rebuilt, are all original.

He has carefully added rear lights for safety's sake but has resisted indicators, although he admits trepidation on dark winter nights in case following traffic has not seen his frantic hand signals.



Gerald McLeod with Rootes varieties: a Hillman Imp and very rare V8 Super Snipe

## The NEW NOVEL BEESTON Motor Tricycles



# British & Best

Beeston Motortricycle with tube ignition. 1897

### Rootes groupie

A small advert in a local rural Bedfordshire paper alerted Malcolm Bates to something unusual for two reasons. Firstly, anything that reads 'rare factory prototype' tends to stand out from the mere ordinary, yet here was an ad for not one but *three* rarities. Secondly, they were located in the next village, barely two miles away. Malcolm investigated and eventually made contact with Gerald McLeod who had inserted the ad. This is the story:

"The cars in question were a trio of prototype Humbers fitted with Chrysler V8 engines (see *Old Motor*, December 1981) and were built by the Rootes Group in the mid-sixties as a last-ditch effort to extend the life of their ageing luxury car range. History tells us that the project never made it, axed as Rootes slid further into Chrysler's ownership. Twelve cars were built using variations of the American Company's power units, and, remarkably, three survive. Even Gerald himself seems somewhat surprised that he has ended up as custodian.

The blue Super Snipe, EHP 622C, is perhaps the best known, having been featured in several magazine articles a few years ago, and was also campaigned by Gerald on both the 'classic' and

**Collector's Cars**  
1965 Prototype V8 Super Snipe, restored.  
1966 Prototype V8 Imperial Limousine and Super Snipe Saloon, need some restoration.  
**Offers.**  
HITCHIN 814225

Unusual; three Rootes prototypes for sale 'custom' car show circuits.

"Gerald is quick to point out that though he spent over £4000 restoring the car at 1979 prices, changes from original go only as far as aftermarket aluminium wheels and some dressing up of that big 273 cu in (4477cc) V8.

"After picking up several pots for his efforts, the blue Super Snipe slipped once more into obscurity, joining its Super Snipe Limousine and Imperial stablemates while Gerald's attention was channelled into other projects. One of these is equally rare, Rootes, and interesting — it is a Sunbeam Venezia. Gerald will be sorry to part with the Humbers but he has come up against a space problem!"

It would be a pity to see them split up for the second time, but Gerald is willing to listen to sensible offers.



*Pick the difference from the ordinary Vogue and win a prize. Actually, the Sports Vogue is slightly lower, and there is a widened wheel rim size.*

# IN THE SPORTS VOGUE

The name Humber brings visions of a gentleman's carriage that in moments of rare indiscretion can exceed 90 mph. The Humber Vogue Sports is all this, and more.

FOR a long time, British car companies in Australia have shared a common handicap — the strong influence of the British directors on the Australian operations. But the last few years have seen a major change in the antipodean relationship of the three main British companies operating assembly and manufacturing plants in Australia; there have been corresponding improvements in their market positions and profits.

The Australian board of directors of the British Motor Corporation was given a much freer rein, so that it produced the remarkable improvement in profit in two years from less than nil to more than £1 million a year. Australian Motor Industries has shaken off its dependence on Britain's Standard-Triumph organisation and now concentrates as much on American Ramblers and Japanese Toyotas as on Triumph products.

The third "British" company — Rootes Australia Ltd (in which Rootes, Britain, holds just over 50 percent of the shares) — seems to have been the last to shake off some of the colonial shackles; but



now they are tackling the task seriously.

In the case of each company, much of the new independence is due to the strong personalities and wills of their managing directors — Roy Abbott (BMC), AMI's Ken Hougham and Jack Sullivan (Rootes) — who have all been appointed to their positions only in the last few years. Possibly Mr Sullivan has been the most hampered of the three, because of constant recent shortages of British-made parts for his best-selling models. But his forward thinking and the type of dogged convincing that he undoubtedly uses frequently with his British superiors is now coming very much to light.

Rootes Australia is swinging strongly away from its traditional role of assembling models made and designed in Britain, irrespective of their suitability for Australian motoring or marketing conditions. Most of the Rootes cars now reaching the Australian market — and 1964 is a vintage year for new Rootes releases — have their counterpart in Britain, but they are becoming more and more Australianised.

Possibly the most exciting of the new Rootes models is the Humber Vogue Sports sedan, which derives some of its personality from British Rootes cars, but is identical with none.

The history of the Vogue Sports goes back about a year, when Sullivan decided to adapt for Australia the model known overseas as the Singer Vogue. His smartest move was in the simple change of name, and the new "little" Humber immediately gained — and maintained — unexpected popularity in the market.

The Humber Vogue was endowed with all the things one expects of a Humber, such as lashings

of carpet and polished wood and all the creature comforts, and an attractive price of £1192 (including sales tax) for the standard transmission model. But if the standard Vogue lacks anything, it is the vigor to take it to the limit of its excellent handling and braking capabilities. It is no slouch by the standards of its competitors, but it is a little sedate for the man who really likes to drive, as distinct from the lazier operators.

This criticism, if criticism it is, has been answered completely by the new, additional model.

Externally, there is little to distinguish the Vogue Sports from its more sedate brother, except a small chromed script at the rear. A really keen eye will find one other small difference — the sports model is slightly lower. Essentially, the outside has the same basic shape as the Hillman Super Minx with more elaborate treatment to the rear and a completely new front, with a grille owing something to Singer and Humber, and four headlights.

## WHEELS FULL ROAD TEST

Inside, it is only faintly easier to distinguish the Vogue Sports from the simple Vogue. There are the same glistening wood facia and door cappings, carpet, softly upholstered seats with separate semi-bucket seats in the front and complete range of equipment, including a heater, windscreen washers and instruments. The most noticeable difference is that the Sports has a distinctly sporty central gear lever emerging from the high transmission tunnel.

The engine is a direct lift from the current Sunbeam Rapier, a car not readily available in Australia. Naturally, the block is the 1.6 litre four-cylinder unit that Rootes uses right throughout the Hillman Minx, Singer, Sunbeam and small Humber range here and overseas. But in the Series V and Super Minx Hillmans and the standard Vogue sold in Australia, the engine develops 62 bhp. In the Vogue Sports version, output is up to 84 bhp at 5000 rpm.

To attain this impressive 35 percent lift in power, the compression ratio has been raised to 9.1 to 1, high compression pistons fitted, the valves made

larger and springs stronger, the camshaft and timing more "sporting" and a twin-choke Solex carburettor sits atop the inlet manifold.

One of the interesting aspects of the car is that this big increase in power has been achieved without a rise in noise level. Indeed, Rootes Australia has gone to a lot of trouble to fit the Vogue Sports into the Silent Sports Car tradition rather than the more common rapid-gargle class.

Heavy padding is fitted to the underside of the body to minimise engine noise and not one ounce has been shaved off the heavy carpets and seating inside the car. A very silent, non-sporting muffler system is part of the standard equipment. The result is a very fast sedan that hides its personality beneath a cloak of silence. It seems that Rootes is having an each-way bet — it wants this car to appeal to the sporting set, but dares not permit Humbers to earn a reputation for being noisy beasts.

Next on the list of important hidden changes that make this version of the Vogue what it is, is the Sunbeam clutch and gearbox. The clutch is one of the new diaphragm type that is being used more frequently in Britain. We found it thoroughly suitable, and a great improvement on the rather soft and vague clutches in the Super Minx and standard Vogue sedans. Even when given 3000 or 4000 rpm in a violent standing start, the clutch showed no slip, but rather took the revs quickly and smoothly with the real "bite" that dedicated drivers love and demand in their high performance machinery.

The gearbox itself was excellent, although first gear is un-synchronised. The ratios are well-chosen to spread the power evenly over the car's entire speed range, and the synchronism on the top three gears is unbeatable. The gear lever itself is ideally placed, with the hard black knob only a few inches from the steering wheel rim. The movement itself was short and fast. Altogether, changing gear in this car was a delight by any standards even those set

by the very best pure-bred sports cars.

Springing, too, is different from the cheaper Vogue. Not basically, of course, for one still gets a quite conventional layout, with coil springs at the front and half-elliptic leafs at the back. But the springs have been lowered all round very slightly and firmer dampers fitted.

The result is a definite improvement in handling in a car that already handled well. On good roads, at any speed, the Vogue Sports rides firmly with only a trace of pitch and then only when there are slight and regular corrugations. When the pressure is really on, in fast cornering, the Vogue Sports behaves itself impeccably. The basic characteristic is understeer, but that degree is slight. Indeed, as you approach the limit, steering becomes almost exactly neutral. On rough roads at speed, one can expect a small amount of rear axle hop, something which is probably unavoidable in a car of this size and weight.

On another Vogue Sports which spent almost a week in the hands of WHEELS staff we did, however, discover a few unpleasantities about the handling, mainly due to a front-end smash suffered by the car early in its life. There was a major imbalance in the front end and quite alarming — and tyre-destroying — understeer on short, closing radius corners. Also, the ride was distinctly harsh, and the

noise level higher than we anticipated. However, Rootes, after checking through the car again, managed to get it sorted out very thoroughly, and made it into an entirely different vehicle. The one comment remaining from this is that it will repay the buyer of a Vogue Sports to fit low-profile tyres and have all his wheels dynamically balanced.

Steering is light enough, and the ratio commendably direct with just under 3½ turns from lock to lock. The lock itself, however, deserves criticism. Between walls, you need 40 ft to get the Vogue around without scratching the machine or demolishing one or both of the walls. For a car that is nearly 3 in. under 14 ft long this circle is at least a bit too broad, by today's standards.

The other important modification is to the Vogue's braking system. The standard Vogue has the now widely accepted disc-front, drum-rear arrangement, and it works extremely well. But the Sports version has gone one better and fitted a servo booster. The result is an exceptionally powerful stopping system that requires only the slightest pedal pressure, even from top speed; it is completely devoid of fade characteristics, even with quite brutal treatment.

Performance was surprisingly good. For despite the engine's 84 bhp and the good gear ratios, the car weighs well over 21 cwt and substantial frontal area and fairly bulky body do not give the impression of being particularly well streamlined. Yet the car runs happily to nearly 92 mph and on test went close enough to 80 mph (the standard Vogue's approximate top speed) in third. Acceleration was well in the sports car class with standing quarter miles around the 20 seconds mark and 0-50 taking only slightly more than 10 seconds.

The mind boggles somewhat at the thought of a Humber on a racing circuit. Yet, very little "tweaking" would be needed to give this powerful, superbly braked car a real chance of showing its reversing lights — they're standard equipment — to class opposition.

And there would be no trouble at all in shaving several hundredweight off the weight; there is so much heavy equipment inside that one is tempted to think of Rootes being keener about capturing the middle-aged dreamer of gay youth section of the market than gay youth itself.

The greatest tribute to the car is possibly the thought that neither would be at all disappointed. #

# WHEELS ROAD TEST

## TECHNICAL DETAILS OF THE HUMBER VOGUE SPORTS



### SPECIFICATIONS

<b>ENGINE:</b>	
Cylinders	4, in line
Bore and stroke	81.5 x 76.2 mm
Cubic capacity	1592 cc
Compression ratio	9.1 to 1
Valves	overhead, pushrod
Carburettor	Solex, twin-choke
Power at rpm	84 bhp (gross) at 5000
Maximum torque	88.2 lb/ft at 3900 rpm
Piston speed at max bhp	2500 ft/min

<b>TRANSMISSION:</b>	
Gearing	17.6 mph per 1000 rpm
Type	4-speed, synchro on 2, 3 & 4
Gear lever location	floor, central
Ratios, overall	
First	13.013
Second	8.324
Third	5.413
Top	3.89
Final drive	3.89

<b>SUSPENSION:</b>	
Front	independent, coil springs
Rear	semi-elliptic leaves
Dampers	telescopic

<b>STEERING:</b>	
Type	Burman recirculating ball
Ratio	NA
Turns, 1 to 1	32
Circle	40 ft

<b>BRAKES:</b>	
Type	disc front, drums rear, power booster (Lockheed)
Swept or rubbed area	339 sq in.

<b>DIMENSIONS:</b>	
Wheelbase	8 ft 5 in.
Track, front	4 ft 11 in.
Track, rear	4 ft 0 1/2 in.
Length	13 ft 9 1/2 in.
Width	5 ft 2 1/2 in.
Height	4 ft 10 1/2 in.
Fuel tank capacity	10 1/2 gal

<b>TYRES:</b>	
Size	6.00 x 13
Make on test car	Goodyear G8

<b>WEIGHT:</b>	
Kerb (with fuel and water)	21 1/2 cwt

<b>GROUND CLEARANCE:</b>	
Unladen	6.5 ins.

### PERFORMANCE

<b>TOP SPEED:</b>	
Fastest run	91.8 mph
Average of all runs	90.9 mph

<b>MAXIMUM SPEED IN GEARS:</b>	
First	31 mph
Second	50 mph
Third	78 mph
Top	91.8 mph

<b>ACCELERATION:</b>	
Standing quarter mile:	
Fastest run	20.0 secs
Average of all runs	20.1 secs
0 to 30 mph	4.2 secs
0 to 40 mph	7.2 secs
0 to 50 mph	10.1 secs
0 to 60 mph	14.9 secs
0 to 70 mph	20.0 secs
0 to 80 mph	29.6 secs
20 to 40 mph	12.0 secs
30 to 50 mph	11.5 secs
40 to 60 mph	12.3 secs

<b>BRAKING:</b>	
From 30 mph	31 ft 2 in.
From 60 mph	NA
Handbrake from 20 mph	NA

<b>GO-TO-WHOA:</b>	
60-0-mph	19.2 secs

<b>SPEEDO ERROR:</b>	
Indicated	Actual
30 mph	28.1 mph
40 mph	37.8 mph
50 mph	47.3 mph
60 mph	57.0 mph
70 mph	66.8 mph
80 mph	76.4 mph
90 mph	NA

<b>FUEL CONSUMPTION:</b>	
Overall for test	23.5 mpg
Normal cruising	22.28 mpg
Fuel used on test	super grade

<b>TEST CONDITIONS:</b>	
Surface	dry, bitumen-bonded gravel
Weather	windy, dry

<b>PRICE:</b>	
Including tax	£1285



MINUTES OF THE MEETING HELD ON SUNDAY 22nd April, 1984  
NATIONAL HUMBER RALLY, DUBBO, NEW SOUTH WALES, R.S.L Club.

CHAIRMAN: Mr. Peter Noonan.

SECRETARY: Mr. Steve Dixon.

The meeting was officially opened at 9.50 pm.

Many different topics were listed for discussion, but most can be grouped together.

1. DESIRABILITY OF CLUB AMALGAMATION; to form a National Humber Car Club.

It was felt that it would be desirable to amalgamate the State Clubs to achieve;

- a) Uniformity from state to state.
- b) A standard for Concourse Judging.
- c) The production of a National Magazine.

These points were discussed including the possible logistic problems. Decision was made that perhaps what is required was a joint co-ordinated body. - NOT a controlling body. At all times keeping in mind that the basis on which the Clubs were founded is the 'Preservation of Humbers'.

Later in the evening a recommendation was put to the meeting; that the Humber Clubs present form a Federal Council to promote:

- i) Co-operation between Clubs.
- ii) Co-ordinate National Rallies.

2. PUBLICATION OF A JOINT MAGAZINE;

It was decided that this was desirable, but due to time - location problems, it would be better to circulate just part of the magazine from State to State, thus each magazine or each quarterly magazine would contain a common section from each of the States.

3. LOCATION OF FUTURE RALLIES; The question was if future rallies are to be held in Dubbo on a regular basis, or if some other location or nominated venue would be used?

No agreement was arrived at on this matter.

4. RULES FOR CONCOURSE; The question was raised; what is Concourse actually judged on? It is a game we play that has no ground rules!

Perhaps a set of ground rules should be drawn up following guidelines similar to those used by the C.V.V.T.M.C.

Owners of Concourse cars are to receive a copy of the marking sheets so they can see where the problem areas are with their cars.

5. SPARE PARTS REGISTER; The establishment of a spares register was discussed and it was decided that a complete and accurate list would be nearly impossible to draw up. Even if it was possible to compile, it would be extremely difficult to maintain accurately and keep it up to date. However, selected hard to get parts, and/or much needed parts could be advertised nationally in the joint magazine.

6. REGISTRATION OF VEHICLES; A resolution was put forward that a list of Club members cars and owners be compiled in order that it may be swapped State to State, (Registrar to Registrar) and include other Humbers, i.e. their whereabouts, if known.

Resolution was carried.

7. ADDITIONAL ACTIVITIES ON NATIONAL RALLIES; A list of points of interest briefly discussed follows:
- a ) Motorkahanas'
  - b ) Prizes to be awarded for i) tough luck  
ii) furtherst distance travelled to rally etc..
  - c ) Mystery drive or observation run.
  - d ) Award for best non-original car.
  - e ) Pride of Ownership to be done with graded cards.
  - f ) Identification of car for Club runs, possibility of a standard sign to be displayed.
8. MANUFACTURE OF IMPOSSIBLE TO GET PARTS; The possibility of setting up to manufacture parts was largely pushed aside. However it was decided that a list of where to get some of the so called re-pro parts would be published in the magazine.

The meeting closed at approx. 11.50 pm.

Signed, S. Dixon.

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INTERSTATE CLUB OFFICE BEARERS.

NEW SOUTH WALES:

PRESIDENT: Ron Palfreyman. (02) 869 2851

SECRETARY: Dave Colton. (02)74 2408.

CLUB ADDRESS: P.O. Box 2072, North Parramatta, NSW. 2151.

QUEENSLAND:

PRESIDENT: Tom Kayser. (07) 397 6270

SECRETARY: Lawrie Bennett. (07) 398 5062.

CLUB ADDRESS: 5 Solway St. Carina. Q'ld. 4152.

SOUTH AUSTRALIA:

SECRETARY: Charles Grimes. 4 Williams Crt. Linden Park. S.A. 5065.

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ROOTES CAR COLOURS CHART -- EXPLANATION, (TO BE READ IN CONJUNCTION WITH ROOTES COLOUR CHART ON FOLLOWING PAGES).

The figures in the right hand columns represent the price group. Group 1 colours such as Alpine White (1966) are approximately half the price of Group 3 colours such as 1965 Tropic Red which are approximately \$100.00 for four litres.

The code number is the number marked on the car.  
which

. The shade number is the number from any colour can be mixed to provide a close match to the original colour.

\*\*\* \*\*

## HOW TO GET THE BEST FROM YOUR BATTERY.

**DO NOT LEAVE THE BATTERY FLAT.** At some time you are likely to have trouble and flatten your battery in an attempt to start. Do not leave it in this state. In a flat battery lead becomes oxidised and with sulphation of the plates, permeation of the separators can take place and will cause internal shorting. A common source of this fault is in Caravans, Boats, Spotlights, Electric fencing. Batteries that are left idle should first be charged. Check them every six to eight weeks. For added protection disconnect to guard against switches being left on.

**CHARGING A FLAT BATTERY.** The normal reaction is to pour in the amps. Do not do this. Take it slowly at around  $\frac{1}{2}$  ampere per plate per cell - 4 to 5 amps for a 9 plate battery. This is not so important if the battery is being recharged immediately after having been flattened. Check the electrolyte level. If down, top up to just over the level of the separators. When the charge is well under way fill the marker of  $\frac{1}{2}$ " above the level of the plates.

**DO NOT OVERCHARGE.** Fast charging of a battery that has been standing idle for some time is likely to cause overheating and buckling of the plates. Temperature under charge should not exceed 45°C. Continual charging can cause the grid in the positive plate to disintegrate. Be careful in the use of trickle chargers, do not leave them on indefinitely.

An overcharging rate is indicated by excessive electrolyte usage, gassing and heat. It is the cause of most premature battery failure and periodical testing of your charging rate is firmly recommended.

**USING THE HYDROMETER.** A Hydrometer measures the specific gravity of the electrolyte which is a measure of the state of the charge of the battery.

At 38°C, which is the temperature that can be expected at the end of the charge if properly made, the Hydrometer will read 1.250 to 1.260. **DO NOT CHARGE BEYOND THIS READING.** On cooling to around 21°C the Hydrometer will read 1.260 to 1.270 the measure of a full charge for the average battery.

**USING A BATTERY CHARGER.** If your battery is used on industrial or farm work where the equipment may not be in use for indefinite periods, it will pay you to purchase a Battery Charger. If equipment has not been in use for a number of weeks, it is a good plan to use the charger the night before the machine is to be put back to work. Once a battery has been 'warmed up' this way, it will accept the full charge rate from the generator of your plant. The commuter who has only a short run each day to the carpark at the station, may likewise need a small charger in winter. Alternatively, you may be able to change your battery over to your car or truck.

**DIRTY TERMINALS.** This is a fault sometimes experienced with car batteries, particularly on a long trip. Headlights, horn, etc. work o.k. but when the starter button is operated you hear the relay click in but nothing happens. The fault is a loose or oxidised terminal. If you are stuck on the road, use a knife or a screw driver to scratch the terminal post and the connecting lead clean and tighten for a good connection.

**BE CAREFUL ABOUT POLARITY.** On changing a battery over, be careful to connect the terminals the right way around. Alternators are in common use these days and they use Diodes to convert the A.C. to D.C. Connecting a battery the 'wrong way around' can cause the Diodes to be burnt out.

**ELECTROLYTE LEVEL.** With the new low maintenance plates now used in most batteries, Electrolyte level need only be checked at service intervals.

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# ROOTES

COLOUR	SHADE NO.	CODE NO.	FORMULA & PRICE A X E L	COLOUR	SHADE NO.	CODE NO.	FORMULA & PRICE A X E L
<b>Pre-1950</b>				Commer Cream	04619		1 1 - -
Alpine Mist Met	06489		- - - 1	Jade Green	04800	LE7035	1 2 - 2
April Yellow	09140		- - - 1	Moonstone	04649	LE7031	1 1 - -
Beaumaris Blue	06399		- - - 1	Oyster Grey	04801	BE3713	1 1 - 1
Berwick Beige	06412	ML525	- - - 1	Windsor Blue	04617	BE3623	1 1 - 1
Bottle Green	07354		- - - 2	<b>1963</b>			
British Green Met	06131		- - - 2	Alpine Blue	05327	LE7042	1 1 - 1
Burgundy	07607		- - - 3	Apple (Lime) Green	04012	4012	1 1 - 1
Burnie Blue	07808	ML871	- - - 1	April Yellow	04935	BE3424/2155	1 1 - 1
Cactus Green	07595		- - - 1	Araucari Blue	08432		1 1 - 1
Cherry Red	09138		- - - 3	Azure Blue	04936	LE7038	1 2 - 1
Claret	06143		- - - 3	Charcoal	09977	S3/1267	1 1 - -
Corinth Blue	02153	LE7005/BE3234	- - - 2	Moonstone	04649	LE7031	1 1 - -
Coronada Blue Met	06384		- - - 2	Oyster Grey	04801	BE3713	1 1 - -
Coronation Blue Met	07512		- - - 2	Summer Gold	05375		1 1 - 1
Cream	07251		- - - 1	Tropic Red	05220	330-S-1386	3 4 - 3
Dark Green	07610		- - - 2	<b>1964</b>			
Elephant Grey	07611		- - - 1	Alpine Blue	05327	LE7042	1 1 - -
Elk Fawn	06411		- - - 1	Apple (Lime) Green	04012		1 1 - -
Ember Red	04013	4013	- - - 2	April Yellow	04935	BE3424/2155	1 1 - -
Fiesta Blue	02157	LE7002	- - - 1	Azure Blue	04936		1 2 - -
Gisborne Green	07806	BE3185/ML870	- - - 1	Celtic Blue	07140	LE7046	1 1 - -
Glen Valley Green	05298	ML526	- - - 1	Charcoal	09977	S3/1267	1 1 - -
Granite Grey	07805	BE3169/ML733	- - - 1	Glenalmond Green	06604	BE3915/HL5662	1 2 - 1
Golden Sand	07210		- - - 1	Moonstone	04649	LE7031	1 1 - 1
Grampian Grey	06410	ML524	- - - 1	Oyster Grey	04801	BE3713/HL5255	1 1 - -
Island Mist	07608		- - - 1	Paisley Gold	06605	BE3917/HL5660	1 1 - 1
Mist Grey	07612		- - - 1	Storm Grey	07141		1 1 - 1
Morocco Brown	04806		- - - 1	Tropic Red	05220	330-S-1386	3 4 - -
Mountain Grey	07442		- - - 1	<b>1965</b>			
New Balmoral Grey	07603		- - - 1	Buckskin	08399	BE3962/HL5832	1 1 - 1
Niagara Blue	06395		- - - 2	Celtic Blue	07140	LE7046	1 1 - -
Oxford Blue	07605		- - - 1	Light Ascot Grey	08395		1 1 - 1
Pastel Green	05751	A2170	- - - 1	Light Sage Green	08394		1 1 - 1
Pastel Green	07353		- - - 1	Moonstone	04649	LE7031	1 1 - -
Pearl Grey	02156	LE7003	- - - 1	Oyster Grey	04801	BE3713/HL5255	1 1 - -
Pippin Red	05334		- - - 3	Smoke Green	08619	BE3961/HL5827	1 2 - 1
Powder Blue	09139	BE3453	- - - 1	Storm Grey	07141	LE7045	1 1 - -
Primrose (April Yellow)	02155	BE3231/LA7004	- - - 1	Tropic Red	05220	330-S-1386	3 4 - -
Quartz Blue	06111		- - - 1	<b>1966</b>			
Rhodesian Cream	05301		- - - 1	Alabaster	08652	HL5896	1 1 - 1
Seacrest Green	02154	BE3232/LE7001	- - - 1	Alpine White	08653	HA4002	1 1 - 1
Seal (Mayfair) Grey	07594		- - - 1	Celtic Blue	07140	LE7046	1 1 - 1
Severn Blue	07593		- - - 2	Light Sage Green	08394	HL5207	1 1 - 1
Signal Red	06165		- - - 3	Madison Grey Met	08646		1 2 - -
Silver Gunmetal Met	06178		- - - 1	Smoke Green	08619	HL5827	1 2 - 1
Steel Grey Met	06147	ML337	- - - 1				
Suede Green	07604		- - - 2				
Surf Green	09611	9611	- - - 1				
Tasman Blue	00685		- - - 1				
Waratah Red	09144	LE7019	- - - 3				
Warren Wheat	07807	ML872	- - - 1				
Wickham Blue	07613		- - - 2				
<b>1960</b>							
Antelope	04592	LE7008/BE3359	1 1 - 1				
Apple (Lime) Green	04012		1 1 - -				
Cloud White	04204	LE7026/4204	1 1 - 1				
Fathom Grey	04207	BE3583/4207	1 1 - 1				
Foam Grey	04583	LE7015/4593	1 1 - 1				
Foam White	00059	LE7020/0059	1 1 - 1				
Glacier Blue	04206	BE3581/4206	1 1 - 1				
Mountain Blue	00083	BE3522/0083	1 1 - 1				
Regency Beige	04205	BE3582/4205	1 1 - 1				
Summer Blue	04809	LE7009	1 1 - 1				
<b>1961</b>							
Brighton Tan	04848	LE3651/4648	1 1 - 1				
Commer Blue	04618		1 1 - -				
Commer Cream	04619	LE7024	1 1 - 1				
Moonstone	04649	LE7031	1 1 - -				
Regal Rose	04331		1 1 - 1				
Windsor Blue	04617	BE3623	1 1 - -				
<b>1962</b>							
Burgundy	04925	330-S-1633	3 4 - 3				
Charcoal	09977	LE7016/1267	1 1 - 1				
Commer Blue	04618	LE7025	1 1 - 1				

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 SUBMITTED BY DAVID DUNLOP.

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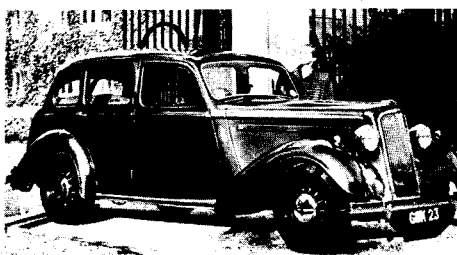


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