

July 1989

The **HUMBERETTE**



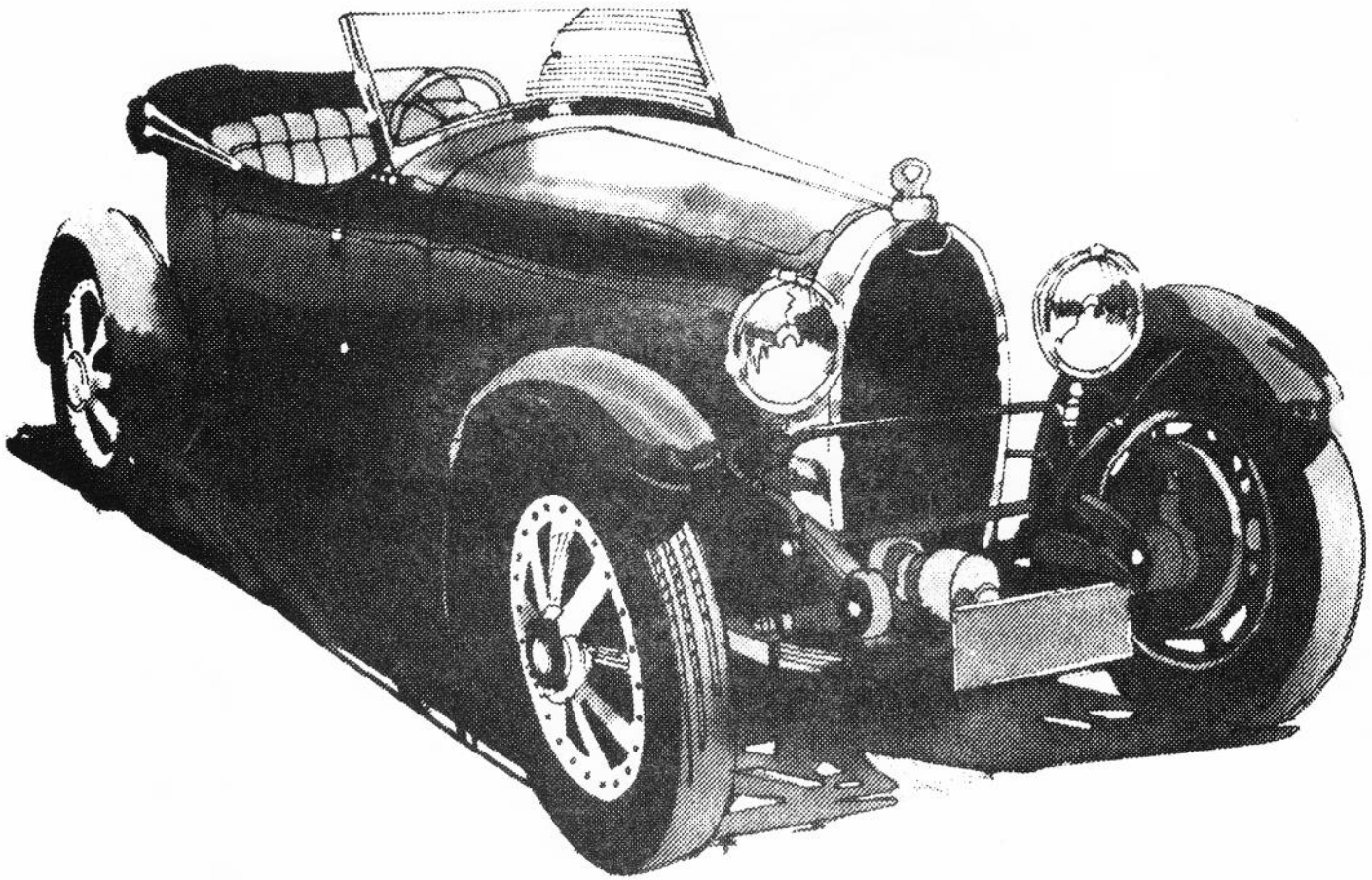
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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- JULY 28TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
SPEAKER OR FILM OF DARWIN RALLY.
- JULY 29TH. INTER CLUB DINNER DANCE AT ELTHAM NORTH HALL, RUN BY
STANDARD VANGUARD CLUB. \$20.00 per person. DETAILS
FROM SECRETARY.
- AUGUST 13TH. SMORGASBORD LUNCHEON RUN TO WESTERNPORT PUB, HASTINGS.
COMBINED OUTING WITH CHEVROLET CAR CLUB. FULL DETAILS
BELOW. PLEASE NOTIFY MARGARET (435 6354) IF YOU ARE
GOING SO THAT A PLACE CAN BE RESERVED FOR YOU.
- AUGUST 20TH. SWAP MEET AT CHIRNSIDE PARK. RUN BY CLASSIC AND HISTORIC
CAR CLUB. MELWAY MAP 37 G4. 9.00AM ONWARDS. ENTRY \$1.00.
- AUGUST 25TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- AUGUST 28TH. (MONDAY) A.O.M.C. DELEGATE'S MEETING. 8.00PM. PROGRESS ASSOCIATION
HALL. TRUGANINNI ROAD. CARNEGIE.
- SEPTEMBER (SUNDAY) MONTHLY RUN TO BE ARRANGED.
- SEPTEMBER 24TH. (SUNDAY) GENERAL MEETING AND FAMILY SOCIAL AFTERNOON AT
DEEPDENE HALL. 12 MIDDAY: BYO LUNCH OR BBQ, MEETING
COMMENCES 2.00PM.
- OCTOBER 15TH. COMBINED CLUBS AUTOKHANA AND SCENIC DRIVE. BALNARRING
DISTRICT. BYO BBQ LUNCH. AUTOKANA ENTRY \$2.00 . FULL DETAILS
DETAILS NEXT MONTH. ORGANISED BY SUNBEAM AND TALBOT
OWNER'S CLUB.
- OCTOBER 27TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- NOVEMBER 5TH. ANNUAL CONCOURS D'ELEGANCE, CLUB DISPLAY AND PRIDE OF
OWNERSHIP COMPETITION. SPIT ROAST LUNCHEON (\$7.00 PER
ADULT), "CENT AUCTION" , DISPLAY OF CLUB MEMORABILIA,
PHOTOGRAPHS ETC.
TO BE HELD AT DEEPDENE PARK OVAL, WHITEHORSE ROAD, DEEPDENE.
- NOVEMBER 18TH-19TH. BENDIGO SWAP MEET, AGRICULTURAL SHOWGROUNDS, BENDIGO.
- NOVEMBER 24TH. FINAL GENERAL MEETING FOR YEAR.
- DECEMBER 10TH. CHRISTMAS DINNER AT ST. ANDREWS HOTEL. APPROX. \$15.00 EA.

NEXT OUTING ***

- WHAT: SMORGASBORD LUNCHEON WITH CHEVROLET CLUB.
- WHERE: WESTERNPORT HOTEL, CR. HIGH AND SALMON STREETS, HASTINGS.
MELWAY MAP 154 J 11.
- COST: \$18.50 PER HEAD, CHILDREN HALF PRICE. PLEASE PAY ON ENRERING PUB.
- MEET: CAR PARK AT PRINCE MARK HOTEL/MOTEL, PRINCES HIGHWAY, DANDENONG.
(BEHIND THE SERVICE STATION). MELWAY MAP 90 J 11.
- TIME: 11.15 FOR AN 11.30AM SHARP, DEPARTURE. ARRIVING HASTINGS APPROX MIDDAY.
- DATE: SUNDAY AUGUST 13TH.

COMBINED HUMBER CLUBS OF AUSTRALIA - NATIONAL RALLY, EASTER 1990.LOCATION: COWRA, NEW SOUTH WALES. APRIL 13TH - 16TH.

ACCOMMODATION IS NOW BEING BOOKED (MOTEL, HOTEL, ON-SITE VANS, CARAVAN SITES ETC.)
IF YOU REQUIRE ACCOMMODATION BOOKING THROUGH THE CLUB PLEASE ADVISE A.S.A.P. TYPE
OF ACCOMMODATION REQUIRED, NO. OF PERSONS, ARRIVAL DATE ETC. MORE INFORMATION
AS IT ARRIVES.

Apart from the general suppliers whose services are listed on the cover of the Humberette, the following specialized tradespeople are some of those whose services have been used by members of our own or other car clubs.

While the Club in no way endorses any of these firms, it is worth noting that they do provide the type of services usually sought by classic car owners.

UPHOLSTERY AND TRIMMING SUPPLIES, CARPET ETC:

VY-FAB DISCOUNTS,
12 Bignell Rd.
Moorabbin.

W.T. GREENWELL & CO.
274 Langridge St.
Collingwood.

RON BALL

1 Hampton Rd.
West Essendon, PH: (03) 337 1954.

Will cut retaining ring grooves
in ball bearings.

ALUMINIUM AND GENERAL WELDING:

AVIATION WELDING,
4 Leslie Crt,
Burwood. 3125. PH: (03) 288 0882.

(Will repair Series VA front ends.)

ALUMINIUM CASTINGS:

DROME PATTERN WORKS PTY. LTD.
2 Marshall St.
Airport West. PH: 338 1013.

Contact Mr L J Fisher.
Reasonable costs; one off jobs.

HYDRAULIC AND GENERAL SLEEVING PTY. LTD.

248 Hope St.
Brunswick. 3055. PH: (03) 380 4997
(03) 380 8600

Re-sleeving of brake & clutch
cylinders, disc calipers etc.

A. A. BEARING & OIL SEAL SERVICE

8 Rooks Rd.
Nunawading. PH: (03) 874 1660.

Ball joints, tie rod ends, universal
joints, water pumps etc.

REPOLISHING & REVENEERING OF INTERIOR WOODWORK.

JOHN E. & L.J. NICHOLLS.
21 Chippewa Ave.
Mitcham. 3132. PH: (03) 874 1329.

SPARE PARTS:

AUTOMOTIVE SURPLUS PTY LTD. 34 Thornton Cresc. Mitcham. (03) 873 3566.

ENGLISH SPARES GALORE (HILLMAN SPARES). 178 Whitehorse Rd. Blackburn. (03) 877 4311.

ALL BRITISH AUTO SPARES & REPAIRS. 209 Sydney Road. Brunswick. (03) 387 6994.

John. D. Fuller.

1 William Street

Tel: (065) 647351

Bowraville NSW 2449

Dear Sirs,

I am writing to your Club to tell your members that I can supply new Ignition, Glovebox and Boot Lid keys for most British cars manufactured after 1945.

These keys were made by the original manufacturer of the locks on your car (Wilmot Breeden) and are period production items as originally fitted to your car when new.

Keys are available to fit all series with prefix numbers FP, FS, FT, FV, BS, FA, SF. These prefix numbers and the serial numbers are stamped on the front faces of Ignition and Glovebox lid barrels and on the sides of door and boot lid barrels. Also on the face of the original keys.

The price delivered is \$6:50 per key. Delivered to you.

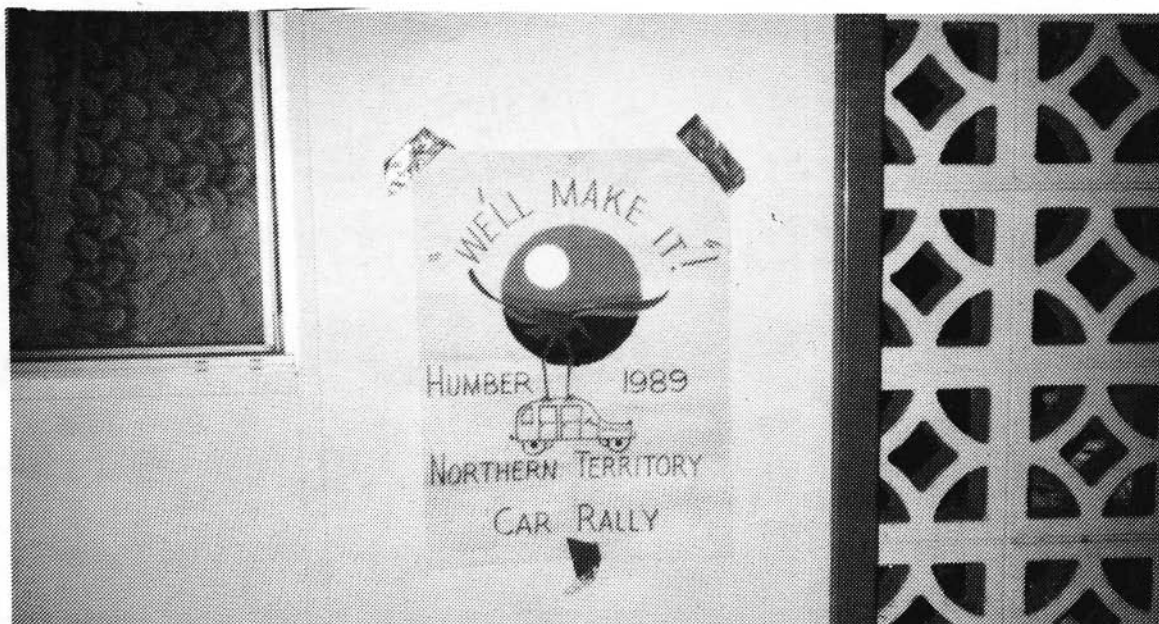
JOHN D. FULLER

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1989-90

PRESIDENT	Geoff Webb	233 6592
VICE PRESIDENT	Margaret Willimott	435 6354
SECRETARY	Arnold Goldman	(059) 75 6807
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	(057) 83 1899
EVENTS DIRECTOR		
LIBRARIAN	Dave Denner	874 7016
REGALIA	Barrie Trubie	890 2984
TECHNICAL ADVISORS:		
Vogues:	D. Dunlop	439 7059
Series V,VA S/Snipes:	A. Goldman	(059) 75 6807
Hawks:	K. Willimott	435 6354
Mk Cars:	B. Kennedy	789 5119
General Information:	B. Kennedy	789 5119
Auto Electrical:	M. Fitchett	366 8987



"THEY SURE DID"



DARWIN HOST'S: JIM AND MARGARET YATES

PRESIDENT'S REPORT

At the last General Meeting we issued a questionnaire relating to member's requirements and opinions of the club. We have included in this newsletter the same questionnaire for those who were unable to attend the last meeting. If you have not replied, I would appreciate your effort in completing the form and return to either Margaret Willimott or myself. If we can improve our club or introduce any other services, we need feed-back and communication from our members.

The results so far have been interesting, but one surprise has been the response to the questionnaire on the monthly outings. I expected that the response would be that members generally were not interested. However most people replying indicated that they would attend and that most people thought that the existing venues were the most preferred. This result contrasts greatly with the number of individuals or families that attend the outings. It would appear that many of us intend to participate but for whatever reason don't quite make it. For the organizers it must be frustrating to see such a low number of members attending. How about joining us for the next outing?

The June issue of Royalauto included an article on Rootes Group cars and although inaccurate reporting inferred that the Rootes Group Club was larger than the Humber Car Club, it was nevertheless good to see my old car now owned by Barrie Trubie shown as well as Rob Dunlop's Vogue. All publicity must aid our case.

I have received a call from Tom McAlpine after his return from the Darwin trip which from his view was a great success. Hopefully we should have more detailed reports after all members have returned.

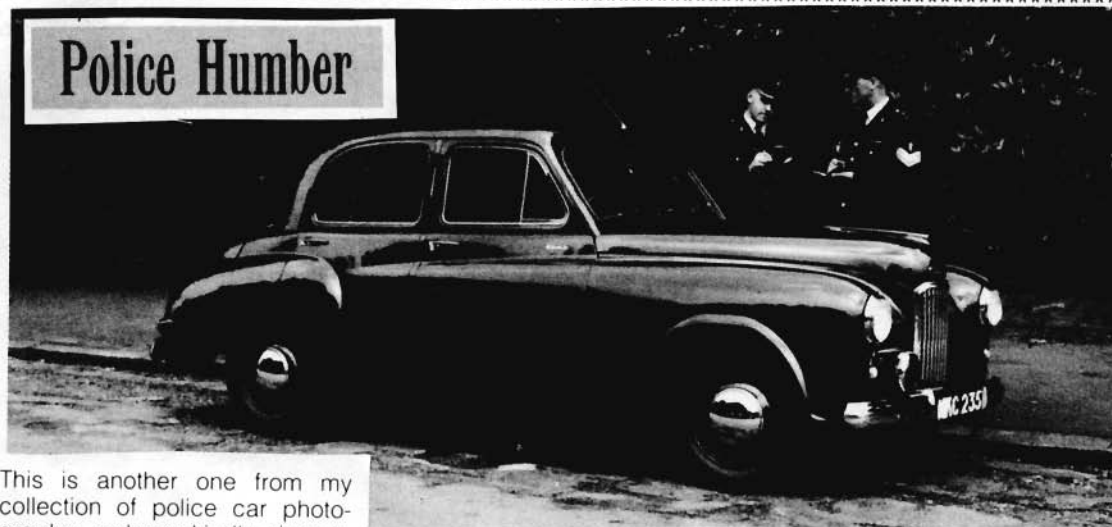
Geoff Webb.

Last month we introduced a new segment called "Phast-Talk" with Des Judd which will give handy hints and tips for Humber owners and answer your technical queries.

Des who is a longtime Humber Club stalwart and former Secretary specializes in all types of mechanical repairs and tuning etc, and the feed-back from Club members on Des' work has been all first class.

Good reports have also come back from members on the excellent service supplied by another of our advertisers "Automotive Surplus" at 34 Thornton Crescent, Mitcham.

* * The winners of the CAR-toon Quiz were: 1st K. Watts (Tas), 2nd F. Pieterston (Vic).



This is another one from my collection of police car photographs, and was kindly given to me by Chief Superintendent Joe Symon of the Merseyside Police about five years ago. It shows a Humber Hawk Mark IV in service with the Liverpool City Police in January 1953. The car is registered either MKC 235 or NKC 235, which would date it to either 1951 or 1952.

The Hawk was presumably used as a patrol car. With no more than 58bhp from its 2267cc sidevalve 'four', it was scarcely the thing for the Flying Squad: maximum speed was about 73mph, and 0-60 took well over 20 seconds! Nevertheless, it looked the part. I'm afraid that I

find modern police cars positively intimidating to look at with their ostentatious collections of light-bars and side decals.

This Humber, on the other hand, discreetly finished in black, gently hints that it may be there to help rather than harass when it draws up alongside.

THE HUMBER CAR CLUB OF VICTORIA INC.

Established 1975

23 HIGH STREET, WATSONIA, VIC. 3087

SECRETARY'S SECTION

Welcome again! At this time of the year we seem to be rushing around checking on who has renewed their memberships and who has not. A lot of familiar names are not on the current list, but I suppose that they will end up on the supplementary list of late renewals and new members. It would save me a lot of work if members who intend renewing did so before I delete them from the list. I only have to type them in again later.

Enough of the whinging and on with something more useful perhaps. I have a timely warning for anyone who does not carry a spare fan belt in the boot. Get one soon and make sure it is the right one. A strange chirping noise from under the bonnet that goes away after you have reached cruising speed or when the generator has recharged the battery, may mean impending failure of the fan belt. I know, it happened to me at 11:30 pm on the Dandenong-Frankston road on my way home from a committee meeting. I have an assortment of belts in the boot and was able to make one of them fit. There is a difference between the fan belts for the Series 5 and 5A. The Series 5A has an alternator fitted and takes a larger belt than the earlier models. I think an A38 belt will fit the Series 5A and an A36 is needed for the Series 5. I guess that the Series 2 to 4 also take the same size as the Series 5.

Another problem that a number of members have trouble with at this time of year is getting enough heat out of the heater. I have just gone through the exercise of testing the flow through various parts of the system and have come to the conclusion that the control valve is the trouble. To check this conclusively, bypass the control valve with a short piece of heater hose. If this does not provide you with more heat than you can handle then there is probably a blockage in your heat exchanger. I know I have a spare valve that I bought off Hillman Spares some time ago. I just have to find it amongst the heap of useful spares in the shed. Stella calls it all junk but one learns to live with such vitticisms when owning a Humber. Until I do I have to drive with the window open to let the heat out.

At our last meeting we watched a video made by John Berry of Canberra. It was an excellently produced video showing his 1933 Humber in all its glory in various locations around Canberra. The accompanying music was well chosen too. I am not sure whether it, or the slide of Margaret Villimott looking just a slip of a girl alongside her young family and their Humber, was the highlight of the evening.

How about that for the award of crawler of the year. With blarney like that I could get a diplomatic posting to Dublin.

Good luck on the road and keep the Humber flag flying.

Arnold Goldman

MINUTES OF GENERAL MEETING

HELD ON Friday 23rd June 1989 AT DEEPDENE HALL at 8:00pm.

PRESENT: 30 members as per attendance book. Geoff Webb welcomed members and visitors. Present as visitors were Ian and Carl Wilde both of whom own Vogues.

APOLOGIES were received from Peter Shelden, Wilson Bunton, Sylvia Pietersen and from Margaret Villimott on behalf of all the Darwin trippers.

MINUTES of the previous meeting as printed in the June 'Humberette' were accepted as a true record on the motion of Peter Davenport seconded by Fred Pietersen.

BUSINESS ARISING On the matter of substitute brake pads the type suggested by someone in the NSW club are DB 86 AF. Arnold Goldman said he had seen these, and though they were the closest to the correct shape on the shelf at K-Mart, they are not the same size as the correct pad and may well slip about in the calipers. There is no danger of them dropping out, and the pad area is equal to the originals, but further tests should be done before we suggest them as an alternative.

CORRESPONDENCE: Infrom Alan Hudson of Maffra offering gearboxes and car for sale. Max Heazlewood acknowledging receipt of information. Standard-Vanguard club inviting us to attend their dinner dance. Resignation from Stan Paley. Request from Garry Mills of Finch Motton for club information. Several renewals and applications.

OUT: Application forms to John McGregor, Garry Mills, Peter Messerle, Russell Campbell, and Tony Russo. Welcome packages to Jenny & Barry Lee, Tony Nash, Nancy & Tom East, Dianne & Barry Davies, and Bill Burrows. Acknowledgement of resignation of Stan Paley. To Humber Club of Queensland with information on prospective member.

Exchange Magazines: Chevrolet Car Club, Humber Car Club of Australia(NSV), Humber Car Club of South Australia, Voisey Car Club, Classic and Historic Automobile Club, Standard Vanguard Club, Austin A40 Club, Austin Motor Vehicle Club, Rover Car Club, Humber Car Club of New Zealand, Daimler-Lanchester Club and AOMC.

Correspondence accepted on the motion of Pam Batten seconded by Graham Hardy.

BUSINESS ARISING: None.

TREASURER'S REPORT: Presented by Brian Parkinson.

EDITOR'S REPORT: Barry Boenich reported that 206 magazines had been sent out. Four entries had been received for the picture quiz. Winner to be drawn later in the evening. At present there are only 117 financial members on the mailing list.

EVENTS DIRECTOR'S REPORT: Presented by Margaret Villimott.

Details of news from Darwin trippers.

Report of Warrnambool trip.

Details of next trip, to Queenscliff. Indication of 8 likely attendees.

Chirnside Park Swap meet requires 4 Humpers for display.

Numbers for Hastings outing required at next meeting.

LIBRARIAN: Nothing to report.

AOMC REPORT: Rob Dunlop reported on a number of items. These will hopefully appear in some detail in the July Humberette.

continued...

HALL COMMITTEE: No report.

TECHNICAL OFFICER'S REPORT: Discussion on viper motors with Rob Dunlop stating intention of bringing one in for next meeting.

CARS FOR SALE & WANTED Mention was made of several cars and parts available in various places. Most of these will be in next Humberette.

GENERAL BUSINESS:

Geoff Webb mentioned a questionnaire to be sent out in next magazine to attempt to obtain information to assist with future planning.

Rob Dunlop apologised on behalf of the Rootes Club for the RACV article that had a few inaccuracies. The errors were introduced at the RACV.

Des Judd said he had a quote of \$120 for manufacture of new discs for front brakes on Snipes. There would need to be an order for a reasonable quantity to get them made. Currently obtainable from Hillman Spares for \$160.

Rob Dunlop said a similar arrangement could be made with a supplier of new crash pads and door caps for Series Snipes.

Keith Villimott mentioned that rebuilds of the front end cross-member on Series Snipes can be well done by Aviation Welding of Burwood.

Meeting closed at 9:10pm for a viewing of a video provided by John Barry of Canberra. The subject was of course his 1933 Humber travelling around Canberra. Well put together with suitable 1930's background music. Following this, a slide show was provided of Humber Car club activities in recent times plus a slide from the Villimott's past. I am not game to suggest how far in the past it may have been.

Supper and the usual discussions followed until much later.

Arnold Goldman
Hon. Secretary

*** YOU WERE SPOTTED!! ***

Where has YOUR HUMBER been lately? East Malvern member, Bruce Cameron, writes:

"The following is a list of HUMBERS I have seen on the road in the past few months. I think it is quite accurate though I can't guarantee it. Also all Series V and VA Snipes are only marked V as I can't tell the difference. [The VA has the gold Chrysler "Penta star" on the off side front mudguard, Bruce.]. I don't think any of these are members of HCCV." [I notice a few familiar numbers!]

JWM 182	SER.V	WHITE	*	HMW	?	IV GREY	*	JCR 271	IV GREY		
JPS 606	"	V	"	"	*	JNW 665	V BLUE	*	DMP 919	V BLUE	
JFA -	"	IV	?	"	*	DLP 981	?	BLACK	*	AJY 868	IV RED
DHQ 361	"	V	?	"	*	DFO 564	V GREY	*	KCM 825	V GREY	
KGB 967	"	V	GREEN	*	DJS	?	IV WHITE	*	JSC 959	V BLACK	
JFO 135	"	V	"	"	*	JUC 003	V GREEN	*	DMB 089	IV FAWN	
AIH 359	"	IV	GREY	*	JKH 888	V BLUE	*				

PHAST-TALK

with
DES JUDD

Over the past twelve months Humbers, especially Series models, have increased in value to such an extent that even poor examples are being considered as restoration projects; a far cry from that of 5 years ago. The viability of restoration of these cars however,

is hampered by not so much the lack of new parts available but, the cost of new and sometimes used parts. The main reason for this dilemma is that few spare part houses are prepared to take on Humber parts due to (a) not enough of a high turnover of stock, (b) limited areas of sourcing parts.

To purchase parts for other popular Sixties cars such as Daimler, B.M.C., Rover or even Chevrolet, there are many places to choose from. This in turn gives rise to not only competitive prices, but also a wider variety of parts, re- quality, plus indirectly, increases the vehicles value due to the ability of the owner to easily and cheaply buy spare parts.

With owning a Humber, one is restricted where one may buy parts and therefore a prospective buyer may be put off if he or she has little choice, either geographically or financially equipped to own, maintain or run a Humber.

Recently a few members were enquiring about new discs for Series Humbers; there is only one place where they can be purchased and cost \$160.00 a piece. This is a very reasonable price compared with say, an X.E. Falcon which roughly the same price but includes the hub! A call out to an engineering works which specialises in the making of brake-drums and discs revealed that if given an order of twenty or more, they would be very interested in making a pattern and producing Humber discs at approximately \$120.00 each. Naturally, the larger the order, the cheaper the disc. And this would give Humber owners something distinctly lacking in the Humber movement, an alternative!

Any Humber owner, either local, interstate or overseas interested in placing an order, please ring (03) 789 6952 anytime.

PHAST also have an alternative to those old shrunken rocker-cover gaskets for Series 1-5 Snipes. A neoprene type seal which can be re-used many times over and guaranteed not to leak! Priced at \$15.00 and same phone number as above.

(This progress report was received from Bill and Joan Holmes soon after the convoy reached Darwin. By the time you receive your Humberette many of the travellers will have returned home and we'll be looking forward to hearing further tales of the journey at the next meeting.)

DARWIN, Sunday June 11th, 1989.

Well, we've done it! Arrived safe and sound yesterday with no great hassles; six Victorian and four South Australian cars.

It was freezing cold when we left Port Augusta with us all looking for coats and heaters. However warmed up when we reached Alice Springs and now we are complaining about the heat; it was terribly hot when we arrived yesterday.

The towns are few and far between on the way up and some of them are not worth staying in. The time limit was too short to see all the good places on the way up but most of the group are making up for this on the way back. Lovely thermal pools to swim in, same temperature all the time. We're going back to those!

It is certainly true when they say you go straight up the middle of the continent. Nothing but a straight road for days on end!

We have had a lovely reception from the Car Clubs on the way up. Were even met at Darwin by the Lord Mayor and his wife. Had a BBQ organized for us at Alice Springs and again at Katherine. Another one last night when we arrived here.

Tomorrow we are off to the Crocodile Farm for a feed of "croc." Tomorrow evening we go to a "Buff 'n Burra" BBQ which is (pardon our ignorance!), Buffalo and Barramundi. That's being held at Jim and Margaret Yates home. Tomorrow also is the official welcome from the Lord Mayor and the Press so we are really living it up.

Tuesday we go on a tour of East Point and the Bullocky Museum. Our farewell dinner is to be at one of the local Chinese restaurants.

The Humbers have created a lot of interest on the way but our old Toyota van has managed to keep up with them despite dire predictions to the contrary!

It's a real shame that more members weren't able to manage the trip as I'm sure they would have enjoyed themselves immensely. We will be away for about two months as we are planning to come home via Queensland. The weather here in the North is so beautiful during the day but cools down of an evening.

Regards to everyone from Joan & Bill. (Holmes)

THE DARWIN TRIPPERS - FROM VICTORIA.

Bob & Nancy Kennedy,
Vic Wilson & Jeff Webb,
Tom & Lynn Mc Alpine.
Mike, Christine & Tracey Fitchett.
Ian & Joy McCorkelle with John and Stuart.
Bill & Joan Holmes.

FROM SOUTH AUSTRALIA.

Ehas. & Margaret Grimes.
David & Margaret Leith.
Brian & Glenise Penglase.
Don & Sheila Swales-Smith.

Old cars escape new design laws

CARS built more than 15 years ago had been exempted from new national vehicle standards regulations, the Land Transport Minister, Mr Brown, said yesterday.

He said the Motor Vehicle Standards Act, which came into effect from this month, gave Australia national vehicle standards for the first time.



● Mr Brown

Vehicles which did not meet the standards could not be imported or sold.

"The law won't apply to vehicles more than 15 years old. In 1990, for example, pre-1975 vehicles will be exempt and so on," he said.

"Imported cars and motorcycles will be approved if they met the Australian Design Rules in the year they were built."

Mr Brown said migrants or Australian citizens who owned and used a car overseas for three months could import it

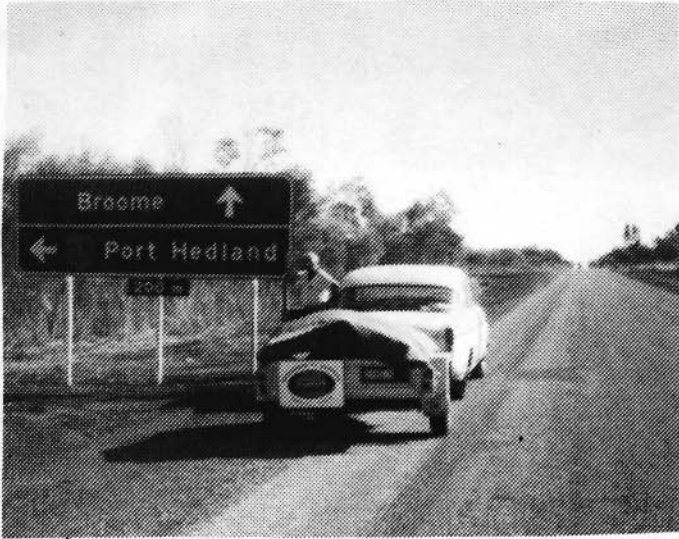
MELB. SUN. 10.7.89.

under similar conditions to those which applied previously.

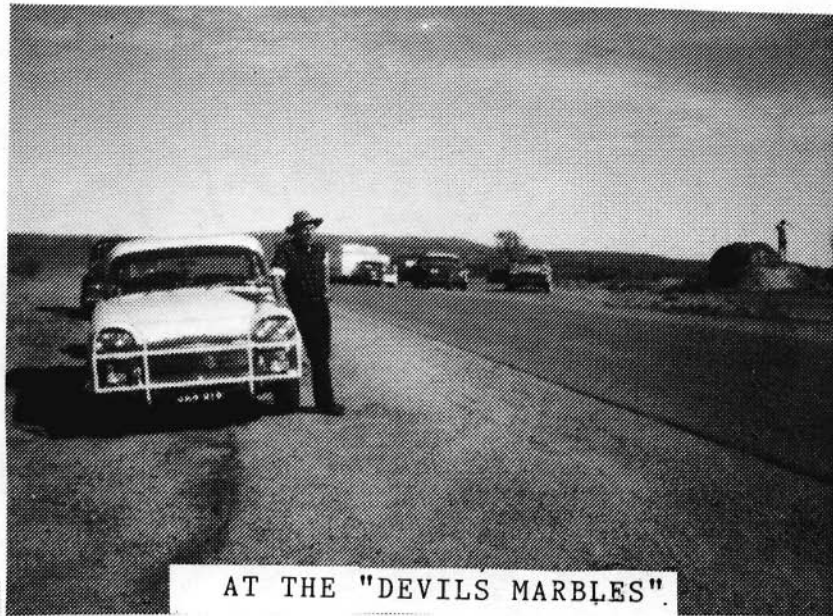
Imported vehicles already in Australia would need to meet the standards before they were sold.

The new laws are the result of a loophole in West Australian laws which resulted in sub-standard cars being imported then legally sold in other states.

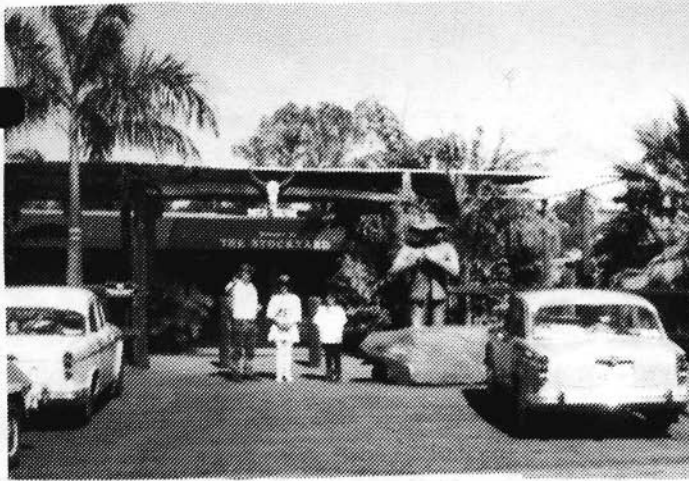
About 5000 of these cars, mostly from Japan, are believed to have been sold in the past 12 months.



"WRONG WAY WILSON"



AT THE "DEVILS MARBLES".



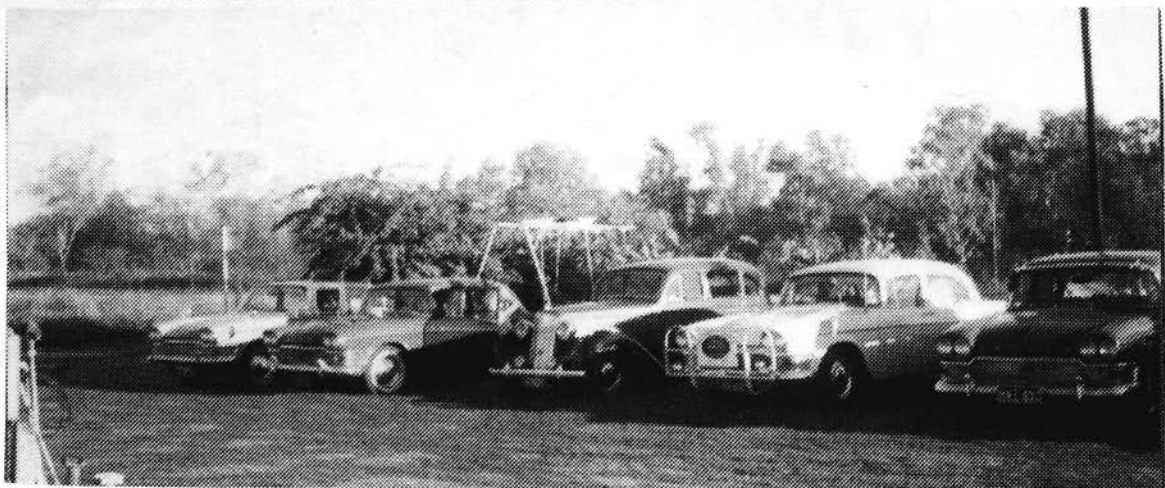
STOCKYARD MUSEUM



ORD RIVER
BRIDGE



LINEUP AT
NOEL'S PLACE
KATHERINE



RELAXING!



MEETING THE MAYOR OF DARWIN



SOCIAL NEWS AND NOTES

Hello everyone! I've just been watching film of the 1989 Burke to Broome Variety Bash (Redex Trial) and getting a feel for the type of roads (tracks? virgin bush?) over which "Jenny", the Mk IV S/Snipe from H.C.C.A. needed to travel to reach her destination in Broome.

To her credit "Jenny" made the forward journey unscathed. Congratulations Jenny! Congratulations also to her support crew and to the four hard working rally drivers. Unfortunately Jenny took a great liking to the Tanami Desert on her way home and the exciting experiences of her homebound journey will next month form Part 2 of "The Jenny Saga".

Humbers have been proving their worth on long trips over many parts of Australia during the last few months. Elsewhere in this Humberette you will read the reports of the successful Darwin Adventure. Welcome back to all the Darwin travellers - it's great to hear what a comfortable and successful trip you had. Just proves that "Humbering's still fine in 1989!"

While I'm still on trips and rallies, a little closer to home the Queen's Birthday weekend Warrnambool/Hamilton Wool Rally proved just as exciting for the small group who attended. Despite the depleted numbers we managed to present three Series Snipes, a Hawk and a Sceptre for the Wool Capital Parade to Hamilton on the Sunday. Over one hundred vintage and classic vehicles took part in this Rally which travelled to the little township of Cavendish for a community lunch and then to the "Wool Bales" Tourist Complex for a variety of sheep and fleece associated activities!

I think it's the sense of companionship and the friendly nature of the participants as much as the shared interest in classic motoring that tends to make these functions stand apart. Whether you're rallying with one hundred other vehicles or just sitting round a table in a warm Port Fairy Cafe there is the feeling of being "at home". Melbourne Humber participants were Barrie & Leonie Trubie with Harrison, Ron & Eleanor Forth, Pam Batten and Keith & Margaret Willimott. We were joined at Hamilton by district residents Jim Kent (Casterton; in his recently acquired Series III Snipe), Chas Speed (Warrnambool; in the Series IV), Doug Riches Riches of Geelong and Ian & Michelle Foreman with new son Alexander. Thanks to Ian we had a very enjoyable scenic tour of Port Fairy coastline following our visit to the Maritime Museum and Tower Hill on Saturday.

Just briefly, I would like to draw to your attention three coming events, all of which require some input from you.

Firstly, the Westernport Pub outing on August 13th (see calendar page). We have booked sixty (60) places to share with the Chevrolet Club. Last year these filled rapidly and space was at a premium. I would therefore like some indication of your intention to attend. Should we run out of spaces just preference will be given to those who have registered their attendance.

The other two events for which you will shortly need to book are the Concours Spit Roast (beautifully catered by Tommy's Taters and excellent value at \$7.00) and the 1990 National Rally at Cowra, N.S.W. More information on both of these at the next meeting.

I hope the Spares and Services Guide in this issue will be of use to those Concours aspirants with cars under restoration. No doubt many of you have other firms whose services have pleased you and could be added to the list, maybe we should consider compiling a Humber Restoration Guide.

Finally, a big thank you to Frank Stockwin and John Berry for providing the slides/videos at the last meeting. Also to Graham Finn, Barrie & Leonie Trubie and Graham Hardy for displaying their vehicles and being "Club Ambassadors" at the All British Auto jumble.

Oh, one last thing. The Willimott grandchild is progressing fine - now twelve weeks, 16 lbs and 24" long. I believe there is a new baby in the Mull Family also; another little "Humberette!"

See you at the next meeting.

Margaret.

* * * Arnold Goldman has two (2) sets of rebonded disc brake pads at \$70.00 per pair available at the July Meeting. Full details next newsletter.

DARWIN RUN 1989

(KENNEDY'S KLANGERS)

Well we're all back from the run up north and to all the people who missed out on the run, you missed a wonderful trip. We could not ask for better weather, roads or people to travel with. Some of the members came home the same way, i.e. straight down the centre, others came home via Queensland and N.S.W. while Vic Wilson and Jeff Webb came home via Western Australia.

Milage differed because of the road used to return home. Tom McAlpine did the run in his 1946 Mk I S/Snipe. Tom and Lyn clocked up 7126 miles for the trip trouble free and Tom's car "Henriette" averaged 18 m.p.g. overall. I took up Nancy's "shopping trolley", the Series V Estate car. We covered just on 6000 miles. Our return for the trip averaged out at 22.1/2 m.p.g. All the cars ran very well both ways without anyone being left on the side of the road. No one even suffered a cracked light lens or any other minor trouble as such.

The start of the trip was from Pt. Augusta in South Australia so just to get to the starting line most of us had a long drive of up to and over 1,000 miles (that warmed the cars up considerably!). We left Pt. Augusta with ten cars; four from the S.A. Club and six from the Vic Club. Tom's Mk I was the oldest car in the pack; I won't bore you with the details of the **ALL** the events at this stage - maybe in the next newsletter.

The first night out we stayed at a place called Glendambo which was a short run of 179 miles. Then onto Marla for the next night, 306 miles. It was then over the border into N.T. to Alice Springs, 283 miles. We stayed there for a day so we could take in some of the sights and then it was onto Tennant Creek, another 317 miles up the track. After Tennant Creek was Larrimah, a days run of 307 miles. Next stop was Katherine, a short run of 164 miles. On the way up to Katherine we met up with Jim and Margaret Yates from Darwin. They had driven down to meet us and escort us the rest of the way up to Darwin.

From Katherine we headed up the road to Adelaide River where we were met by the Darwin Motor Vehicle Enthusiasts Club. We lunched with them and went onto Darwin where by this time the convoy had grown considerably as you can imagine. On our arrival at Darwin, the days run was 215 miles.

The Darwin Club members opened their homes to all of us so we were all spread around Darwin. On our arrival we were informed that the "Beer Can Regatta" had been put off for a couple of months but the local Club presented us with a revised programme. The new programme was very well received. To give you an idea of it I'll skip through it for you.

Saturday 10/6/89 arrived in Darwin after the Adelaide River meet, that evening a B.B.Q. to meet Club members, this included the Darwin Lord Mayor, Mr. Alec Fong Lin, the Minister for Lands & Housing, Mr. Daryl Manzie. All up it turned out to be a darn good night.

Sunday was a visit to Fannie Bay Gaol Museum and then around to Aquascene at Doctors Gubby to feed the fish. Our evening was free.

Monday we were welcomed to Darwin city by the Lord Mayor of Darwin Mr. Alec Fong Lin (news media coverage). It was then out to a motor bike museum which belongs to one of the local members. Following the museum was a visit to the crocodile farm. The next stop was nostalgia; an old restored homestead fitted out with all the gear of yesteryear. That night at the Buff 'N' Barra B.B.Q. at Jim and Margaret Yates, another wonderful night was had by all.

Tuesday was Darwin's foreshores tour including East Point and Bullocky Point Museum of Arts and Sciences. Then onto East Point Gun Turret. That evening was the banquet meal to end the formal hosting.

After that we roamed around the city and state doing our own thing. Some of our members drifted back home, most of us stayed on with our hosts for a couple of weeks or so before pointing the nose of our Humbers south for the run back.

The whole trip was something to remember. Everything went very well and the people both on the trip and the people we met on the way were fantastic. When we stopped over in Alice Springs the local car club treated us to a B.B.Q. at their club rooms. Then at Katherine the members of the Darwin Car Club threw a B.B.Q. party. So as you can see we were looked after very well indeed.

Well at this stage I think I have bored you long enough so I'll close down for now. Maybe another report in the next newsletter, what do you say to that?

Bob Kennedy.

FOR SALE

1950 Mk II S/S, complete except for seats, radiator and one wheel, not rusted, \$1000 o.n.o.
Contact: B. Fairall, Ph: (062) 97 5053, Queanbeyan.

Clutch plate (driven) to suite 1948 Mk.
Contact: B. Slade, Ph: 578 9715.

Series V.A. S/S complete engine and b/w 35 trans still in car, excellent order, trans recon 3.1/2 years ago, minimal usage since, \$600 and \$450 or \$1000 both. Phone for further details.
Contact: O. Hagg, HCCV member, Ph: 580 2531, Mordiallic.

5A S/S, black, red interior, power steering, 12 months reg, no r.w.c., \$2,500 o.n.o.
Contact Mrs. McKenernie, 15 Lloyd Street, Langwarrin, Ph: 789 1575 (A/H) - RK.

1963 Vogue, March 1990 reg, reco motor, spare car for parts, \$800 the lot.
Contact: Mrs. Mitchell, Ph: 783 5135 - RK.

5A S/S, reco cyl head, trans and radiator, good front end, layback front seat, spare parts car, \$300.
Contact: Bob Kennedy, Ph: 789 5119.

Series 3 Vogue, complete good restorer, \$200.
Contact: Bob Kennedy, Ph: 789 5119.

Mk II or III S/S, seats back and front, three grills, one rear shocker, \$20, also aluminium head.
Contact: D. Storr, Ph: 735 1803, Lilydale.

Two Series 4 S/S, one goes, other complete can go with a bit of work, offers.
Contact: Mr. Fred Wensley, P.O. Box Minhamite R.M.B., Hawksdale, 7270, Ph: (055) 76 6233 (A/H).

Two 1960 H/Hawk motors (auto's), one driving compressor, good order, other in pieces, \$60 lot.
Contact: (052) 59 3172, Portarlinton.

1967 S/S, good order all round, always garaged, \$1,600. Also crown wheel and pinion with bearings (unused), \$150.
Contact: L. Gardiner, 33 Moore Street, Colac, 3250.

SWAP

Series IV S/S car, wagon and imperial catalogue, 12 pages, colour, 17" x 11", mint condition, exchange for similar '59/'60 Series II (side flash).
Contact: T. Marshall, "Merton", Yelarbon, Qld, 4388.

WANTED

W/manual for H/Hawk Mk I or II.
Contact: John Berry, Ph: (062) 31 8357 or write to G.P.O. Box 2349, Canberra, 2601.

Old clocks going or not, even if incomplete.
Contact: Bob Kennedy, Ph: 789 5119.

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Workshop Manuals:-

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

Service Manuals:-

Model 9/20	1926	x1
Snipe 12	1933	x1
Snipe 80, 16/60 & Pullman	1934 - 35	x1
Snipe 18 & Pullman	1936 - 37)	x1
Imperial & Pullman	1938 - 39)	
Hawk Series 1 (Scientific Auto Series)		x1
Singer Gazelle & Vogue (Pitmans)		x1

Technical Bulletins:-

Model 12 - Vogue	1936 - 37	x1
Model 16 & Snipe, Imperial & Pullman	1938	x1
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Hawk	Mk. 3 1949 - 50	x2
Auto Transmissions Simplified		x1
Dulux Paint Refinishing Guide		x1
Solex Carburettor Manual		x1

Parts Books & Supplements:-

Model 16/60, Snipe 80 & Pullman	1934	x1
Pullman - Snipe)		
Pullman - Ambulance & Hearse)	Mk. 2 & 3	x1
Heavy Duty Snipe Vehicles)		
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Snipe, Super Snipe & Pullman	1946	x1
Snipe	Ser. 1	x3
Snipe - Supplement	Ser. 2, 3 & 4	x2
Snipe - Supplement	Ser. 2 & 3	x2
Snipe - Supplement	Ser. 2	x1
Snipe - Supplement	Ser. 5	x1
Hawk	Mk. 3, 4 & 5	x1

continued...

Hawk	Mk. 3 to 6	x2
Hawk	Mk. 3 & 4	x2
Hawk	Ser. 1	x4
Hawk	Ser. 1 to 3	x1
Hawk - Supplement	Ser. 1	x1
Vogue	Ser. 1 to 3	x1
Hillman Super Minx	Ser. 1 to 3	x1
Hillman Minx	Ser. 5	x1
Hillman Husky & Commer Cob	Ser. 1 to 3	x1

Owners' Handbooks:-

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

Man-Hour Schedules

Snipe	MK 2,3 & 4	x1
Hawk	MK 3,4 & 5	x1
Hawk & Snipe	Ser. 1,1A, & 2	x1

General:

Rootes Parts & Accessories Bulletin		
Churchill Service Tools		
Payen Gasket Guide 1977		
Repcos Master Parts Catalogue		
Loctite Technology		
Patons Brake Parts Catalogue		
Lucas Equipment & Spare Parts Catalogue 1957, 1961 & 1962		
3M Automotive Products Catalogue		
Hawk and Snipe brochures		x3
Randalls Bearing catalogue No. 85		
Goss Fuel pump parts catalogue No.2 1953		
Lorimer Ignition Parts 1973		
Repcos engine bearings (to 1968)		
Australian Motor Manual Road tests; all 1953 cars		

Restored Cars Magazine - Nos. 52 & 53 - The History of Humber	x2
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Non Technical Books on Motoring Themes:-

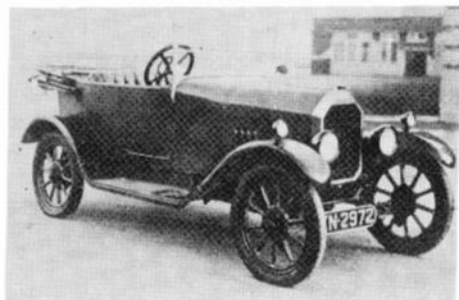
Rolls Royce Stories	
First Overland	
Eurasian Moke	
Tiger Alpine Rapier (Sporting Cars from the Rootes Group)	
Motoring for Pleasure	
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Also available are a range of workshop manuals covering Rootes commercial vehicles, Commer Karrier, 4ton to 12ton petrol & diesel engines, etc.

For loan of any of the above publications contact the club librarian, Dave Denner on tel.03 874 7016, or write to him at the club address shown above.

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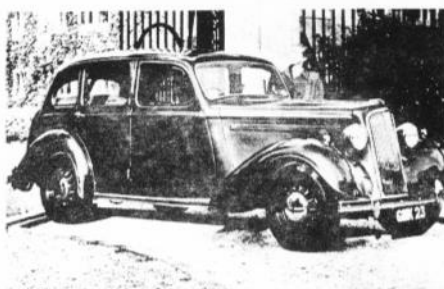
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