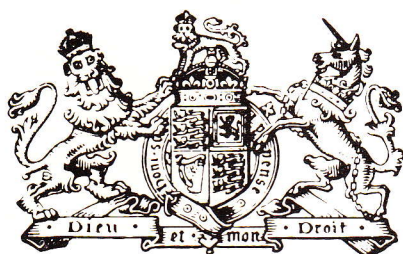


June 1985

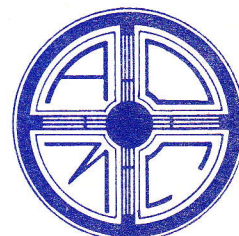
# *The* **HUMBERETTE**



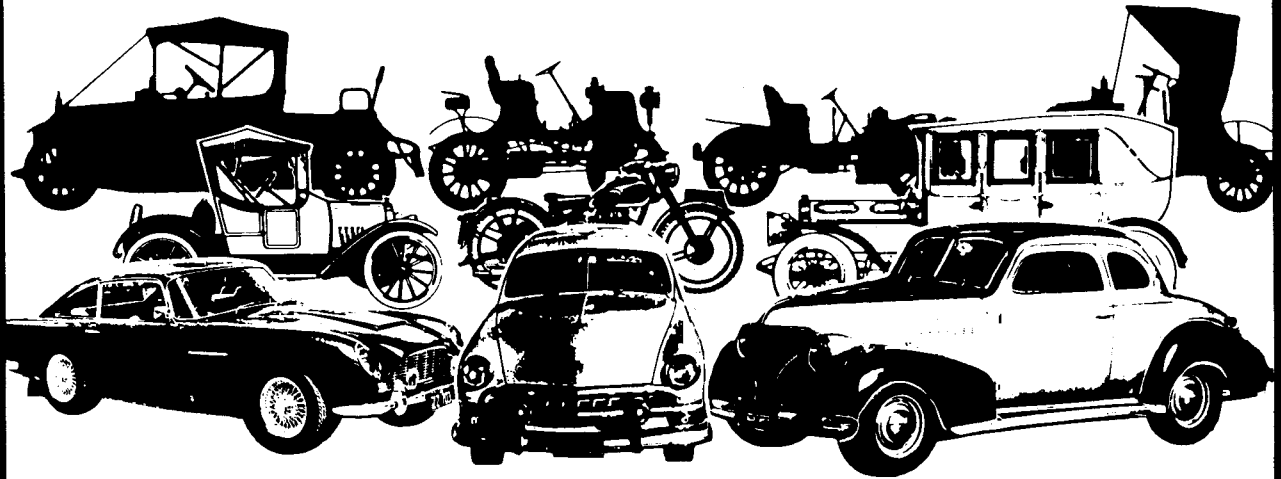
By Appointment to  
The Royal Family

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

# CALENDAR

- JUNE 28TH. GENERAL MEETING. 8.00PM.  
(SPEAKER AND FILM: HISTORICAL TRAMWAYS ASSOCIATION).
- JULY 14TH. BARBEQUE AND SOCIAL AFTERNOON. COMBINED OUTING WITH  
WOLSHLEY CLUB. MONASH UNIVERSITY.  
SEE INFORMATION THIS ISSUE.
- JULY 26TH. SPECIAL GENERAL MEETING. 8.00PM. FOR ACCEPTANCE  
OF NEW CONSTITUTION AND TO APPROVE INCORPORATION.  
FOLLOWED BY GENERAL MEETING.  
SPEAKER: R.O.S.T.A.
- AUGUST 11TH. C.H.A.C.A. SWAP MEET. CHIRNSIDE PARK SHOPPING  
CENTRE, LILYDALE.
- AUGUST 18TH. TALHOF RESTAURANT; WARBURTON. SMORGASBORD LUNCH.  
(COMBINED RUN WITH CHEV. CLUB).
- AUGUST 23RD. GENERAL MEETING. 8.00PM.  
(SPEAKER: INSURING AN OLDER CAR).
- SEPTEMBER (TBA). PRESIDENT'S SPECIAL.
- SEPTEMBER 27TH. GENERAL MEETING. 8.00PM.
- OCTOBER. \*\*\*\*\*
- OCTOBER BIRTHDAY MEETING. 2.00PM. SUNDAY OCTOBER 20TH.  
NO GENERAL MEETING THIS MONTH.
- \*\*\*\*\*
- \*\*\*\*\*
- NOVEMBER 3RD. CONCOURS D'ELEGANCE, PRIDE OF OWNERSHIP AND HUMBER  
CAR DISPLAY. DEEPDENE PARK.
- NOVEMBER 16/17TH. BENDIGO SWAP MEET.
- NOVEMBER 22ND. GENERAL MEETING. 8.00PM.
- NOVEMBER 30TH. ANNUAL PRESENTATION DINNER. GOLDEN LANTERN RESTAURANT.

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HUMBER CAR CLUB OF TASMANIA: COMMITTEE MEMBERS.

MEMBERSHIP ENQUIRIES: ROSS BROMLEY, 31 PEDDER ST. STH. LAUNCESTON. 7249.  
PHONE: (003) 430 446.

NEWSLETTER/PUBLICITY: MAX. HEAZLEWOOD. 6 WOODWARD AVE. HILLCREST, BURNIE. 7320  
PHONE: (004) 312 894.

\*\*\*\*\*

**JULY OUTING: \*\*\*\*\***

**WHERE:** MONASH UNIVERSITY RECREATION CENTRE. WELLINGTON RD. CLAYTON.  
(MELWAY REF. MAP 70 F12)

**WHEN:** SUNDAY 14TH JULY.

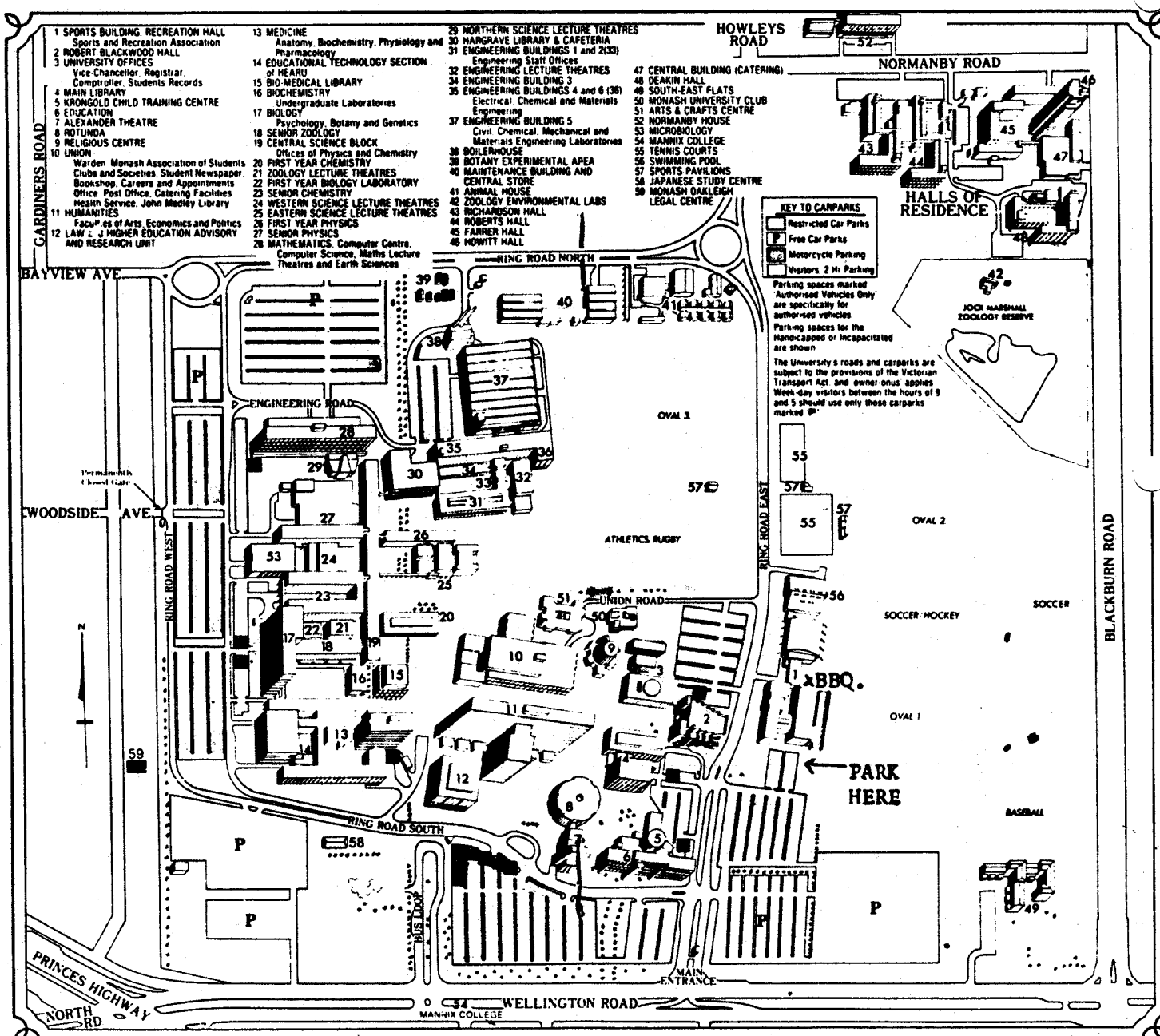
**TIME:** FROM 11.30 AM. ARRIVE FOR BYO BARBEQUE LUNCH OR JUST COME DURING THE AFTERNOON FOR SPORTING AND SOCIAL ACTIVITIES.  
WE HAVE INVITED THE WOLSELEY CLUB TO SHARE THIS DAY WITH US.

**DIRECTIONS:** MAKE YOUR OWN WAY TO MONASH AND ENTER VIA THE MAIN ENTRANCE IN WELLINGTON RD. PARK YOUR CAR WHERE INDICATED ON MAP BELOW.  
THE RECREATION HALL, SWIMMING POOL, TENNIS COURT AND AMENITIES ARE RIGHT NEAR-BY. (SEE MAP).

**LUNCH:** BYO PICNIC OR BBQ. A PIE WARMER IS AVAILABLE IN THE RECREATION ROOM, ALSO HOT WATER URN. TEA AND COFFEE SUPPLIED. (BRING YOUR OWN CUPS).  
SNACKS, DRINKS AVAILABLE FROM THE KIOSK.

**ACTIVITIES:** TENNIS; HEATED ,UNDERCOVER POOL, WADING POOL, SAUNA AND SPA. (A SMALL CHARGE APPLIES); INDOOR AND OUTDOOR GAMES; WESTGATE GIRDERS DISPLAY.

**DEVONSHIRE AFTERNOON TEA PROVIDED.**



# 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        | 397 7836     |
| 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     |

## HUMBER ROADSTER 1926 9-20 MODEL

4 cylinder overhead inlet, side exhaust valve, RAC HP rating 8.35. Develops 23.5 HP at 3000 RPM. 19 in. wheels. Ground up restoration carried out by Bob Kennedy. Owned by Bob & Nancy Kennedy.



## PRESIDENT'S REPORT

Here we are again, it only seems a week ago that I put pen to paper on my last report, that's what happens when you are having a good time. Believe me a good time was had by all that attended the long weekend up at "Wangaratta" in and around the "Fox's" lair.

We certainly were on the move, travelling around the country side. The Country looked a picture, the leaves turning colour, in the distance snow covering the mountain tops.

First thing in the morning and at night it was cold but during the day it was a bit nippy but nice.

Brian Fox (local member) joined in whenever his business and other commitments allowed him, also Brian opened his house to all of us up there on the Saturday night where each and everyone enjoyed a Fox's pie night and a chatter. By the end of the night we all had our fill and learnt that Brian's pies are not the normal meat pies, I was surprised at all the different types he produced.

Not only his delicious pies did we enjoy but some of his cakes from his bakery, washed down with Bill Holme's "Red Revenge" wine and a cuppa, all up, a night to remember. Thank you again Brian.

Ian McAlpine Jnr gave us a look at the "Dark Blue Metallic" Series 5A Super Snipe that has just been put back on the road since its rebuild, I must say to both Ian Snr and Ian Jnr, job well done.

We also met Stephen and Helen Morton from Beechworth, this meeting gave us the chance to have a good look at their "Vogue", we all agreed that it is a very tidy car indeed.

On the Monday that we all left, Brian Fox led our club cars out in a convoy to the "Drage Airworld" in his white MK IV S/Snipe (some of us had a time keeping up with him). At the "Drage Airworld" we were taken around by Mr Joe Drage to see the aircraft that were gathered in the huge hanger. Well over half of these craft were the only ones of this type left in Australia or the world.

Brian revealed some of the future plans for the complex and I only hope all goes well as the plans in the future involve a transport museum.

Well enough from me for this month, happy Humbering, see you at the next outing or meeting.

Bob Kennedy.

\*\*\*\*\*  
NOTICE TO MEMBERS OF THE HUMBER  
CAR CLUB OF VICTORIA OF SPECIAL GENERAL MEETING IN  
CONJUNCTION WITH THE MONTHLY GENERAL MEETING AT 8PM ON FRIDAY 26.7.85.

The business of the special general meeting shall be to consider the following resolutions.

To authorise the secretary of the Humber Car Club of Victoria to incorporate the club under the provisions of the Association Incorporation Act, 1981.

To adopt the proposed statement of purposes of the Humber Car Club of Victoria Incorporated.

To approve the Model Rules for an Incorporated Association as modified for adoption as the rules (constitution) of the Humber Car Club of Victoria Incorporated.



## CLUB INCORPORATION AND THE NEW CONSTITUTION.

### WHY INCORPORATE?

As the club currently stands, members are liable should an accident/personal injury occur on a club outing and the person injured decide to sue the club.

One way to provide protection for all members from such liability is to incorporate the club. Legislation enacted by the State Government in July 1983 allows this to be done at minimal cost to the club providing certain conditions are met.

One requirement is that the club's constitution must comply with the requirements laid down by the State Government.

The committee has been working towards this objective and a copy of the revised constitution (model rules as modified....) is enclosed.

In order for the club to be incorporated a minimum of 51% of all members must vote in favour of Incorporation and acceptance of the new constitution.

In order to give every member a chance to vote on this important matter a proxy voting form and stamped addressed envelope is enclosed.

THE COMMITTEES URGES EVERY MEMBER UNABLE TO VOTE PERSONALLY AT THE SPECIAL GENERAL MEETING ON JULY 26TH, 1985 TO COMPLETE AND RETURN THE PROXY VOTING FORM AS SOON AS POSSIBLE.

REMEMBER IT IS IN YOUR INTERESTS TO INCORPORATE THE CLUB.

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### MINUTES OF GENERAL MEETING OF HCCV HELD AT DEEPPENE HALL ON 24-5-85.

President Bob Kennedy declared the meeting open at 8.20pm and welcomed all members and visitors present.

APOLOGIES: Rob & Barbara Dunlop, Gordon Price, Steven Isaacs, Patricia Daly, Harold Underwood, Ron & Eleanor Forth, Nancy Kennedy.

MINUTES: Minutes of the last meeting as printed in the Humberette were accepted as a true record of proceedings moved Peter Davenport, seconded Cyril Huxstep.

CORRESPONDENCE: In: H. Brasche, J. McMahon, - New Membership subs; Club exchange magazines; Shakon Insurance; G. Price - letter; P. Ryan - advice on restoration; P. Strauss, D. Barker - membership enquiries; Reservoir Copying Services - Statement; J. Byrne - withdrawal of sale ad.; AOMC - petition; E.R. Strange, auctioneers - cars and parts auction; J.W. Swing Band; Deepdene Hall Committee - hiring charges.

Out: N. Densley (Tas) regalia list; J. Noonan, C. Carr re vehicles for sale; 3 membership application forms; Deepdene Hall re hall hire; Wolsley C.C. - Monash day; K. Willimott moved; P. Davenport seconded that correspondence be received.

TREASURER'S REPORT: On the Treasurer's behalf, the secretary reported a balance of \$966.36 (as at 24/5/85) in the cheque account. D. Judd moved; P. Shelden seconded that treasurer's report be accepted.

### EDITOR'S REPORT:

Barry reported that most of the new address labels had now been typed. He was awaiting notification of membership renewals from Tasmania. Margaret Willimott moved that the report be received and that a vote of thanks to Marie Grande for typing of labels be recorded. Seconded Peter Davenport and carried unanimously.

TECHNICAL OFFICERS'S REPORT: Des has details of a Series 3/4 Snipe give away. A warning was issued on the incorrect practice of overtightening wheel studs on Series Snipes. They should be tightened to 56 ft. lbs. It is hoped to obtain some literature on unleaded petrol in older cars.

LIBRARIAN'S REPORT: Keith pointed out the club library list was published in this months magazine. There is a "borrowers' book" to sign when borrowing books etc. Bill Holmes moved and Des Judd seconded that the Librarian have the authority to purchase suitable literature when located.

SOCIAL SECRETARY'S REPORT: On behalf of the social secretary, Edna Huxstep reported that the presentation dinner date would be changed to the Saturday following the week of November meeting.

#### GENERAL BUSINESS:

1. Peter Davenport commented favourably on the current publication of Rootes Service Bulletins in the magazine.
2. Velvet Caps: Vic Wilson moved D. Judd seconded that 50 caps as per sample be ordered. Carried.
3. Parts for Sale: Series I-IV doors, bonnets, books, see David Dunlop. Various steering parts - give away - see Fred Page.
4. Petition re duty of old car parts: Members were requested to check restored Cars Magazine for this.
5. Monash BBQ/Social Day July 14th: Norm Watt indicated some of the facilities available on this day and reminded members that it would not be necessary to negotiate steps or long distances to displays on foot.
6. October Birthday Meeting: It was moved by Bill Holmes, seconded V. Wilson that the October General Meeting be brought forward to 2pm. Sunday October 20th and appropriate celebrations be arranged for that day.
7. Club Spare Parts Register: Afte considerable discussion P. Davenport moved and K. Willimott seconded that the club committee draw up a programme for listing of parts, to be collated by the committee or a member nominated by committee. Carried.
8. Technical Services: Norm Watt and Lloyd Hughes offered information on the following technical services they had used - Dunbar Vinyl Welding, La Hona Leather Upholsterers.

There being no further business the meeting closed at 9.30pm and members adjourned for supper.

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#### SECRETARY'S NOTES

This month's newsletter contains a very important document - our proposed new constitution - adoption of the new constitution is necessary before the club can achieve its goal of incorporation - thus becoming a separate legal entity (body) from its members and capable of standing alone in a court of law.

This is a most necessary safeguard for all of us and particularly for the committee who are usually the first members in the club to suffer any flak.

I strongly urge all members who are unable to attend the July meeting to complete and return their proxy voting forms now.



If all goes as planned, next month should see the start of our "Spare Parts Register", and you will be hit with another form to fill in. In the meantime scout around amongst your accumulated "Humber Bits" and make a mental note of all those that are surplus to your requirements. One way of getting rid of them is by a one way trip to the local tip. Result: tidy garage, cleared yard, full tip and fewer Humbers!

Let's consider the alternatives; with your help, the Club's Technical advisors are willing to organise a register of all your surplus spares thus making them available to others in need and earning a small monetary reward for yourself.

We all want to see Humbers still on the road in 20 years time and that won't happen unless we organise now to keep the spare parts that are available. Small spares, if donated to the club, pose no problem for storage, but unfortunately we don't currently have access to any sizeable area for the storage of body panels and larger mechanical parts. Any offers?

Now is the time to get this register off the ground and actively assisting all Humber owners who want to continue restoring and driving Humber cars.

Enough lecturing - now for something pleasant!

For our tenth celebration, the October meeting date (Friday 25th) has been brought forward to Sunday Afternoon October 20th at 2.00pm. This Sunday afternoon time slot we hope will enable everyone to join in the birthday festivities and afternoon tea following on from a brief business meeting. Make it a date now.

Meanwhile I look forward to seeing you all at the next meeting and at our BBQ social day at Monash University.

Don't forget your proxy voting forms.

Margaret.

\*\*\*\*\*

#### MEMBERS ATTENDING WANGARATTA OUTING.

Forths, McAlpines, Holmes, Kenndey's, Hughes, Willimotts, Mortons, Brian Fox, Peter Davenport, Bary Bosnich.

\*\*\*\*\*

#### -NOTICE-

All Series Hawk and Snipe owners will find a registration form from the Series Humber Register (UK) with their newsletter. Members who are interested in having their cars added to the register can simply fill in whatever details they have and return with their voting slips.

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#### FOR SALE

1963 S/Snipe, 90,000 miles, grey duco, red leather seats, Reg. Nov. '85. Good condition, \$900. Mrs J. Noonan, 8/663 Inkerman Road, Nth Caulfield, Ph: 509 1865.

1960 S/Snipe. Ideal car for restorer. Located at Cobram High School. P.O. Box 387, Cobram Vic 3644 or phone Automotive Teacher, R.D. Simkin, (058) 72 1199.

\*\*\*\*\*

## WANTED

35 mm Film strip projector or adaptor for use with a 35mm slide projector. Peter Davenport Ph: 458 2531.

For Series IV S/Snipe front seat and carpets (Grey) boot mat. Snipe emblem for boot lid, owner's manual, phone Fred on 781 5169.

Front shockers for early series S/S (Armstrong A.T 10) stem fittings, top and bottom, Barry Bosnich 460 4505.

Workshop manual for Series IV S/S, also complete trafficator switch for steering column. Joe McMahon (052) 37 6992 Apollo Bay.

Old clocks - going or not. Old wind up record player - going or not. Ph: Bob Kennedy 789 5119.

Desperately - Nest of tables, Jacobean, Edwardian or similar vintage. Cond. not important. Nancy Kennedy 789 5119.

## \*\*\*\*\* NEW MEMBERS

A warm welcome is extended to the following members who have joined the club this year.

David & Joy Barker, Geelong - Sr. V S/Snipe; John & Maureen Bell, Kew - Sr. IV S/Snipe; Hardy & Judy Brasche, Bendigo - MK II S/Snipe; Robin & Brenda Cooper, Colac - MK IV Hawk, MK II S/Snipe; Wal Henningsen, Noble Park - Sr. IV S/Snipe; Rhys & Elizabeth Jones, Templestowe - Sr. VA S/Snipe Estate; Ronnie Li, Doncaster - Sr. III Vogue; Thomas Lawry, Geelong - Sr. V S/Snipe; Grant & Ruby Murray, Geelong - Sr. V S/Snipe; Stephen & Helen Morton, Beechworth - MK IV Hawk, Sr. II Vogue; Joe McMahon, Apollo Bay - Sr. IV S/Snipe; Dale O'Sullivan, Brighton - 1935 Snipe; Roy & Merle Pepprell, Bayswater - MK IV S/Snipe; Edwin Roberts, South Hedland W.A. - Sr. V S/Snipe; Joe Serve, Elsternwick - MK II S/Snipe; Charles Speed, Warnambool - Sr. IV S/Snipe (x3); Norm Watt, Mt. Waverley - 1935 Snipe 80, Sr. III Vogue; Mrs Lainey Ward, Mt Waverley - Sr. VA S/Snipe; Mrs Joy Holloway, Moe; Philip Strauss, Kalorama - 1933 Humber Snipe.

\*\*\*\*\*

## SEEN AND HEARD

(SEEN) At vintage drivers meeting (Showgrounds) country members John Hosking (Bendigo) and Charles Speed (Warnambool).

(HEARD) Staff of Carr's Motors (ex Humber dealers) have reopened workshop at 453 High Street, Kew.

(SEEN) Hilda Sadlon's MK VI Hawk complete with paint respray.

(HEARD) Ron Forth has become an owner of Ser. II S/Snipe.

(SEEN) At Vic Wilson's, 670 x 15 Tyres being retreaded through Tyre Service at Reservoir for \$22.00 each. More details next newsletter.

(HEARD) Bill and Joan Holmes taking up permanent residence at Indented Heads.

\*\*\*\*\*



# Market

## FOR SALE.

Metallic Grey Series VA Super Snipe in excellant condition.

Original 89,000 miles, mechanically A1, bodily A1.

Asking price \$2,000 or nearest offer. Phone; 002 252106.

## FOR SALE.

Series V Super Snipe. Ex Bank of N.S.W. management fleet car.

112,000 original miles. Mechanically A1. Has a dent in front left hand gaurd (hit parking meter) hence the asking price of \$675.00.

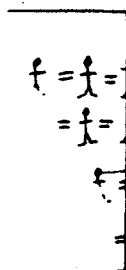
Phone; 002 252106.

## FOR SALE.

Genuine one owner Series One Super Snipe. For further information please ring; 002 252106.

## WANTED TO BUY.

Series IV,V,VA diff. centre (no banjo housing) in good reliable condition. Also a pair of Lucas P700 Tri-Bar light units as fitted to Series II Snipes. One of mine is badly cracked. I'm still chasing that elusive Mk III Super Snipe front screen rubber, so if any of you fellow Humberers know of the whereabouts of a good one give me a buzz on 004 312894 or write to M.Heazlewood, 6 Woodward Ave. Hillcrest, Burnie 7320, Tas.



★ "IT'S too late to signal now, Mrs Townley!"

## STATISTICS ON MOTOR CARS SOLD IN AUSTRALIA 1923-1957

This list of cars will carry through alphabetically on all popular makes sold in Australia, in any reasonable sort of number. Makes excluded are not in the records we have because they would be special or private importations or too few in numbers registered to be listed. Sources of information come from old motor trade publications used by car dealers and garages in the late 30s and mid 50s.

### HUMBER

Chassis number on front dumb iron to 1930. On dash plate under bonnet, 1931 and later.

1923. 8hp. 4-cyl. Inlet valves in head, side exhaust valve. Battery ignition. Cox-Atmos carburettor. Leather faced cone clutch. Three-speed gearbox, right-hand control. Lucas single unit dynamo. Thermo-siphon cooling. Quarter-elliptic front, and half-elliptic rear springs. 7ft. 10½in. wheelbase.

11hp. 4-cyl. Magneto ignition. Four-speed gearbox. 9ft 1in wheelbase. 760 x 90 tyres. Similar construction to 8hp.

15.9hp. 4-cyl. Magneto ignition. 10ft 3½in. wheelbase. 820 x 120 tyres. Similar construction to above except pump water circulation.

1924. 8hp. 4-cyl. Magneto ignition optional. Continued practically unchanged.

11hp. 4-cyl. High-tension wires are led through bracket. Practically unchanged.

15.9. 4-cyl. Clutch lined Ferodo instead leather. Force-feed lubrication of inlet valve rockers instead of drip feed.

1925. 8/18hp. 4-cyl. Magneto ignition standard. Continued practically unchanged.

12/25hp. 4-cyl. Tyres now 765 x 105.

15/40hp. 4-cyl. Slightly increased bore.

1926. 9/20hp. 4-cyl. This is 8/18hp redesigned. Auto-vac tank with petrol tank at rear. Three-speed gearbox, right-hand control. Brake on transmission immediately behind gearbox. 8ft 6in wheelbase, 4ft track. 27 x 4.40 tyres.

12/25hp. 4-cyl. Has transmission brake immediately behind gearbox. 760 x 105 tyres. Practically unaltered.

15/40hp. 4-cyl. Unaltered, except 4-wheel brakes now standard.

1927. 9/20hp. 4-cyl. Semi-elliptic springs all round. Practically unchanged.

14/40hp. 4-cyl. 9ft 8in wheelbase. 31 x 4.75 tyres. Other chassis details as 6-cyl. model below.

15/40hp. 4-cyl. 10ft 6in wheelbase. 31 x 5.25 tyres. Last year this model.

20/25hp. 6-cyl. Magneto ignition. Pump cooling with thermostat. Cone clutch. Four-speed gearbox. Semi-elliptic springs. 31 x 5.25 tyres. 10ft 6in wheelbase. Starter has 2 to 1 reduction to enable starter to spin motor fast. Radiator distinctive appearance, almost octagonal shape. Fan-driven water impeller.

1928. 9/20hp. Four-wheel brakes now completely enclosed and operating levers carried on front axle beam. Shock absorbers standard, also spring gaiters. Radiator higher and steering wheel lower. Two-way petrol tap gives 1 gallon reserve.

14/40hp. Shock absorber between engine and dash-board. Single-plate clutch instead cone. Lower steering wheel and higher radiator.

20/25hp. Automatic spark advance on magneto. Single-plate clutch, coupled to gearbox by short shaft with fabric joint at each end, instead cone. Brakes have Dewandre vacuum-servo motor. Radiator further forward. Headlamps set higher. Body lower on frame.

1929. 9/20hp. Single-plate clutch replaces cone. New radiator design, taller and narrower.

14/40hp. Continued as before. Last year of this model.

16/50hp. 6-cyl. 10ft 2in wheelbase. 4ft 8in tread. Three-speed gearbox, separate unit. Pump water circulation.

20/25hp. 6-cyl. Now 11ft wheelbase.

1930. 9/20hp. 4-cyl. Few alterations. Battery now carried in cradle under front seat. Front mudguards extended back a further 4in. Chrome-plated bright parts. Last year this model.

16/50hp. 6-cyl. Now has 4-speed gearbox with silent third. Duo-servo four-wheel brakes. Half-elliptic springs with Hartford shock absorbers. Silent bloc shackles placed at front end of front springs. Chrome-plated bright parts. Chassis Nos. from 17367 up.

Snipe. 23.8hp. 6-cyl. Four-speed gearbox with silent third, unit construction. Half-elliptic springs with Hartford shock absorbers. Silent bloc shackles. Modern body lines. Wheelbase 10ft. Chassis Nos. from 19367 up.

Pullman. Similar engine and design to "Snipe", but larger, more elaborate, and with more refinements. Wheelbase 11ft.

1931. 16/50hp. 6-cyl. Chassis Nos. from 22500 and up. Snipe. 6-cyl. 23.8hp. Chassis Nos. 26500 up.

Pullman. 6-cyl. 23.8hp.

All models have new type of wire wheels with large hub and chromium-plated cap. Radiator shutters thermostatically controlled. Gear lever now centrally located. Positive fuel pump, camshaft driven, supplies Stromberg down-draught carburettor. Luvax shock absorbers on both axles. Brake drums provided with double covers to make them waterproof. Brake cross-shaft and pedal shaft carried on oilless bushes.

1932. 16/50. Induction system remodelled. Down-draught carburettor, superseded by up-draught system with air cleaner towards rear of cylinder block. Larger headlamps. Chassis Nos. 24950 up.

Snipe and Pullman. New down-draught Stromberg carburettor. Snipe chassis Nos. 29090 up. All models have new design steering and braking systems; Luvax shock absorbers now placed transversely across frame; new pattern mudguards; double wind-shield wiper, sunvisor and cigar lighter; new instrument panel (oblong) with "cubby" holes either end.

1933. 12hp. 4-cyl. Side valve engine. Four-speed gearbox, silent third, centre control. "Cushioned power" principle of engine mounting. Bendix duo-servo brakes. Down-draught carburettor. 8ft 2¼in wheelbase, 4ft 3in track. Chassis Nos. 12/1001 and up.

16/50. 6-cyl and Snipe, 6-cyl. 23.8hp. Similar except for power. Alterations include adoption side valve engines mounted on "cushioned power" principle. Gear lever mounted on cross-member of frame. Startix automatic starting. Longer wheelbase, 10ft 2¼in, gives longer bonnet. Beaver tail. Tandem windshield wipers mounted in scuttle. Chassis Nos. from 16/2000 and 25/1000, respectively.

Pullman. 6-cyl. 23.8hp. Similar to above, except for 11ft wheelbase.

1934. 12hp. 4-cyl. Lucas startix. Free-wheeling and clutchless gear change. Beaver tail. Chassis Nos. from 12/1701 and up.

16/60. 12hp. Snipe and Pullman. New radiator with outward sweep towards the base, fitted with chromium plated shutters. Longer bonnet, bonnet doors with plated spear-shaped handles. Redesigned wings with bold valances and sweeping lines continued through running-boards. Pronounced reverse curve of rear body panel. New four-speed synchro-mesh top and third gearbox, and free-wheeling. Permanent jacks fitted. Two silencers. Chassis Nos. 16/60 from 16/4150 up. Snipe from 25/5150 and up. Pullman from 25/P5150 and up.

1935. 12hp. 4-cyl. 98¾in wheelbase. 17 x 5.50 tyres. New chassis frame with cruciform bracing amidships. Engine and radiator moved several inches farther forward. Front mudguard valances carried forward to base of radiator. Transmission synchronised all four gears. Handbrake lever mounted below fascia board. Chassis Nos. 12/20001 and up.

Snipe. 6-cyl. 23.8hp. 124in wheelbase. 18 x 6.00 tyres. Chassis as above. Chassis Nos. 25/9001 and up.

Pullman. 6-cyl. 23.8hp. 132in wheelbase. 18 x 7.00 tyres. Chassis as above. Chassis Nos. 25/P9001 and up. All have cushioned power; all synchromesh gears. Sixes have free-wheeling.

1936. 12hp. 4-cyl. Chassis Nos. 12/22001 and up. Snipe. 6-cyl. 26.88hp. Same chassis as above. Chassis Nos. 25/4001. Pullman, 6-cyl. 26.88hp. 132in wheelbase, with wide track as above. 16 x 7.50 tyres. Chassis Nos. 25/P4001 and up. New bonnet, radiator and front mudguard assembly gives improved appearance. Shell set further forward, decreased in width and increased in depth. Bonnet sides have no louvres, but have long beadings. Front extension of mudguard valance completely encloses dumb irons. Sixes have new frames braced by box-sectioned cross members and "Evenkeel" front suspension incorporating transverse leaf spring.

1937. 12hp. 4-cyl. Last year of this model. Chassis Nos. 12/24032 and up. Snipe. 6-cyl. 26.88hp. Chassis Nos. 25/66165 and up. Pullman. 6-cyl. 26.88hp. Chassis Nos. 25/P66165 and up. Continued practically unchanged. V-fronted 2-piece windshield with driver's side hinged to open on Snipe saloons. Ventilating panels on front door windows. Instrument panel in centre of dash with cubby hole each side.

1938. Snipe. 6-cyl. 20.9hp. Smaller edition introduced. Wheelbase 114in. 16 x 6.00 tyres. Chassis Nos. 5000500 and up. Snipe Imperial. 6-cyl. 26.88hp. 124in wheelbase. 16 x 7.00 tyres. Chassis Nos. 6000500 and up. Pullman. 6-cyl. 26.88hp. 132in wheelbase. 16 x 7.50 tyres. Chassis Nos. P6000500 and up. All models have pressed steel spoke wheels.

1939. 6-cyl. 114in wheelbase, sedan, 31 cwt. Snipe. 20.9hp. 114in wheelbase, Eng. Nos. 5001966 to 5002199. Chassis Nos. 5001978 to 5002128. Sedan 30½ cwt. Super Snipe. 6-cyl. 26.88hp. 114in wheelbase. Eng. Nos. 8100748. Chassis Nos. 8100965. Sedan 32 cwt. 16. 6-cyl. 16.95hp. 114in wheelbase. Chassis Nos. 410097. Chassis Nos. 410096. Sedan 31 cwt.

1940/41. Snipe. 6-cyl. 20.9hp. 114in wheelbase. Eng. Nos. 5002068. Chassis Nos. 5002021. Sedan 30½ cwt.

1946. Super Snipe. 6-cyl. 26.88hp. 114in wheelbase. Eng. Nos. 8730006. Chassis Nos. 8730006. Sedan 32 cwt. Pullman. 6-cyl. 26.88hp. 127½in wheelbase. Eng. Nos. 8730018. Chassis Nos. 8730018. Sedan 38 cwt. 1947. Pullman. 6-cyl. 26.88hp. 127½in wheelbase. Eng. Nos. 8730025 to 8730062. Chassis Nos. 8730025 to 8730062. Sedan 38 cwt. Super Snipe. 6-cyl. 26.88hp. 114in wheelbase. Eng. Nos. 8770047. Chassis Nos. 8770047. Sedan 32 cwt.

1948. Hawk. 4-cyl. 13.95hp. 114in wheelbase. Eng. Nos. 5800324. Chassis Nos. 5800324. Sedan 28 cwt. Super Snipe. 6-cyl. 26.88hp. 114in wheelbase. Eng. Nos. 8770666. Chassis Nos. 8770666. Sedan 32 cwt.

1949. Super Snipe. 6-cyl. 27hp. 117½in wheelbase. Eng. Nos. 8800382. Chassis Nos. 8800382. Sedan 34½ cwt. Pullman. 6-cyl. 26.88hp. 131in wheelbase. Eng. Nos. 9800135RLO. Chassis Nos. 9800135RLO. Sedan 41½ cwt. Hawk. 4-cyl. 13.95hp. 105½in wheelbase. Eng. Nos. 5900439R30. Chassis Nos. 5900439R30. Sedan 25½ cwt.

1950. Hawk Mark III. 4-cyl. 13.95hp. 105½in wheelbase. Eng. Nos. 2710001. Chassis Nos. 2710001. Sedan 23¾ cwt.

1951. Hawk Mark IV. 4-cyl. 16.25hp. 105½in wheelbase. Eng. Nos. A5001171RSO. Chassis Nos. A5001171RSO. Sedan 25 cwt. Super Snipe [Mark III]. 6-cyl. 26.88hp. 117½in wheelbase. Eng. Nos. A8000526RSO. Chassis Nos. A8000526RSO. Sedan 35 cwt.

1952. Imperial. 6-cyl. 26.88hp. Eng. Nos. A9000605RSO. Chassis Nos. A90003805RSO. Sedan 41½ cwt. Super Snipe. 6-cyl. 26.88hp. 117½in wheelbase. Eng. Nos. A8001800RSO. Chassis Nos. A8001800RSO. Sedan 35 cwt. Hawk Mark IV. 4-cyl. 16.25hp. 105½in wheelbase. Eng. Nos. A5002700RSO, A5031172WSO. Chassis Nos. A5002700RSO, A5031172WSO. Sedan 25½ cwt.

1953. Super Snipe. 6-cyl. 29.4hp. 115¾in wheelbase. Eng. Nos. A8215002WSO. Chassis Nos. A821500WSO. Sedan 35½ cwt. Super Snipe Mk. 4. 6-cyl. 29.4hp. 115¾in wheelbase. Eng. Nos. A8215020WSO. Chassis Nos. A8215020WSO. Sedan 35 cwt. Hawk Mk. 5. 4-cyl. 16.25hp. 105½in wheelbase. Eng. Nos. A5203562RSO. Chassis Nos. A5203562RSO. Sedan 28 cwt. Super Snipe Mk. 4. 6-cyl. 29.4hp. 115¾in wheelbase. Eng. Nos. A8202539/9RSO. Chassis Nos. A8202539/9RSO. Sedan 35 cwt. (Indistinguishable from 1953 model).

Hawk Mk. 5. 4-cyl. 16.25hp. 105½in wheelbase. Eng. Nos. A5210324HSO. Chassis Nos. A5210324HSO. Sedan 26 cwt. (Indistinguishable from 1953 model).

1955. Hawk Mk. 6. 4-cyl. 16.25hp. 105½in wheelbase. Eng. Nos. A5450095WSO. Chassis Nos. A5450095WSO. Sedan 27½ cwt. Super Snipe Mk. 4. 6-cyl. 29.4hp. 115¾in wheelbase. Eng. Nos. A8204157/1RSO. Chassis Nos. A8204157/1RSO. Imported sedan 35½ cwt. Aust. assem. sedan 35 cwt.

1956. Super Snipe Mk. 4. 6-cyl. 29.4hp. 115¾in wheelbase. Eng. Nos. A8430072WSO. Chassis Nos. A8430072WSO. Sedan 35½ cwt. (Indistinguishable from 1955 model). Hawk Mk. 6. 4-cyl. 16.25hp. 105½in wheelbase. Eng. No. A5453042WSO. Chassis Nos. A5453042WSO. Sedan 27 cwt.

1957. Hawk Mk. 6. 4-cyl. 16.25hp. 105½in wheelbase. Eng. Nos. A54537130DWSO. Chassis Nos. A54537130DWSO. Sedan (Aust. assem.) 27½ cwt. Super Snipe Mk. 4A. 6-cyl. 29.4hp. 115¾in wheelbase. Eng. Nos. A8460076WSO. Chassis Nos. A8460076WSO. Sedan (Aust. assem.) 35½ cwt.

### HUPMOBILE

Serial numbers on instrument board and near steering column at right side of dash under bonnet. Engine numbers on cylinder block or crankcase, near-side.

1923 [Early]. Model R. Headlamp rims taper at back over lamp. 18in steering wheel. Snubbers fitted. 32 x 4 straight-side tyres. Timken front wheel bearing.

1923 [Late]. Model R. This is the first "drum headlight" model. It differs from the early 1923 model in the following respects: Four water outlets in cylinder head, double-plate clutch, larger gearbox, "Lynite" pistons and connecting rods, drum headlights, Stewart speedometer.

1924 [Early]. Model R. Same as late 1923, with following exceptions: 3-inch longer wheelbase, longer and heavier springs, larger shackle bolts (5/8-in.), dome mudguards, vacuum tank on left side of engine, engine slopes towards rear, larger petrol tank, slightly higher scuttle, and taller radiator, oblong dashboard instruments.

1924 [Late.] Model R. Same as early 1924, except for the following. Cam and lever steering, all ball steering joints, fabric universals, skeleton grey iron pistons, spring steel plates on outside of rear shackles.

1925 [Early]. Model R. Same as late 1924, except for following. Ball and Trunion universals small wheels and balloon tyres.

1925 [Late.] Model R. Atwater Kent ignition (battery), banjo-type diff. single-piece windscreen. Single-plate long clutch.



6 Woodward Ave., Hillcrest, Burnie 7320, Tasmania.

(TASMANIA)

Telephone: 004 312894

17th June 1985

Hello fellow Club members!!

I am directing this letter mainly to those Club members who own or are thinking of owning or restoring Mk II or III Super Snipes, Pullmans, Imperials and all other derivatives of this particular period.

Mainly it concerns front windscreen rubbers, rear glass rubbers Tyres and parts in general.

The Old Auto Rubber Company of Sydney are prepared to remanufacture front screen rubbers for the Mk II & III Snipes. There is a catch though, they need a minimum order of six to make it worth there while.

Have you had a good look at you rubbers lately (screen that is) They may be worse than you think. Even if they are in reasonable condition I don't think that \$50 odd is much to pay for a new one in any case, even if you don't use it immediately.

Considering the number of present and potential owners, it should not be too difficult to arrange at least six orders if not more. If you really care for your Humber you will give this offer serious consideration.

Rear window rubbers are also available from the aforementioned company; Part No. 218.35 at \$5.00 per metre. Also mudguard piping at \$1.70 & \$2.00 per metre.

If you are interested in the above please contact either myself or the Club. The more orders received, keeps the price down.

Could any members also help supply me with the following MkIII parts: An alloy or cast iron cylinder head, clutch plate, new or good secondhand, clutch master cylinder in good condition, steering wheel hub surround, or complete steering wheel in good condition.

Any help with these parts will be greatly appreciated.

While I was in Launceston recently a friend of mine managed to unearth a whole pile of MkII-III spares, a lot of them are new. Trouble is the guy who has them is now divorced and all the parts..Con

Cont/ previous page.

are in the custody of his ex - wife. She has moved to Canberra and left them in the hands of her mother who is a bit on the odd side to put it mildly.

My friend who made arrangements for me to view the said parts has been trying every second night to confirm my visit, has been getting no answer. We have since found out that she is in the habit of leaving the phone of the hook. Which is not all that supprising when you check out the house; really weird, with barbed wire evrywhere and heavy steel mesh on the inside of the windows, strange, very strange.

The guy who had all this stuff, apparently wrecked nine, thats right nine!!! MkII,III Super Snipes over a ten year period. As for the new parts, most of them came from what used to be the local Rootes agent and includes every thing from Bonnets to bootlids, steering columes to starter motors, wheels to wiper motors, chrome trim to contact breakers.

There is even a brand new gearbox in its original wrapping. A new windscreen complete with rubber and chrome surround. Such a hoard is much tootantalising to let it slip through the fingers, so I will be staying with the scent as it were and sniff out some more clues.

The same problems are happening here as they are in England and elsewhere and that is that too many Club members take the attitude that their cars don't need spare parts untill they find out when it is too late. The time to hunt out those elusive spares is NOW!!!

Antique Tyre Supplies of 134 McEwan Road, West Heidelberg, 3081 telephone: 03 4584433 can supply the following tyres:

|          |           |       |         |
|----------|-----------|-------|---------|
| 650 x 16 | Firestone | Black | \$95.50 |
|----------|-----------|-------|---------|

|          |   |       |          |
|----------|---|-------|----------|
| 650 x 16 | " | White | \$126.00 |
|----------|---|-------|----------|

|          |   |       |         |
|----------|---|-------|---------|
| 700 x 16 | " | Black | \$97.00 |
|----------|---|-------|---------|

|          |   |       |           |
|----------|---|-------|-----------|
| 700 x 16 | " | White | \$127.00. |
|----------|---|-------|-----------|

These are proper car tyres and not light truck tyres. I for one would rather have my car ride and handle as befits a car of the Humbers class. The white walls on these tyres are 4 inches wide. I would much prefer the narrow whitewalls, but as far as I know, these are not avaiilable.

On the screen rubber issue, please put your thoughts to paper or give me a buzz, or contact a Club official. Untill next time good Humbering.

Max Heazlewood.

**W**e have often commented that the classic car movement as we know it today got into its stride too late to benefit many cars of the 1940's and '50s and as a result too many fine cars have become comparatively scarce. The 'Mark' Humber Super Snipes illustrate this quite well. Over about eight years up to 1956 some 30,000 of these cars were made including the heavy duty models

(hearses and ambulances – or perhaps it should be the other way around) and the CKDs. Of these, fewer than 200 are known to have survived (although doubtless there are more) according to the Post-Vintage Humber Car Club. One of these survivors, the Mk III Humber Super Snipe owned by John Easton of Worthing, is the subject of this feature.



Humber was a long established manufacturer with a reputation for producing well built motor cars by the time the company was acquired by the Rootes brothers in 1930. Humbers were to be the top of the range Rootes models. The reputation lived on. Post-war Humbers were still being built to a high standard and the Super Snipes were reasonably priced, but performance was not a high priority. By the late 1950s, that section of the market which had previously been

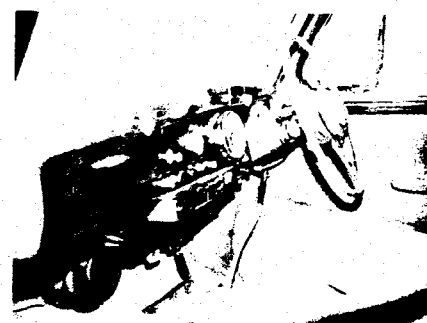
satisfied by large and impressive looking saloons in the medium price range was beginning to show a preference for much more performance, and for more modern engineering and styling.

In 1952 the Super Snipe was still 'modern' with a body style which had been introduced with the Mk II model in 1948. The Mk II model was different in some external details. For example it had no removable rear wheel spats, the running boards had full length rubber treads, the bonnet and mascot was slightly different and the rear number plate was integral with the bootlid. Some earlier models also had windcreens which hinged open and although the Mk III had a fixed windscreen the screws were still to be seen in the upper frame of the screen. The Mk III Super Snipe came with some chassis improvements including slightly softer suspension and lighter steering. Just for the record, the Mk IV Super Snipe was of similar styling but without the rear quarter windows and also without running boards, and of course this model had the new overhead valve 4139cc engine.

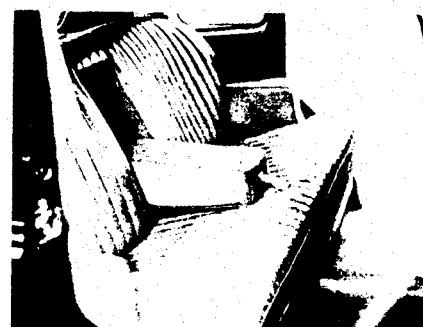
The main features of the Mk III model were the 4086cc sidevalve engine (which, like the transverse leaf spring front suspension, had been in use for many years) and the four forward speed gearbox with column change. There are semi-elliptic springs with dampers and a Panhard rod at the rear.

Mr Eastons Super Snipe is a particularly fine example finished in gleaming black paint with beige leather upholstery and a discreet quantity of wood on the dashboard and doors. It contains a few non-standard items such as a fire extinguisher and extra fuses, and there are flashing indicators too, but to preserve the good appearance of the car they have been incorporated into the front and rear lights. This has been typical of Mr Eastons method of carrying out the few minor modifications which he has required. A further example of this is the manual cut-out for the automatic choke, the 'switch' for this being a duplicate of the bonnet release handle.

On settling into the driving seat my first impression was that the back of the seat was too near to the vertical and too firm. In fact I soon became very comfortable and began to appreciate the upright and fairly elevated seating position. Forward visibility was good,



*The dashboard is tasteful and partly finished in solid timber which extends to the glove compartment to the left of the picture. A valve radio is fitted and the panel adjacent to the radio which contains an ammeter and four warning lights is a later addition. The handbrake can be seen on the right.*

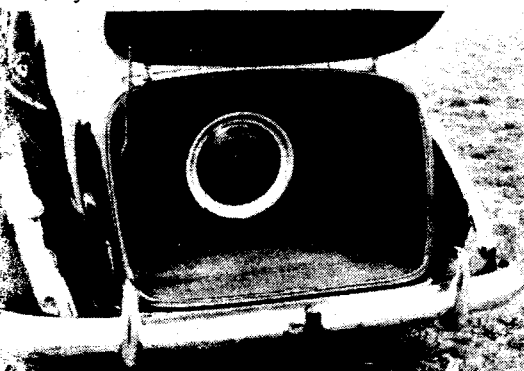


*The rear seats are also very comfortable with a folding armrest and generous legroom.*

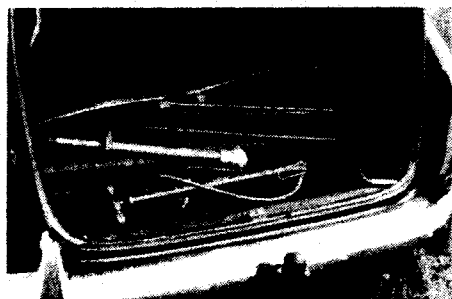




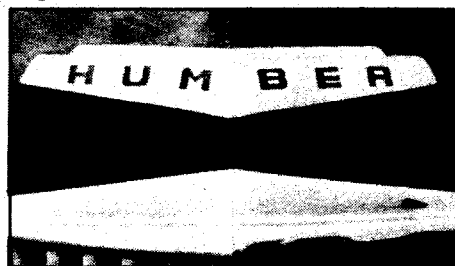
The door window sealing rubbers move up and down with the glass as do the chrome trims on the front door windows.



The boot houses the spare wheel...and a set of tools in their own compartment beneath the boot floor.



The Mk III Super Snipe has running boards which are partly covered with rubber treads — unlike the Mk II which had fully covered running boards and the Mk IV which had no running boards.



Humber Super Snipe Mk III

CONTINUED

particularly as the interior mirror had been mounted above the windscreen rather than on top of the dashboard where it had previously obstructed the view of the nearside front wing and wing mirror.

I had not expected this Humber to have anything in common with the E-type Jaguar which had been my most prized possession some twenty years ago, but it had, and it was a small detail, a starter button. Turn the key and press the button and the E-type would leap into action, ready to leave everything else on the road standing. The Humber

The imposing lines of the Humber Super Snipe appears to owe a great deal to American styling of the 1930s but it is none the worse for that.

This Humber looks very long and sleek but is actually (at 15' 10 3/4") slightly shorter than (for example) a Mk VI Bentley.

started immediately too, but simply purred obediently like a very old and experienced butler awaiting my next instruction. The clutch on the Humber is operated directly by a lever from the pedal and the pedal requires firm pressure and has quite a long travel. By contrast the accelerator pedal was light and progressive in its action making it easy to control. There are four forward gears, first gear being a very low ratio which Mr Easton advised me was rarely needed. Yet again my preconceived notion about difficult column gearchange mechanisms was to be shattered — the Humber's gearchange mechanism worked perfectly. It seemed that all the joints in the mechanism were of the adjustable ball and socket variety, and they were obviously very well adjusted.

I was not at all sure of what to expect of this Humber once I took the wheel. Would it seem awfully large, heavy and sluggish? Not at all. In fact it proved to be an easy car in which to drive very smoothly, and without the dreadfully embarrassing hiccups which can occur when a newcomer mishandles the gears. Acceleration could not be described brisk but the car displayed a very satisfying capability for picking up speed unobtrusively and without fuss and when I thought that I had reached 40 mph a glance at the speedometer confirmed that the speed was actually 60 mph. The brakes were good, much better than I had expected in fact, but I did notice that after a few yards of braking with only moderate pressure on the pedal the effectiveness of the brakes seemed to increase noticeably and the pressure on the pedal needed adjusting accordingly.

The size of the car was not a problem in itself. Forward visibility was good, and the seats, as I have already indicated, proved to be extremely comfortable and provided a nice driving position. There were no problems at all with the controls, except for the steering, which was very light indeed and in which there was more free movement than I would have liked. The steering had been made lighter for the Mk III Super Snipe which was probably a good thing, and I do not know whether the amount of free play in this car is unusual. At any rate the combination of these features created some problems for me. I found myself sitting fairly close to a large steering wheel which required a relatively large amount of movement for each of the many minor steering corrections which needed to be made. This was particularly apparent on straight stretches of road although the car certainly did not wander about on the road when left to its own devices. The problem loomed large to me at the time because I quickly discovered that the only way to avoid overcorrecting the steering was by anticipating when each correction would be needed, and this required a lot more concentration. No doubt I would have become accustomed to this given time. In every other respect the car was a pleasure to drive, covering around 17 miles per gallon (on longer journeys) smoothly and remarkably quietly. It was, and is, a superb example of the model and a credit to Mr Easton. □

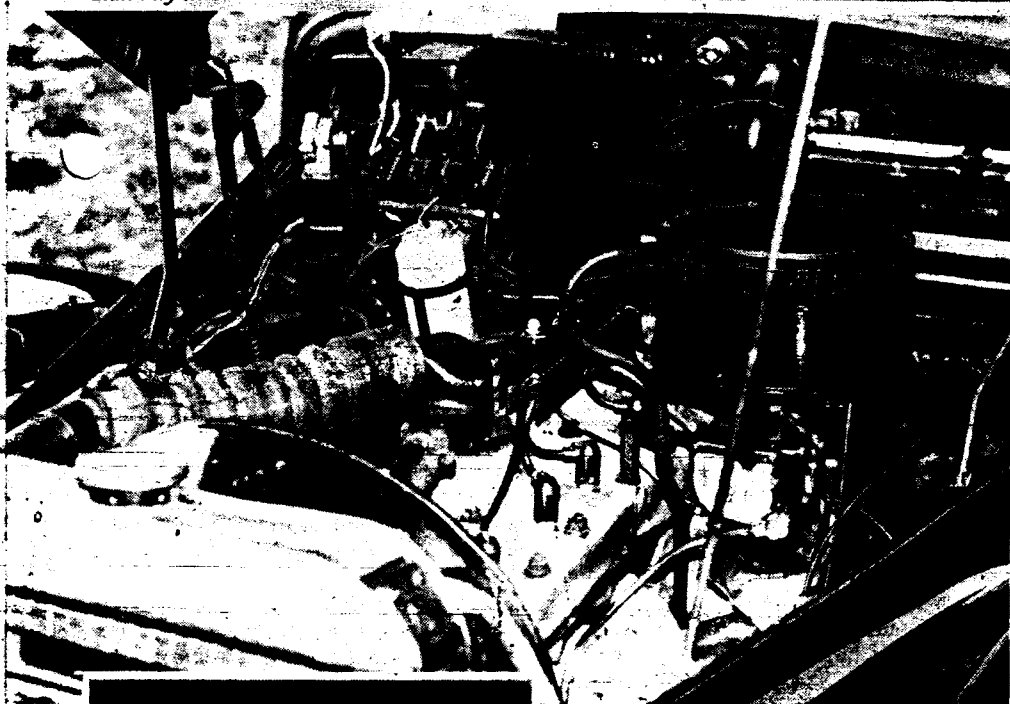


Note the hinged section of the grille which allows access for the starting handle. Perhaps it is not so difficult to turn a 4-litre engine on the handle when the compression ratio is only 6.25:1 — I didn't try it.



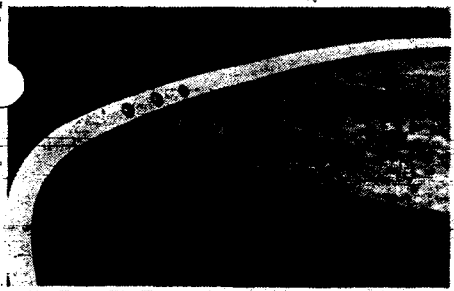
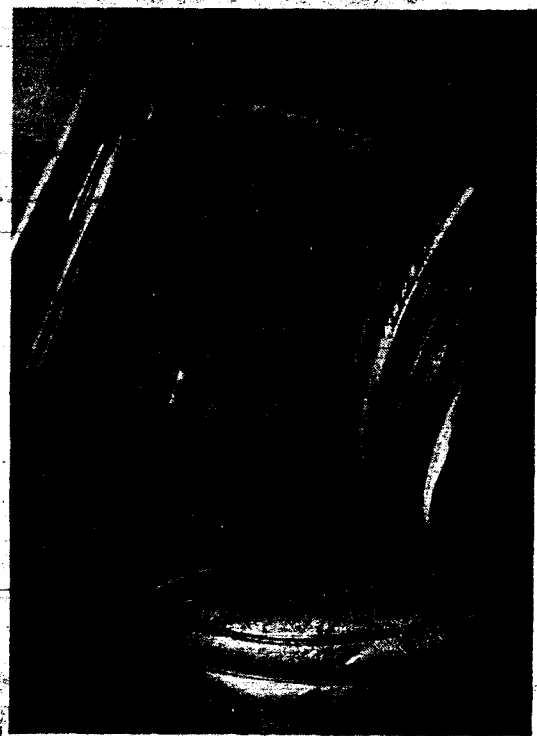
Mr Easton explains the finer points of his Super Snipe — note the height of the seats above ground level.

The entire front seat can be adjusted fore and aft but there is no rake adjustment. The headrest is a period extra.



There is not much space to spare under the bonnet — note the rather nice cover for the six plug leads. After more than 131,580 miles this car is still using its original starter motor and also the original dynamo brushes.

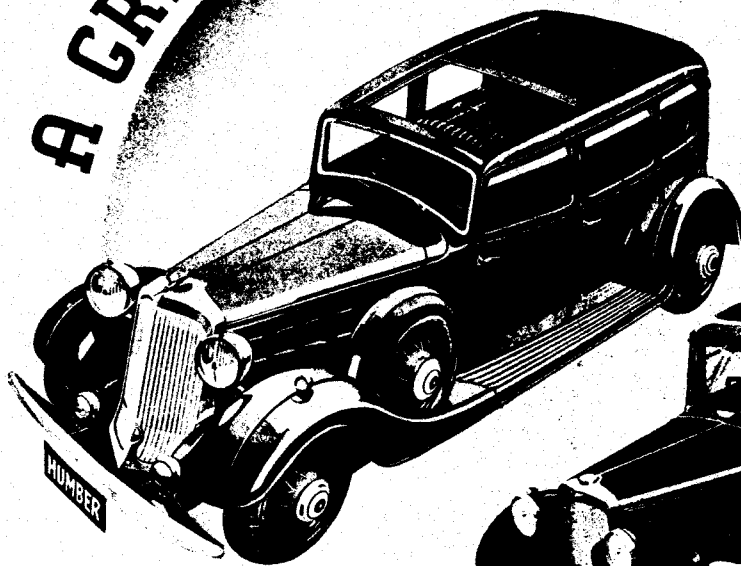
Features to note at the rear of the car are the removable wheel spats, and the opening rear quarterlights.



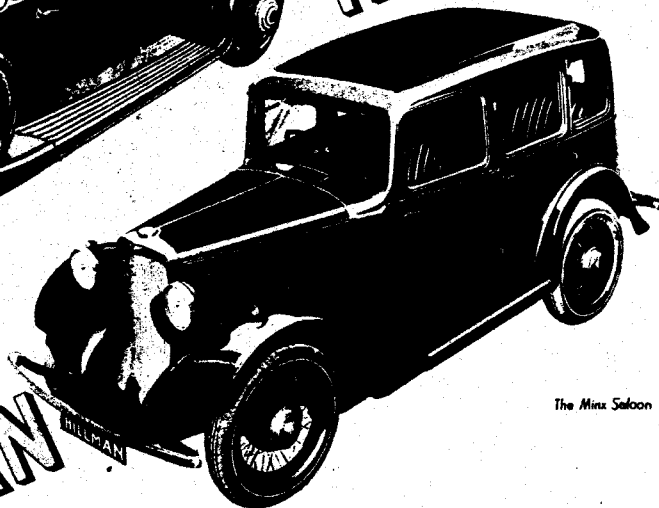
A set of screws on each side of the upper windscreen frame is a reminder of the opening windcreens on earlier models. The wipe blades park below the screen.



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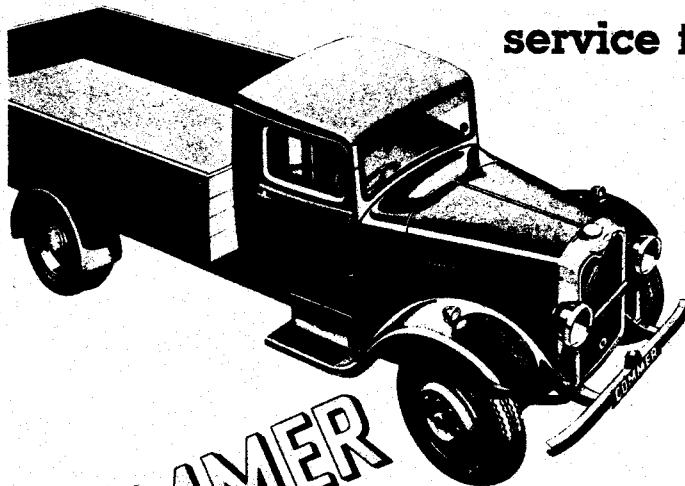
The Snipe "80" 6-light  
Saloon



The Mini Saloon

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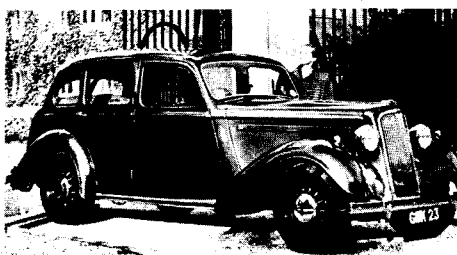


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