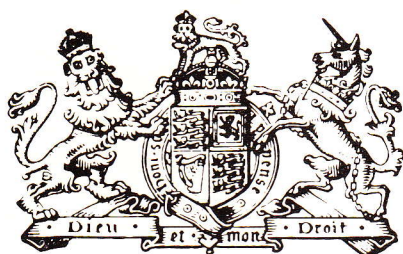


March 1982

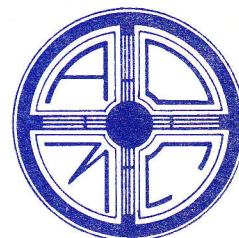
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

P.O. BOX 35, FRANKSTON, 3199

COMMITTEE 1982/1983

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

SOCIAL CALENDAR 1982

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

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

FOR EXPERT HUMBER SERVICE

CARR'S MOTORS PTY. LTD.

(BOB THWAITES, Manager)

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

HILLMAN — HUMBER — COMMER SERVICE

Automobile Engineers — New and Secondhand Spares Available

Experienced former Rootes Group Dealers

Golden Fleece Service Station

PRESIDENT'S REPORT:-

You will have by now checked the new Committee list for 1982, as elected at the last General Meeting at "Deepdene Park" hall. I am sure you will join me in welcoming the new Members and wish them all the best. The Committee has grown a little so as to ease the work load a bit. For the Technical Officer, Social Secretary's and Editor's positions have been filled with two people which should make things quite a bit easier for them.

To the Members who have stood down from the Committee I would like to say a very big thank you for the grand effort that they put in to helping the Club through a difficult year and a special big thank you must go to Adelaide Underwood for her wonderful efforts throughout the year. Adelaide has always had and still has our Club on her mind, always trying to think up new ways to bring in money for the Club, always with a happy, caring word for the Members and families. We have all enjoyed Adelaide's efforts throughout the year, thank you again Adelaide.

Harold Underwood had been right there with Adelaide all through the year, Harold has put in a huge amount over the last 12 months quietly working along helping whenever and wherever he could. He has not only been a Committee Member but a very good friend to each and every one of us in the Club.

By the time you receive this Newsletter the outing at "Morningson Racecourse" for the British Motoring Show will be over. I can't comment on this event at this time but I'm sure that it will be a big success, we have a lot of entries, so at this stage all I can say is I hope the weather holds good for the big day.

The problem of getting our Newsletter sorted out and posted away looks like being fixed up at any moment, this one is being done by Lloyd and Pam Hughes. Your next one will be put together and posted out via our new Editors. Pam Hughes in case you don't know has been helping Lloyd with the Newsletter ever since Lloyd took over as our Club Editor. Without Pam's help I don't know what we would have ended up with as one person trying to do the Newsletter by themselves is almost impossible, I think Lloyd would be the first to agree. Personally I would like to thank Pam for her work in helping to get the Newsletter out on time each month and I'm sure the whole Club joins me in thanking you Pam for your efforts.

Well I'll close down now - hope to see a good roll up at our next Meeting, at Deepdene Park on the 26th.

Bob Kennedy.

Message from the outgoing Social Secretary. -

As I close my year as Social Secretary, I wish to thank all Members and friends for their support and assistance. I hope that my successor will receive the same help during the coming year and that the Club has a successful and happy year.

Again thank you.

Adelaide Underwood.

MINUTES OF GENERAL MEETING HELD ...26th FEBRUARY, 1982.

The President opened the Meeting at 8.29 p.m. before 35 Members.

1. Bob Kennedy welcomed Members and Visitors including:-
Ralf & Beryl Baker, Gary Rowlands (MK1V Convertible) Jack
Waring.

2. Apologies - Les Lindorff, Joseph Spencer, Tom Bamber,
Dennis McGowan, Brian Beardsmore and family.

3. Minutes:- Passed. Bill Baker.

4. Correspondence In:-

Newsletters from W.C.C., H.C.C.-S.A., H.C.C. - Q/land
and H.C.C. - A.
Upwey Fire Brigade re '82 Mountain Show.
Pickels & Co. - Auction - March 21st.
British Motoring Show.

Correspondence Out:- Acknowledged above.

5. Treasurer's Report:- Nil. Des Judd told Members
the Books will be Audited by March Meeting.

6. Social Secretary's Report:- Adelaide thanked those who
helped her through the year and announced that she will
be stepping down from the position of Social Secretary.
Bob added thanks to Adelaide for a job well done.

7. Editor's Report:- Lloyd announced that Hillman Spares and
Kars Garage were willing to advertise in the Newsletter.
Lloyd also wishes to change over to A4 paper.

Lloyd also has a report on the Association of Motoring
Clubs regarding registration for hobby cars; he also
gave a quote on rear window stickers - black & white
stickers came to \$220 per 250 - he also stated that he
would make further enquiries.

8. Technical Officer's Report:- Bob Kennedy thanked Peter
Davenport for donation of gasket sets and service
bulletins to H.C.C.V..
Herb Perkins had no technical information to present.

9. Members were asked to save and return their envelopes for
re-cycling back through the mail.

10. Bob Kennedy announced Dennis McGowan's car for sale due
to engine needing attention. Car is Series VA and open
to best offer.

11. Bob then gave a brief resume of Committee-Mens Duties of
H.C.C.V. before handing the chair over to the Electoral
Officer, Norm Watt.

12. Norm Watt called for Nominations for the position of
Technical Officer - Herb Perkins was nominated & accepted.

Social Secretary - Nil.

(continued...)

Minutes of General Meeting - continued ...

Assistant Social Secretary - Mrs. Willimott. Nominated and accepted.

Librarian - Paul Carter. Nominated and accepted.

Editor - Nancy Kennedy.
Assistant Editor - Denise Judd

Secretary - Des Judd. Nominated and accepted.

Treasurer - Peter Sheldon. By proxy.

Vice President - Lloyd Hughes. Nominated & accepted.

President - Bob Kennedy. Nominated and accepted.

Norm Watt then returned the Chair to Bob Kennedy, President Elect.

13. The President has left the position of Social Secretary open until other Members have been notified.
Bob welcomed the New Committee for 1982 and then turned the Meeting over for general discussion.

Des Judd apologised for the failure of the West Gate Bridge Authority for not turning up.

Bob Kennedy closed the Meeting at 10.00 p.m.

.

SECRETARY'S NOTES:- (Next Meeting March 26th)

Not a lot to report this month except that dues are coming into the post box at a great rate which is very encouraging but if you haven't as yet made yourself financial, send in your remittance very soon so that we can ascertain the total Membership for 1982.

Last Months "Practical Classics" Magazine shows a photo of a very interesting extended Series IV Super Snipe, one of only a very few built. The car features a longer wheel-base with quarter windows set into the rear roof line a LA Series V. Rear doors are squared at the top and look to be the same as fitted to estate wagons. A very impressive looking Humber.

Speaking of Wagons, Bob Kennedy's Series V will be coming off the road for a body restoration. A vinyl roof has already been fitted and looks quite smart too. My own wagon is now off the road awaiting the same restoration including interior re-furbishing. Perhaps late '82 should see both these cars rubbing door handles at the Concours.

Another car I'm looking forward to seeing restored is Gary Rowland's Mark IV Super Snipe convertible. Gary has quite a job in front of him and I only hope the H.C.C.V. can provide the parts, information and expertise to help put this car on the road.

Our Guest Speaker from the West Gate Bridge Authority who was due at the February Meeting has assured me that April will be the Meeting he can attend. Apparently wires were crossed as to when the talk would take place but if you come along to the April Meeting you are in for a very interesting night's entertainment including a film on the great bridge's construction. Des Judd.

HANDY HUMBER HINTS - BLOW IT !

Compressed air is helpful if you happen to have a compressor but most home workshops don't. One use for the airline is to blow through fuel lines and similar, but you can make use of a foot pump for this job if you rescue an old valve unit from an inner tube. Just force it into the end of the pipe, and use the foot pump to build up enough pressure to blow the debris through - it usually works.

GREASE GUN TIP

If you get one of those grease nipples which are awkward to approach and you can't get the gun square, or the nipple is slightly damaged, or blocked, try covering the nipple with a piece of linen cloth and then applying the gun. This often prevents the grease from squeezing out and saves a lot of frustration. It doesn't always work but it's worth a try.

O B I T U A R Y

Members would like to express their sympathy to the Beardsmore families in both Victoria and South Australia in their recent sad loss.

NOTICE: Would Members please return their Newsletter envelopes to the Club for re-use. (P.O. Box 35, Frankston, 3199)

NEXT OUTING: Family Fun Day with Wolseley Car Club at EMERALD LAKE, SUNDAY - APRIL 18th. Meet at KNOX CITY SHOPPING CENTRE, Cnr. Burwood Highway and Stud Rd. at 10.30 a.m.

FOR SALE:

1961 Hawk. Auto. Black. \$606 - 700 spent about 2½ yrs. ago on reconditioning at Collins Motors. Now unregistered. Good tyres. Should pass R.W.C. Some spares. \$350. Regularly serviced by elderly owner. Mr. Pirrie 592-2006. 41 Cluden Street, East Brighton.

1955 Hawk Mark VI O.H.V. Model. Runs well. Tyres good, slight rust, noisy diff. Reg. till 1/4/82. Best offer. Mr. Conachy, Lorne. Phone (052) 89-1457.

* 1955 Mark IV Snipe. Reg. due 11/5/82. Good motor, reconditioned brakes. Excellent duco and ndw tyres. exc. interior \$850. Maurice Byrne, 3/261 Orrong Rd., Balaclava, 3183. (Phone(Message) (03) 527-6103.

* Humber Hawk 1951 - Orig. 51,6000 Mls. 12 month's Reg. \$2,000. Ray Selby 051 - 271526.

* WANTED - Series 1 Humber Hawk. Must be in good condition. Mrs. Jean Stirling - 592 3770.

N O T E: The last page of this issue completes an article run as a "serial" in mid - 1981.

Though I have only been associated with motor cars the last twelve years or so, quite a different variety of vehicles have been in my possession, I suppose it's that "I tire of the car" or that the car becomes just too tired.

My first car was a 1955 Hillman Minx which Dad and I purchased for \$50 complete with rego and a R.W.C. On reflection, it seems such a humble little car now but then in 1969 it was my pride and joy. Having no knowledge of motor vehicles I didn't know what the red light indicating oil meant, more embarrassing I didn't know where the dipstick was or where to put the oil in, yes, I was completely ignorant of the workings of a motor car so it was probably a good thing to own a cheap little Hillman.

The Hillman had done about 100,000 miles and I added approx. another 10,000 to this, however, at this stage the teeth on the ring gear had "gone" and she used 1 pt. oil / 25 miles, no brakes and a gearchange which operated by luck. Yes, I guess that I killed that little car as I suppose most boys do with their first car.

I then traded the Hillman on a 1964 Wolseley 24/80, getting \$100 for the Hillman and owing \$800 on the Wolseley. The Wols was a real gem, genuine 56,000 miles, it had grey paintwork and pale green leather interior. The Wols was a most reliable vehicle at 109,000 miles the head had never been removed from the engine, the original gearbox still good and only the second clutch unit. However, I did experience problems with rear axles though this may have been the fault of the driver, rather than the car, as attempting James Bond type "get-aways" was thought to be fun then. The Wols also had very heavy steering, mediocre performance and a distributor that had to be removed when re-setting the points, maybe this was why the performance was so poor!! This car was eventually sold due to a loss of licence.

The next car was another Wols, but a "cheapie" that was bought from an Elizabeth Street "wholesale" car yard, enough said, I sold the car almost immediately and bought a cheaper cheapie. Along came an Austin A95, an ugly two-toned thundering old bus which had a 2.6 litre six and four speed gearbox. The Austin had a short life, something went amiss with the gearbox, so she was eventually wrecked. By now, I must have had a desire for Austins (hope I don't catch that affliction again!) as the next car was - you guessed

Cont'd....

Cars I have owned (cont'd)

it, an Austin, this time an A99 Westminster. These cars are uncommon out here as most were the Wolseley variety. It had the same engine as the A95 excepting that there were now two SU carbys and a B.W. auto/box. The 99 was a nice car to drive, approx. the same power etc. as a Snipe but with a slightly firmer ride - an enjoyable motor car. After two Austins, I must have become a little tired of them, as the next car was a Ford Zephyr MK II.

I've never really liked Fords except for Zephyrs MK II and III models. The Zephyr has a 2.6 litre six and three speed column gear change. A good friend of mine also owned a Zephyr and in all they were quite a good car, except for the gearbox. The manual gearbox is definitely the Zephyr's achilles heel. We had this gearbox out several times but regardless of repairs it still jumped out of second gear. Zephyrs were also a little spartan inside and shared a similar dash layout to the Customline with a plastic half moon arrangement for speedo, etc. Very ugly but never the less Humber used it on the MK IV - Hrrmmmm... Well, my Zephyr went well for about 3 weeks then it started jumping out of second and after the experiences with my mate's car, it was goodbye Zephyr.

Talking of Fords, I also owned a Cheverolet. A '57 model (at least I think a '57). This was a six cylinder 3 speed manual with leather upholstery and a very large resident spider that lived in the dashboard somewhere. I remember the Chev as being a little roly-polly on corners, but very comfy in a straight line, however, its stay with me was short and I sold both car and spider to a guy who wanted to "hot it up". He rolled the car shortly after and got out unhurt, so I guess it pays to have acres of sheetmetal around you. I don't know what happened to the spider!

Another car I owned around this time was a Morris Oxford 55/56 vintage, the roundy shaped one. The car was given to me as the motor had just about worn the main bearings out - however, I nursed it along for a couple of months until I loaned the car to a mate who must have given it too much throttle on too steep a hill. I think the car went to the tip; guess they'll be restored in a few years time.

I was yet to own a Humber and a friend of mine told me the virtues of the Vogues. I purchased a "tatty" Vogue Sports

Cont'd

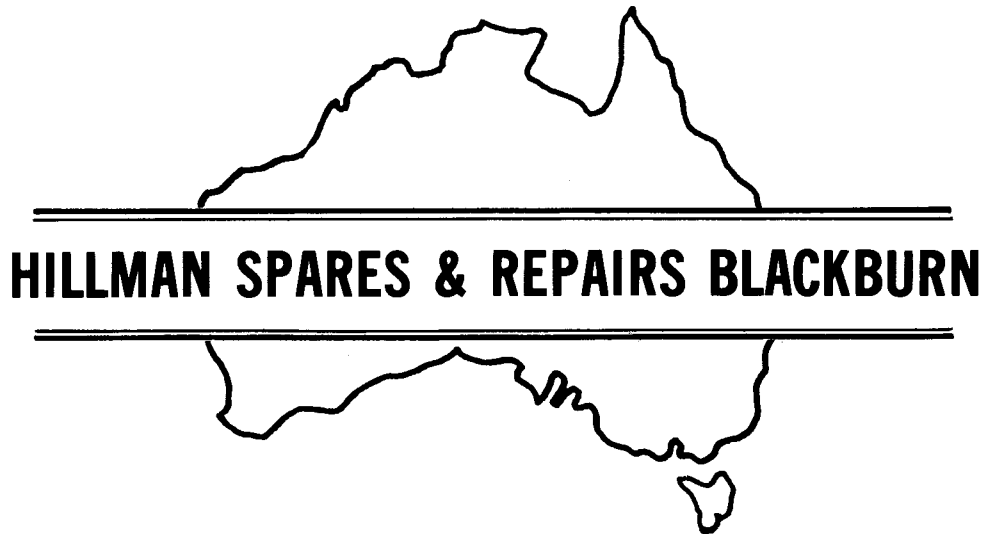
Cars I have owned (cont'd)

for \$250 in which the motor was "suspect". I drove the car until the motor expired in a cloud of smoke, I then decided the car was worth "doing up". This was my first real attempt at repairing a complete car rather than keeping them going. I had the short motor overhauled by Hillman Spares, also a C/O gearbox, new diff, brakes and tyres. I had the cylinder head "worked" with ports polished and compression ratio raised. This coupled with a Weber carb and extractor exhaust should have made her "go". All it did was make a lot of noise. Talking of noises, after I had done about 1,000 miles or so there was an odd grinding noise from the clutch area. I had the clutch out, checked the gearbox, etc. but could find no apparent cause for the noise. I sought lots of opinions to no avail. Sometime later, I discovered that the spigot bush, (which is the bronze bush locating the gearbox shaft to the flywheel) had come adrift and was rattling around the shaft and it's locating hole in the flywheel. I was not particularly impressed with the Hillman alloy head engine as they are very noisy (valve gear) and have a tendency to wear the piston rings. Having decided that hotting up a Vogue was just "not on", I purchased a Vogue MK III with a 2.3 litre 150 BHP Toyota Crown engine fitted. There were many modifications to the car which had been expertly carried out. The car was christened the "Yellow Terror" and with the extra horses under the bonnet, it "went".

In those days the "in" car for a young man was a warmed up Datsun 1600 and at the traffic light derby's they always ran a poor second. About this time my financial position had improved and I thought that "every young man should own a sports car". In 1971/72 most sports cars cost approximately \$1,500, these being Triumph TR 4 and MGB etc. However, I purchased a Daimler SP 250 which is a fibreglass bodied roadster with a 2.5 litre V8 motor. The car was a little tired, but I fell in love with it and parted with \$1,300 and the Vogue. The SP 250 was an exceptionally fast car and for about three months I thought that this was the only way to motor, until one of the flexibles on the exhaust broke, then the exhaust valve burnt out, the gearbox started to "play-up" and the diff whined along with me. The cost of repairs was astronomical, so I took the car off the road for a while. Well, it's still sitting in the garage and over the last few months I've been purchasing the bits and pieces necessary for the "forthcoming" restoration.

TO BE CONTINUED NEXT MONTH

HUMBER SPARES



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

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

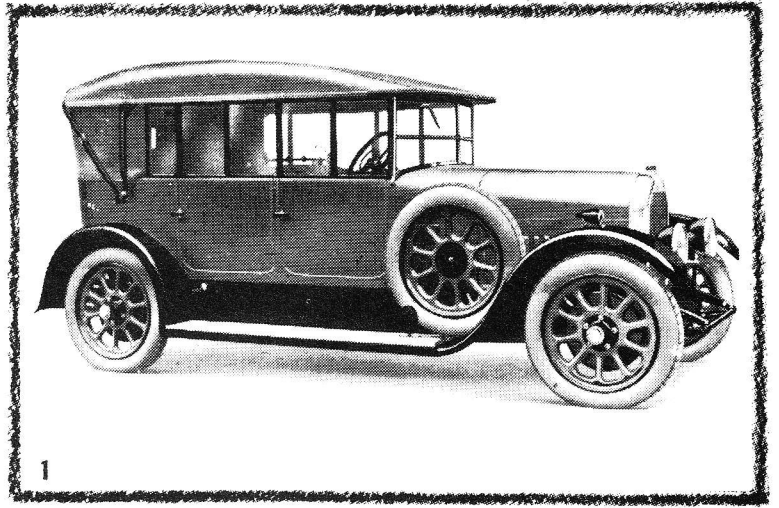
The King Pins stored in somebody's garage, may be the set that Mrs. Smith of Charters Towers needs for her 1948 Rover.

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

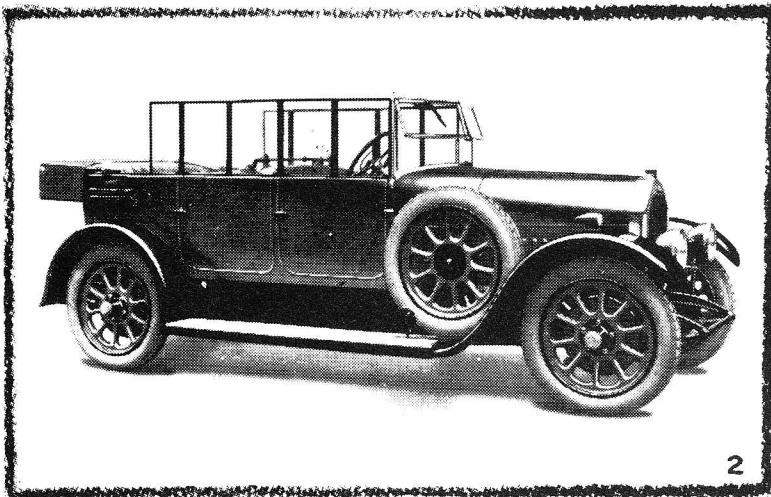
Spare parts delivery is by C.O.D. Post whereby for a \$3.00 postal charge parts will arrive the following day and the receiver pays the postman.

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





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



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

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

