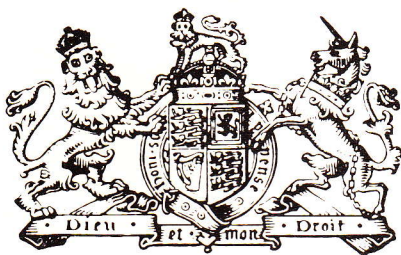


March 1985

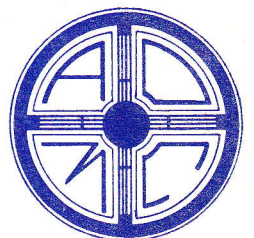
The **HUMBERETTE**



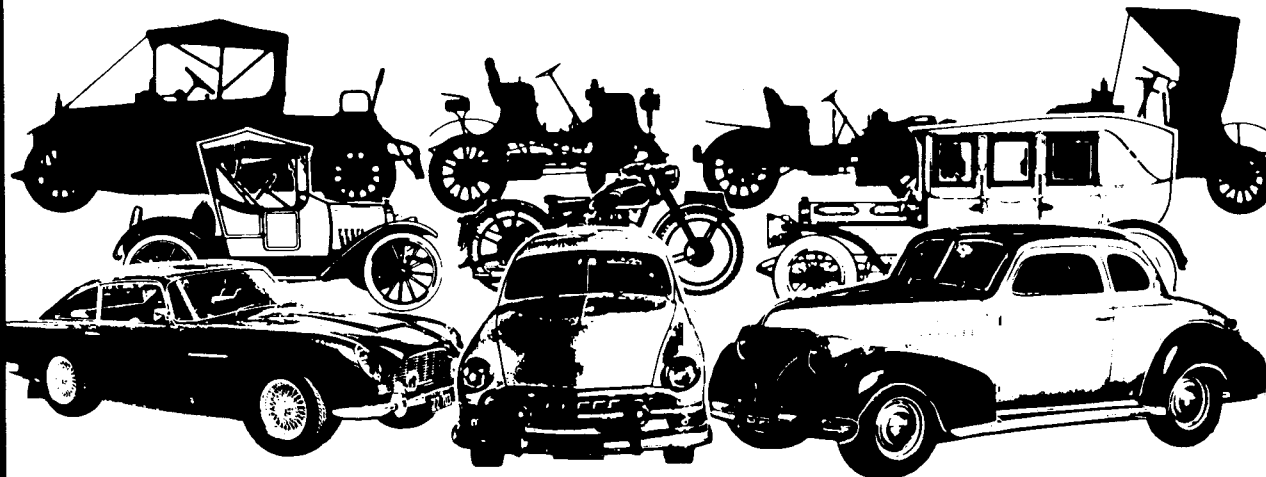
By Appointment to
The Royal Family

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

MARCH. 17TH.	FAMILY OUTING. VISIT TO ZOO.
MARCH. 22ND.	GENERAL MEETING. 8PM.
APRIL. 14TH.	DAY RUN. DARNUM MUSICAL VILLAGE. (NEAR WARRUGAL).
APRIL. 26TH.	GENERAL MEETING. 8.00 PM.
MAY. (TO BE ADVISED).	TECHNICAL DAY.
MAY. 24TH.	GENERAL MEETING. 8.00 PM.
MAY. 31/ JUNE 1ST.	VINTAGE DRIVER'S CLUB SWAP MEET. (MELBOURNE SHOW GROUNDS.)
JUNE. 8TH-10TH.	QUEEN'S BIRTHDAY WEEKEND. WANGARATTA.
JUNE. 28TH.	GENERAL MEETING. 8.00 PM.
JULY. (TBA.)	BARBEQUE AND SOCIAL AFTERNOON.
JULY. 26TH.	GENERAL MEETING.
AUGUST. (TBA.)	TALHOF RESTAURANT. WARBURTON. (COMBINED OUTING WITH CHEV. CLUB.)
AUGUST. 23RD.	GENERAL MEETING. 8.00 PM.
AUGUST. 11TH.	C.H.A.C.A. SWAP MEET. CHIRNSIDE PARK.
SEPTEMBER. 27TH.	GENERAL MEETING. 8.00 PM.
OCTOBER. (TBA.)	HCCV. 10TH BIRTHDAY CELEBRATION AND ROOTES "G.T." DAY.
OCTOBER. 25TH.	GENERAL MEETING.
NOVEMBER. 3RD.	CONCOURS D' ELEGANCE AND PRIDE OF OWNERSHIP.
NOVEMBER. 16/17TH.	BENDIGO SWAP MEET.
NOVEMBER. 22ND.	GENERAL MEETING.
NOVEMBER. (TBA.)	ANNUAL PRESENTATION DINNER.

**** REMINDER. *****

ANNUAL SUBSCRIPTIONS NOW DUE. PLEASE COMPLETE MEMBERSHIP RENEWAL FORM IN LAST "HUMBERETTE" AND FORWARD WITH SUBSCRIPTION TO THE SECRETARY, 23 HIGH ST. WATSONIA. 3087.

APRIL OUTING:

WHERE: DARNUM MUSICAL VILLAGE. (9 KM. FROM WARRUGAL.)

WHEN: SUNDAY APRIL 14TH.

MEET: AT PRINCE MARK HOTEL/MOTEL, PRINCES HIGHWAY,
DANDENONG. MELWAY MAP 90 J.11.

TIME: 10.00AM.
ESTIMATED TIME OF ARRIVAL AT MUSICAL VILLAGE::11.30 AM.

COST: INCLUDES ENTRANCE TO VILLAGE AND CONDUCTED TOUR.
ADULT: \$2.50. CHILD: \$1.25. FAMILY: \$6.50.
A REDUCED RATE APPLIES IF WE HAVE 40 OR MORE PEOPLE.

LUNCH: BYO BARBEQUE OR PICNIC LUNCH.
BBQ'S AND PLENTY OF PARKING AVAILABLE IN THE VILLAGE
GROUNDS.
WE HAVE PERMISSION FROM THE MANAGEMENT TO SET UP A
CLUB CARS DISPLAY IN THE VILLAGE GROUNDS ON THIS DAY
SO POLISH UP YOUR HUMBER BEFORE YOU COME.
AN ADVERTISEMENT WILL BE PLACED IN THE "AGE WEEKENDER"
ANNOUNCING THE DISPLAY.

VISITORS: WE HAVE INVITED OTHER ROOTES CAR CLUBS TO JOIN US FOR
THIS DAY. OTHER VISITORS WELCOME.

NOTICE: ***

1985 CLUB CONCOURS D' ELEGANCE.: To be eligible to compete in
this year's Concoure d' elegance competition and Pride of
Ownership events, cars must have attended at least three outings
or meetings during the year unless they are of pre- 1940 vintage
when the requirement is at least one outing or meeting other than
concours. A one-attendance condition applies also to Country
Members. Please make sure that you sign the attendance book
and list your car on each occasion.

CLUB REGALIA: Windcheaters (\$15.00), T-shirts (\$7.00). Postage\$1.00
Jacket patches (\$2.00), Lapel badges (\$3.00),
Windscreen stickers (\$1.00). Postage 50c.

AVAILABLE FROM: David Dunlop at Club meetings, or write sending
cheque and postage to Secretary.

**ANNUAL REPORT OF THE HUMBER CAR CLUB OF VIC.
1984/85.**

The Club has continued to progress during the year with an average attendance at meetings of approximately 30 members.

Total membership is in excess of 100 this year with approx. 20% taking out the new Family Membership rate. There are a further 20+ Tasmanian members who use HCCV. services.

Fees for 1985 have been set at the same as 1984 with a rise projected in 1986 as some membership fees do not fully cover cost of magazine production and distribution.

The 11 Sunday outings conducted during the year drew a mixed response from members, the most popular being Talhof Restaurant, the Moe run and, of course, the Concours. Other highlights of the year included the National Rally at Dubbo, the Queen's Birthday weekend tour to Bendigo and the annual Presentation Dinner at Kew.

Technical services provided during the year include access to the Club Technical Library, assistance with provision and location of spare parts, technical service data in the Humberette, speakers on various aspects of car care and maintenance, and advice from the Club Technical Officers.

The club is at present in a sound financial position and recently purchased stocks of windcheaters, T-shirts, lapel badges and jacket patches should carry us well into 1985. An order has been placed for screen printed scarves.

Authorization of the club to conduct "Red Plate" events was gained during 1984.

Progress on "Incorporation" has been slow and this must be a major priority as we go into the 1985 Club Year.

Thanks are due to all members who supported the club during the year and particularly to Editor, Barry Bosnich, whose efforts have produced an excellent magazine; also to Bob and Nancy Kennedy for their untiring work on the trading table and to Nancy for producing the new membership list. To our President, Bill Holmes, and to all Committee Members congratulations on a job well done.

We look forward to an even more successful 1985.

Margaret Willimott. (Sec.)

HUMBER CAR CLUB OF VICTORIA

Statement of Receipts and Expenditure

1 March 1984 to 27 February 1985

<u>RECEIPTS</u>			<u>EXPENDITURE</u>		
	\$	c		\$	c
Balance of Petty Cash			Subscription to A.M.O.C.	15	00
at 1 March 1984	23	26	Raffle Costs	7	00
Balance of Cheque Account			Executive Expenses	10	00
at 1 March 1984	943	65	Hire of Hall	120	00
Balance of Investment Account			Printing: Newsletter	1028	72
at 1 March 1984	700	00	Postage	251	04
Subscriptions from members	1680	00	Paper & Covers: Newsletter	251	42
Raffles	322	60	Club Events	138	66
Teas & Coffees	40	09	Annual Dinner	811	02
Trading Table	289	73	T shirts, Windcheaters & Badges	1191	11
Annual Dinner	805	00	Silk Screen	45	00
Sales: Badges and Stickers	192	50	Advertising	31	10
Sales: Windcheaters & T shirts	576	00	Post Office Box Rental	20	00
Auction	95	00	Account books, Receipt books etc.	12	20
Donations: Firms	140	00	Sundries	40	00
Country Outings	50	00	Balance of Petty Cash		
Interest on Investments	66	72	at 27 Feb. 1985	139	83
Sundries	149	16	Balance of Cheque Account		
			at 27 Feb. 1985	961	61
			Balance of Investment Account		
			at 27 Feb. 1985	1000	00
Total	\$	<u>6073 71</u>	Total	<u>6073</u>	<u>71</u>

PRESIDENT'S REPORT

My first duty as president is to thank last years committee for the sterling job that they did in running our club. Our new committee has some of the same names as last year, this I feel is to the benefit of the club, as the experience they carry with them is what makes the club run.

The elections went very smoothly thanks to Garry Rowlands handling of them. It was a pleasure to see the no-nonsense way that he went about his business. At the same time it was sad that Garry submitted his resignation from the club as he has no Humber cars anymore. Garry, I say to you both from the club and myself, you are more than welcome at the club get togethers even with your "Yank Tank" any time you want to come along.

Some of our new committee have not served on committees before, but you will never learn about these things if you do not have a go as they say in the movies, I'm sure in my mind that these members will carry out their duties without any trouble at all, other club members I'm certain will help whenever they can as they have done in the past.

In the past I have heard various comments good and bad on how the club is being run, well let me remind you it is not easy sometimes to please everyone all the time. I myself do not mind criticism as long as it is constructive criticism, this I'm sure applies to most people, so if members wish to comment please give it some thought and make sure our club is going to benefit.

Trading table:- this has brought in a fair amount of funds over the last few years, but I'm sad to say it is drying up rapidly. The same few people donate items to the table all the time, this I feel is not fair, as the table is open to all members. Money earned from the table helps pay for our newsletter, setting up of raffles, gifts for speakers etc. etc. without the table we would be unable to run the club the way we enjoy it at the moment. So what I'm mainly saying is if you can spare something for the trading table, (plants, car bits, cakes, books etc. etc.) please let us have it as we are getting desperate.

Guest speakers we get in throughout the year are various people to talk at the monthly meetings. It is sometimes very hard to arrange and yet members in the club know all sorts of people, I'm sure that some of these people would be only too happy to talk to us, so if you know anyone who fits the bill please let the committee members know so we can arrange the details. The subjects do not have to be about cars, I'm sure there are many subjects that we would all enjoy being enlightened about so over to each of you to see what you can come up with.

Almost every month of the year we have a run somewhere, trying to arrange these is sometimes time consuming, but I'm sure a lot of the members have been to enjoyable places of interest that other members would like to see. If this is so, let us know about them, and we can try and fit the suitable ones into our club calendar. Always remember the "Humber Car Club of Victoria" is our club so help our club, because you are not on the committee does not say you can not help out in some way.

While I'm on outings remember these are arranged so everyone can enjoy them, plus give the car a run so show your appreciation by coming along for a run, it is no good for your car to sit in a shed all the time, they are made to go out on all sorts of road conditions.

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

GENERAL MEETING DATES 1985/86

March 22nd	April 26th	May 24th
June 22nd	July 27th	August 23rd
Sept. 27th	October 25th	November 22nd

KEITH & MARGARET WILLIMOTT'S.

Humber Sceptre Sports Saloon Mk I 1964. 4 cyl. 1600cc engine with alloy head. 4 speed manual gearbox with overdrive on 3rd & top. Front disc brakes, power assisted comprehensive instrumentation including tachometer. This car has had 2 previous owners and has done 77,000 miles, it has recently been resprayed velvet green.



Well I think I have strained your eyes enough for the moment but before I close please remember the above items, trading table, guest speakers, help and attend outings, help your committee and if you are going to shoot me please use soft bullets, (I'm getting old).

Happy Humbling,
Bob Kennedy.

MINUTES OF THE GENERAL MEETING OF H.C.C.V. HELD AT DEEPPENE ON 22.2.85.

The President Bill Holmes opened the meeting at 8.25 pm and welcomed the 31 members and visitors present; including Pamela Batten (Series III Vogue) who was attending her first meeting and also visitor Allan McDonald.

APOLOGIES: Vic Wilson, Patricia Daly, Gordon Price, Harold Underwood & Adelaide.

MINUTES: Read and confirmed on the motion of Barry Bosnich, seconded Lloyd Hughes.

BUSINESS ARISING FROM MINUTES: Hall hire has been increased to \$15 per night. Scarves for screen printing have been ordered Jack Waring displayed a sample of the Humber design with lettering printed onto silk scarf, also lettering only on a tie.

CORRESPONDENCE: In: Fred Page (Montmorency): Series VA for sale. Edwin Robert (WA): New M'ship. Hank Pama (Wodonga): Badge repair. P. Batten: Transport to meetings. Shirley and Doug Shone: Wedding thankyou. SSB Jolimont: statement. H.C.C.Q.: Nationals Rally video.

Out: 3 membership application forms. A.M.V.C.: 2nd birthday congratulations. H. Pama, P. Batten: Club Regalia. H.C.C.Q.: Acknowledgement national video. Club Magazines: HCCA/SA, Wolseley, AMVC, Rover, Austin A40, Daimler Lanchester, Chevrolet, CHACA.
Correspondence received moved P. Davenport, seconded S. Isaacs.

TREASURER'S REPORT:	Income for year 1984/85 including interest	\$5284.87
	Expenditure	\$4003.26
	Credit Balance (Cheque A/c)	\$ 981.61
	Petty cash in hand	\$ 54.25
	Deposit Stock Investment	\$1000.00

Treasurers report accepted moved R. Dunlop, seconded Jack Lhuede.

EDITOR'S REPORT: 135 magazines mailed. This includes prospective members and exchange magazines.
Report received moved Paul Carter, seconded Ron Forth.

GENERAL BUSINESS: For Sales from members:

Lloyd Hughes: Series IV SS Auto, in car yard for \$600.

SUNDAY OUTINGS: Bob Bruce requested that the final destination of each outing be clearly published so that late comers were able to find the group.

Bob also requested that consideration be given to holding the Annual Trophy Presentation at Talhof this year. To be discussed by Committee.

Gary Rowland tendered his resignation from HCCV due to ill health and expressed his appreciation for the friendliness and companionship he had found in the club throughout his membership.

President Bill Holmes accepted the resignation with regret and wished Gary well for the future.

CONCOURS 1985: Entrants in Concours or Pride of Ownership events must have attended at least 3 outings or meetings in the car during the year. Pre-1940 cars, one function (other than concours).

WINE BOTTLING; ROOTES GT DAY: Members who purchased bottled moselle at this outing should check their stocks for signs of fermentation, any faulty bottles will be replaced if returned promptly to the Sunbeam & Talbot club. (Phone Bill Howard, President, 543 3155 Bus. Hrs.)

WANGARATTA TRIP, QUEENS BIRTHDAY WEEKEND: A limited No. of on-site vans are available at North Cedars Caravan Park. A 3 night minimum, \$20 per night applies. Bookings should be finalised by March 6th.

17th MARCH OUTING: Family day at the Zoo. Park in Poplar Road car park and meet first inside rear entrance.

MAGAZINE COVERS: Lloyd reported that extra advertising had been obtained. The quote for printing from Malcolm Gordon Graphics was the cheapest at \$260.

CAR PHOTOS FOR MAGAZINE: Keith Willimot requested suitable prints for reproducing car photos in each issue of the magazine. A friend is willing to provide this service free.

There being no further business the meeting closed at 9.15 pm and all committee positions were declared vacant.

MINUTES OF THE ANNUAL GENERAL MEETING OF HCCV HELD ON 22.2.85 AT DEEPDEENE HALL.

Chairman Gary Rowland opened the meeting at 9.20pm.

Apologies as for February General Meeting.

MINUTES: Minutes of the 1984 Annual General Meeting were read and accepted. Moved Barry Bosnich, seconded Jack Lhuede.

ANNUAL REPORT: Circulated to members and accepted as read. Moved Peter Davenport, seconded Jack Lhuede.

TREASURER'S REPORT: Steven Isaac moved, Keith Willimott seconded that financial statement as for General Meeting 22/2/85 be accepted.

ELECTION OF OFFICE BEARERS AND COMMITTEE: The Chairman then called for nominations for each position and the following were elected.

PRESIDENT:	Bob Kennedy
VICE PRESIDENT:	Bill Holmes
SECRETARY:	Margaret Willimott
ASSISTANT SECRETARY:	Patricia Daly
TREASURER:	Rob Dunlop
EDITOR:	Barry Bosnich
MEMBERSHIP REGISTRAR:	Nancy Kennedy
LIBRARIAN:	Keith Willimot
TECHNICAL ADVISORS:	Tom McAlpine, Des Judd
SOCIAL SECRETARY:	Barbara Dunlop
SOCIAL SUB COMMITTEE:	Joan Holmes, Edna Huxstep, Eleanor Forth, Ron Forth,
EVENTS COMMITTEE (Concours):	Roy Pepprell, Ossie Grande, Des Judd, David Dunlop
A.O.M.C. REPS:	Lloyd Hughes, Steven Isaacs
CLUB REGALIA/PUBLICITY:	David Dunlop.

Following election of the committee the following motion was put forward: "That nominees who were unsuccessful in gaining a place on the committee be declared extra committee members". Moved M. Willimott, seconded J. Lhuede. Peter Davenport moved an amendment that the wording be changed to "co-opted" members". The amendment was not seconded and further discussion on the current power of committee to co-opt members as required resulted in the original motion being withdrawn.

Jack Lhuede requested clarification of the position regarding nomination prior to the day of the annual meeting. This was responded to by the secretary. The new President then took the Chair and thanked retiring committee members for their work before declaring the meeting closed at 9.45pm.

Supper and a Humber Video followed.

SECRETARY'S NOTES:

Hello once again and thank you for your confidence in re-electing me as secretary. I look forward to an exciting time ahead during our tenth birthday year.

Bob has already congratulated the new committee members and my task is to thank those retiring members who have most responsibly fulfilled their duties during the past few years.

Peter Sheldon's term of office as treasurer spanned five years and despite his occasional overseas jaunts, he's always managed to make the books balance! Thanks Peter from your chief money minder!

Our thanks go also to Paul Carter for his efforts in keeping the library books circulating during the last three years and to Jack Waring who has held several different committee positions during his years of office. Paul is joining the ranks of the aspiring own-your-own home seekers this year and would no doubt be pleased to hear of any humble suburban abodes at an even humbler price, if such a thing exists any longer.

This month we welcome two new members, Ronie Li who has just renovated a Series III vogue and Grant Murray from South Geelong who has a Series V S/Snipe. We also have had contact with the new owner of the Series V S/Snipe which featured recently in Restored Cars and hope he will be joining us shortly.

On a less happy note we bid farewell to Ian Fazackerly and Daphne Fazackerly and to the Fred Page family both of whom have foresaken the stately but costly luxury of the Snipe for a smaller more economical car. If you live in the Diamond Valley area you would have noticed Fred's car featured in the local "Makin and Luby" "For Sale" ads. Impressive looking photo too. Our thanks to each of these people for the contribution they have made to building our club. We hope you have enjoyed your membership as much as we have enjoyed having you.

Members in the North East of the Stae be prepared! We expect there will be a mini invasion of "down south" Humbers over the Queen's Birthday weekend all eager to swap yarns, photos, humbering experiences and cars (oops! maybe not!). On-site accommodation at the North Cedars Caravan Park in Wangaratta is, I believe, fully booked but there is other accommodation available around the area. A full program of events will be published closer to the additional information please contact me at the club address.

Finally, I must congratulate the Tasmanian Club on their successful first year of operation. I doubt that anyone realises just how much time, enthusiasm and sheer hard work Ross Bromley has put in to getting this club off the ground and he certainly deserves a rest from 'active' duty this year. Ross seems to have eyes in a 360 degree circle where locating Humbers is concerned and it is to his credit that so many of his "finds" have joined together to form the Humber Car Club of Tasmania.

Thats all for now, yours humbly,
Margaret.

FOR SALE

Series VA parts. 1 full gasket set (new) \$30.
1 front shock absorber reco. \$8.
1 rear shock absorber needs reco. \$2.
1 back seat, red, good order \$10 plus a few sundries.
25% of take donated to club.
Fred Page A/H 439 4952.

1965 Ser. V S/S one owner, 90,000 miles, smoke green, grey int. Motor and tyres fair, needs kingpins, body and int; good \$1200.
Mrs Peace, 91 Hanmer Street, Williamstown. 397 5236.

1965 Ser II Humber Vogue Manual white, red interior. V/G condition R.W.C. 94000 mls, reco at 73000. reg. Jan 86 \$900 neg. Duncan Lindsey, Wangaratta (057) 21 3442.

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Glen Irls, 3146

ALLAN MACDONALD
Phone: 29 1670

This month's guest speaker will be Mr Allan MacDonald who will demonstrate all aspects of battery making and C/o starter motors etc.



News scene

Hello once again club members, everybody in good spirits?

Now that daylight saving is over (worse luck, should be six months at least) and the winter gloom is fast approaching, it is time to turn our attention to the health and well being of our trusty Humbers. Now is the time to prepare for the Winter onslaught by checking such things as:

- 1.) The condition and tune of the engine including spark plugs points, timing accuracy, valve clearances, condition of the air filter and fuel filter (what!! you don't have one fitted, Tssk,Tssk.
- 2.) Cleanliness and condition of your cooling system including the heater. If your coolant looks like a muddy puddle, get it flushed out!!
- 3.) Take a close look at all drive belts, especially the inside for signs of cracking and a badly glazed appearance. If yours are in this condition replace them. It pays to carry a spare in the boot, along with top and bottom radiator hoses. You never know when you may be caught out.
- 4.) Now our thoughts turn to the electrics. If your fan belt is properly adjusted it should have no more than $\frac{3}{4}$ " deflection in it's longest run. This in turn will keep a good charge flowing from the generator or alternator to the battery.

Now the battery is something else again. Do you realize that 80% of emergency calls to motoring organizations are electrical in their origin, and nearly always the battery terminals are at fault.

Have a close look at your terminals, they probably look a bit scungy yes? Any whitish powder round the terminals? Well this should be washed of with hot water and baking soda. Now undo the terminals and look inside them, can you see a ring of greenish gunk? then this must be removed with a terminal post cleaner. They look like little wire brush ina metal cap. You can buy them at you local accessory store or the K Mart.

TAS. NEWS CONTINUED

This green goo effectivly acts as an insulator, probably explaining those sluggish cold morning starts and dull headlights eh!

Another very cunning little trap for the unwary as far as electric faults go is the fuse holders. If these have not been disturbed since Adam was a pup (or since the car left the factory in some cases) which says a lot for Humber reliabillity, then these also develop the "Green Gunk" syndrome and often cause intermittant faults.

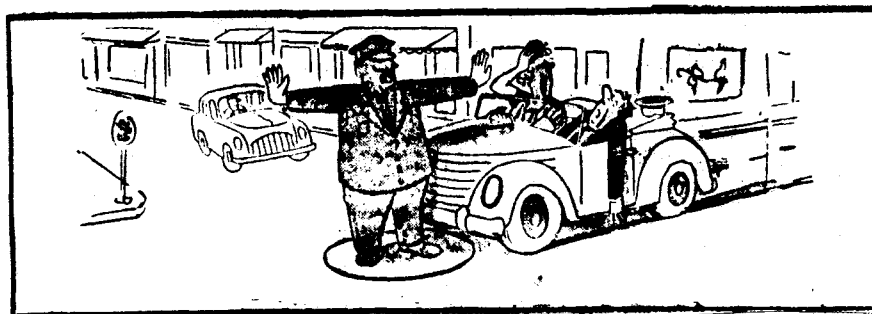
The way to clean these is to scrounge around in your wife's handbag and swipe her fingernail emmery board and give both the fuses and their holders a good burnish 'till they are clean and bright, pop them back in and Hey Presto!! no more problems. "Maxwell have you seen my emmery board anywhere, I can't seem to find it!!"

Ah, yes, before I forget, for those members who are about to renew there subscriptions, please note that Ross Bromley's new address is 31 Pedder Street South Launceston 7249. Forward your subs to this adress. Ross' new phone number is 003 430446.

An event that should be of interest to Humber owners is a run to Bothwell later in the year. This is being organized by the Restorers Car Club of Tasmania. The intention is to check out the folk museum which among other things contains a collection of Humber cars. Bothwell also has some fine historic buildings and should make a fine day out.

There is a possibillity of a joint club run, I'll keep you posted as to further details.

Max Heazlewood.



"I suppose you thought I was'nt going to stop!!!"

HELP

Mid 1984 I received a phone call from one of our members who lives in Darwin, N.T., Jim Yates. Jim asked me if I could arrange someone to check over his MK II Super Snipe in readiness for its delivery drive up to Jims house in Darwin.

The car had restoration work carried out on it over a length of time. Jim was worried that a few things were not the way they should be. I told Jim that I would go up myself and check the MK II over and bring it up to roadworthy condition.

After considering the problems I might encounter, I gathered a few items up, making sure I had plenty of time up my sleeve to ensure all I wanted to do was completed before the car embarked on the very long trip up north.

The car was resting at one of Jims friends farm at a town called "Lake Rowan", this is a small town about 20 miles south of Yarrawonga on the NSW Vic Border.

Come the time to go up I decided to take a couple of days off work and make it a long weekend. So I loaded up the car and trailer with tools, parts, books (workshop) cases plus all sorts of other junk, I even got the family in as well, clever little devil when I try.

On arrival at Lake Rowan we met Peter and Liz Russell and their family, we have since become very firm friends. The Russells are amongst the nicest people I know, nothing is to much trouble to them.

As soon as I could I started work on the MK II as Peter Russell told me he was going to drive the car up just before Xmas with family and lots of gear on board. "No Sweat", said I, the old girl will be rearing to go without any dramas, HO HO!!! Little did we know what the "old girl" had in store for us. The car had been sitting up there for quiet a while and she had cooked up some "nasties" for us, just to let us know she had a mind of her own.

At first everything went along smoothly, come the time to fire up the motor still no trouble, so out onto the track we go (not registered). A few minor things came to light so a bit more work and I thought she is ready to go. "No I'm not" thought the MK II, a cast iron cylinder head was fitted at this time and the car didn't want it so on revving up the motor out came a welsh plug at the rear so off came the cylinder head.

Now Lake Rowan consists of about seven houses, no shop, no garage but there is a bend in the road at "Lake Rowan" not that it was much good for welsh plugs or machining heads (just thought I would tell you that) so a phone call to another club member over at Wangaratta about 20 miles away.

Away I go to Wang to meet Brian Fox, he promptly gave the cylinder head to his mechanic with the words "fix it", while he was away Brian and I went around to his house so I could have a look at his MK IV and talk "Humbers", we had a very enjoyable session I can assure you then back to Brians business to collect the cylinder head that had been repaired, hole for plug machined and a new plug fitted. Brian refused payment for his trouble, loaded me up with samples from his bakery (very nice) and waved me farewell.

The head gasket had to go back on again as I didn't have a new one. No silver paint could be found to paint onto the gasket so off to the town of St. James about 4 miles up the road. On arrival in St. James I was informed that it was not for sale in town but the people in the local store who did not know me found a full tin out in their garage to get me out of trouble.

With tin in hand away I went to the MK II, head on and away we went. At that stage the old girl was running fairly well. Next task to carry out was to remove all the seats in readiness for the trip to Lahana trimmers in Melbourne on the trailer. With that in hand I decided to slip over the border to a town called Corowa about 40 miles away.

The reason for going to Corowa was that over a time I had been in contact with "Upton Engineering" works, these people years ago had a fleet of MK II, III Pullmans that they used as mini bus's around the country up there. One of the cars that they used was ex royal tour, but the main reason for going there was to see if I could salvage any spare part that they had.

I wanted a few bits to send up to Jim in Darwin knowing he would not have access to parts up there, the items I was after, carby, distributor, fuel pump and other bits and pieces but the weather had got into them and it was a big no go with parts.

While I was there I had a look at the cars that are parked in their yard, one Pullman is complete except for the interior, the other a body and chassis plus a few other pieces. After having a look at the cars I went over to their other yard, there they have old army tanks, carriers, vintage and veteran commercial rigs plus a huge array of other junk I had a ball just looking.

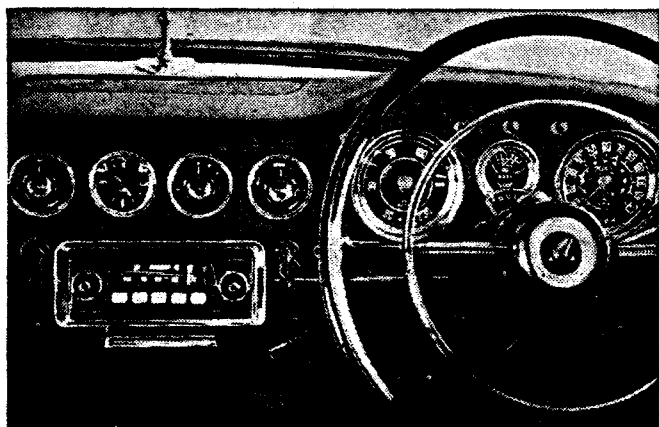
Anyhow back to the ranch, where we loaded up and returned home, the seats I brought down were to be reconditioned and Peter Russell picked them up when finished and fitted them back into the old girl.

Later in the year I went up again to carry out a few more adjustments, change over a few parts and all was well ready for the big trip, Peter Russell got a roadworthy and reg sorted out after a few hassles and on the 18-12-84 away they went.

Phone call from Jim in Darwin on "Boxing Day" and informed me that the MK II complete with Russell family had arrived on Christmas Day and all the trip went well, the exhaust had to be cut back and a vaporising of fuel were the only hold ups car wise.

Well now we know that a MK II can be driven up to NT without too much trouble, I'll now look forward to other Humbers doing the trip.

Bob Kennedy.



The new Humber Super Snipe is available with Smiths Fresh Air heating and demisting equipment, and the Smiths instruments on the dashboard match the car in efficiency and design. The accurate information they provide contributes equally to safe driving and proper maintenance. They are worth looking at.

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Disc brakes for the Hawk

DISC BRAKES FITTED AS STANDARD head the improvements to the 2½-litre Humber Hawk, the Rootes Group's medium priced luxury car which has won a wide following throughout the motor markets of the world.

With disc brakes at the front and larger diameter drum brakes at the rear, coupled with full servo assistance, the braking power of the Hawk has been considerably improved. This is a further step forward in the Rootes policy of planned development of its products to increase safety and ease of control.

The Hawk's traditionally good road-holding qualities have been further improved by suspension modifications and a number of other changes, including improved insulation and a stiffened under-frame providing an even smoother, quieter ride.

The springing has been rebalanced both front and rear, and includes modifications to the coil springs at the front together with a new anti-roll bar, and the introduction of wider leaf springs at the rear. The shock absorber settings have also been revised.

The use of higher tyre pressures together with the new suspension specification and the introduction of the latest low-friction bearing materials at the king pins, has considerably lightened the steering. In addition, an improved four-speed gear box has been incorporated to provide a more powerful synchro action and refinements in gear shifting qualities.

A heater, ammeter, and oil gauge are now all fitted as standard. An added refinement

is the illumination of both the heater controls and the light switches. The interior fittings and appointments are in the luxury class, and the seats have been redesigned, with restyled squabs and narrower flutes, to provide more room for the car's full complement of six people.

The Hawk is powered by a well balanced four-cylinder unit which gives an excellent performance, and has been tested and proved in the most arduous conditions in overseas markets.

Available also in saloon or limousine form, the Hawk has proved particularly popular as an estate car in the luxury class. Roomy and equally comfortable in this version, the dual-purpose estate car can offer full-car seating for six people, and still provide a load-carrying capacity of 28 cubic feet in area. Alternatively, with the rear seat folded down the load-carrying space is increased to 56 cubic feet.

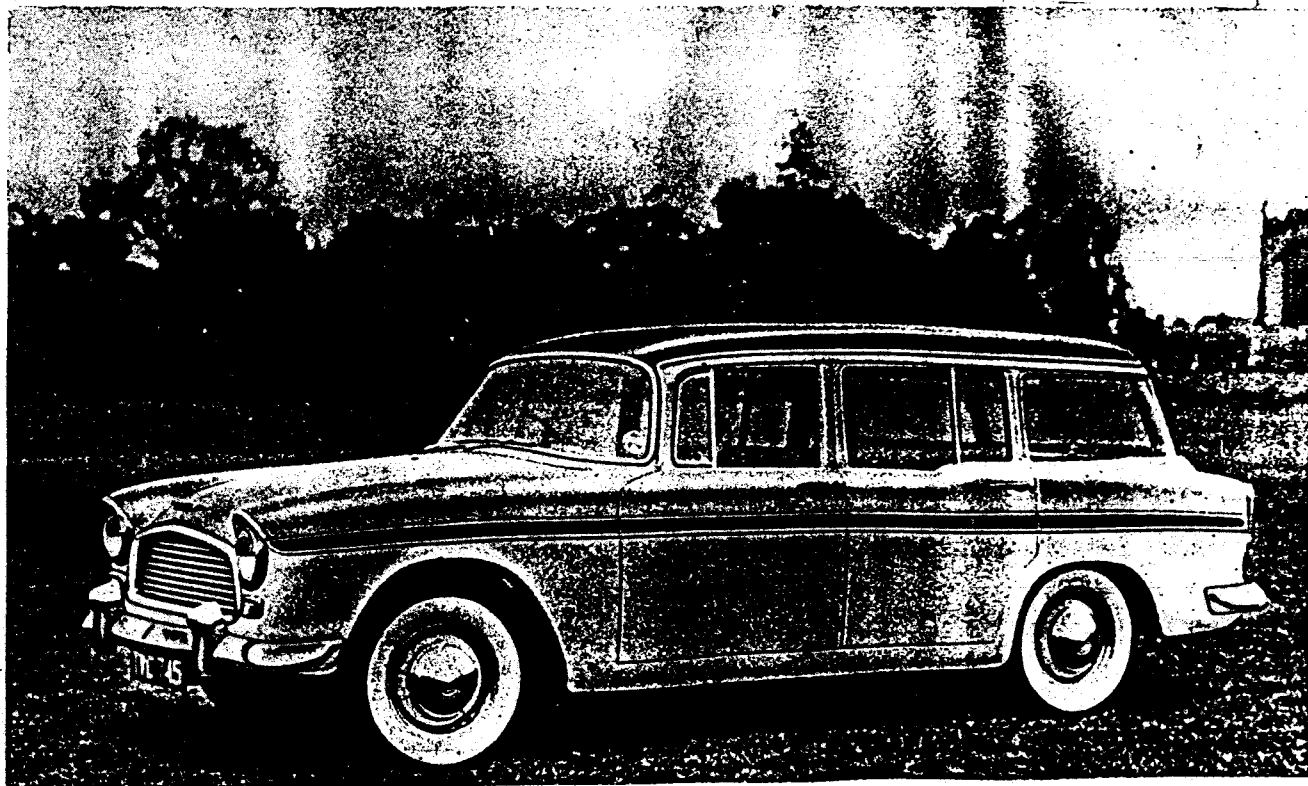
Individual reclining seats and over-drive are among the many extras available.



HUMBER HAWK SALOON

Contributed by: Des Judd

HUMBER HAWK ESTATE



"COUNTRYMAN" Adaptation for Humber Cars

AMONG British cars in the £1,000-£2,000 class, the Humber Hawk and Super Snipe are already acknowledged leaders in comfort as well as performance.

Harold Radford, the famous coach-builder, who has previously confined his ideas to the most expensive cars, has now turned his attention to the Humber range. Gilding the gingerbread, he has evolved a "Countryman" Humber, for travellers and picnickers who like to do it in style.

1. Open to the skies. The Webasto folding sunshine roof may be locked in any position. A plastic deflector at the front carries wind over the passengers' heads when the car is moving.

2. Including the kitchen sink. Externally, the Countryman is indistinguishable from the standard saloon, but hidden in the boot is a wide range of picnic equipment.

3. Chaise-longue. The seats may be let down either to a semi-reclining position, as illustrated, or completely to form a bed. The arm rest contains cigarette case, notebook and pencil, and clothes brush and comb, all trimmed in pigskin, and a swivelling mirror.

Left: The picnic table which, when not in use, folds into the floor of the boot, can also be used as a small grandstand.

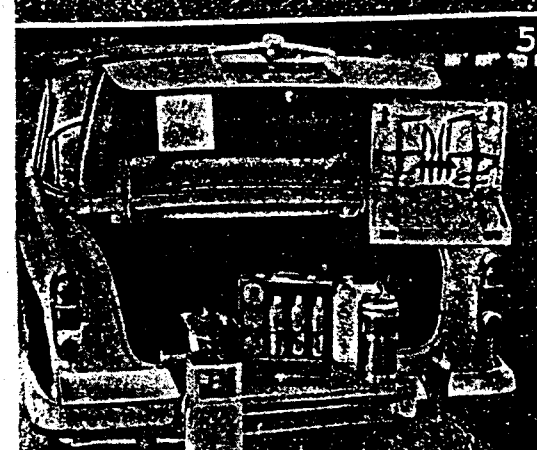
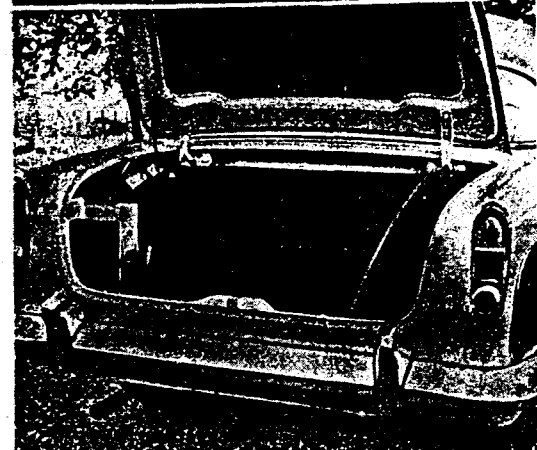
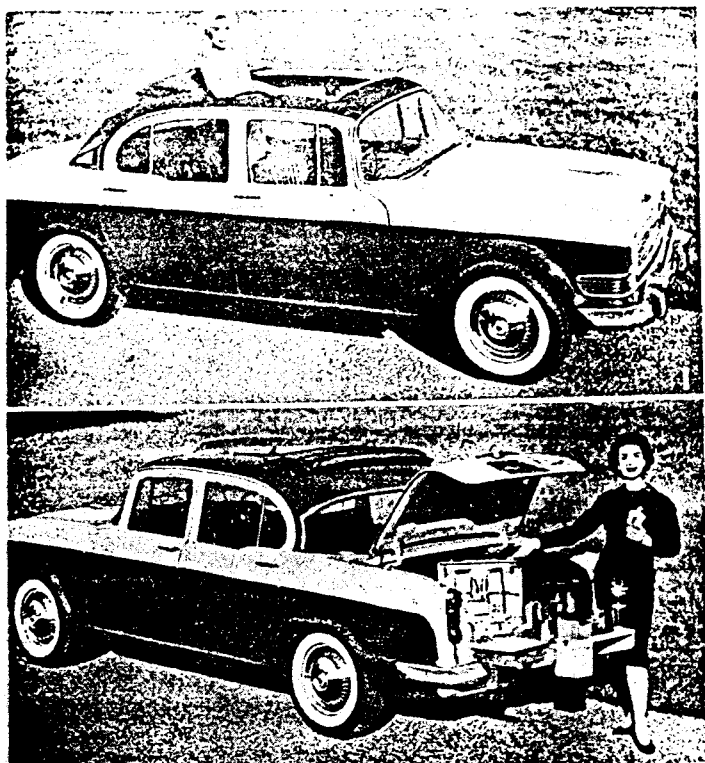
4. This shot shows the boot with the picnic gear stowed away. There is still a good deal of luggage space.

5. This picture shows boot-lid mirror, basin, spirit stove, coffee percolator, bottles and glasses, thermos and water bottles, picnic case and table ready for a meal.

6 & 7. Extra luggage space. The rear seat can be let down to accommodate extra luggage in much the same way as in the Estate car.

As a car for country events like shows, point-to-points and motor racing meetings, the Harold Radford "Countryman" Hawk and Snipe are ideal. Component parts of the adaptation can be supplied separately to anybody not requiring the full treatment.

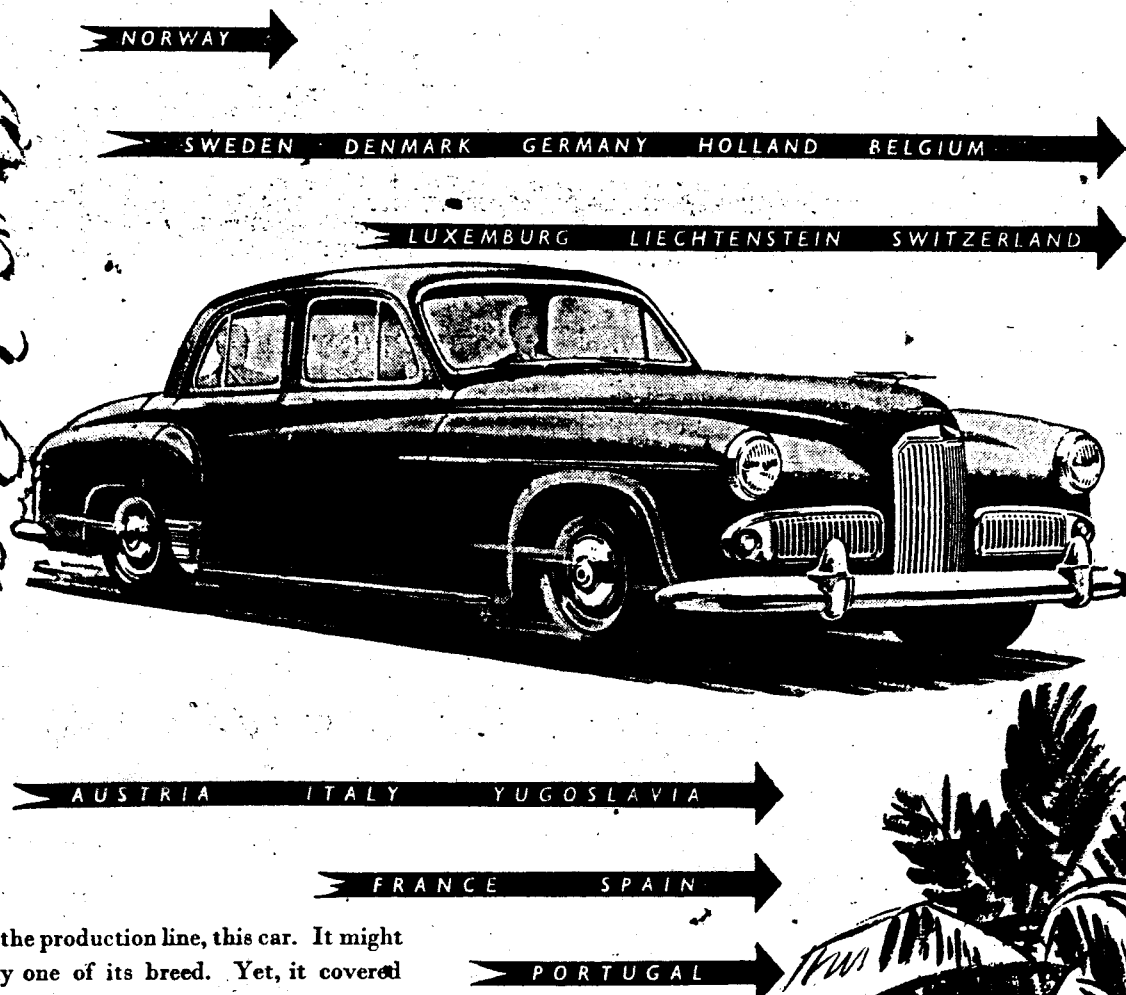
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*

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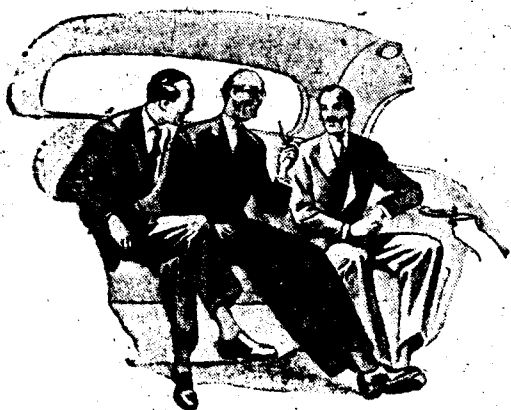
* a tribute to the strength of the body... identical to the workmanship in every Humber Super Snipe, by

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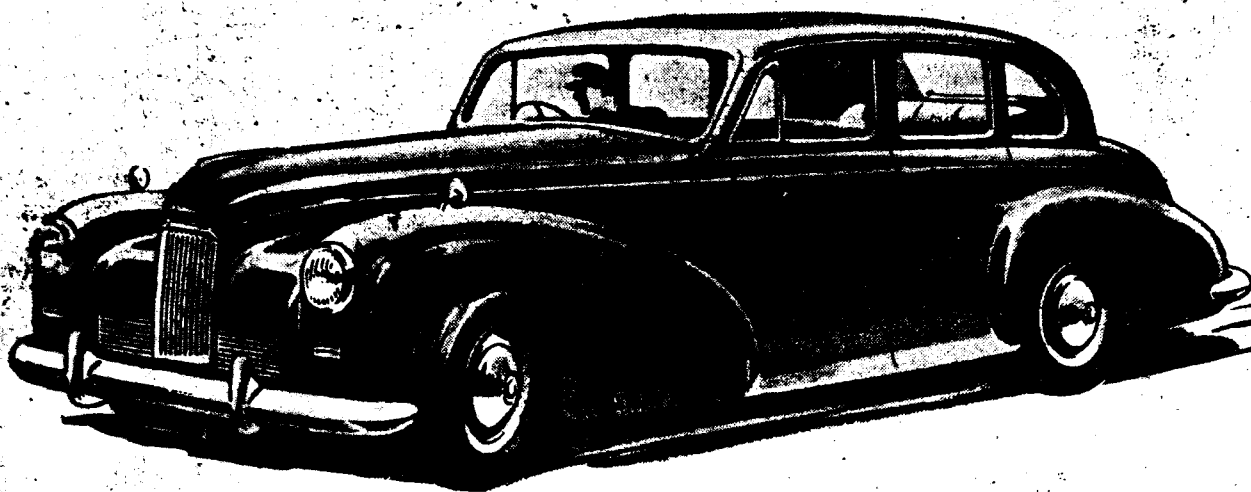
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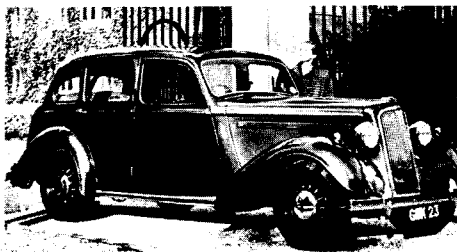


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