

March 1987

The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Clubs of
Victoria Inc. and
Tasmania

Affiliated with the
Association of Motoring Clubs



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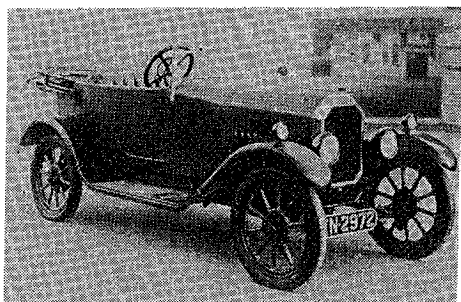
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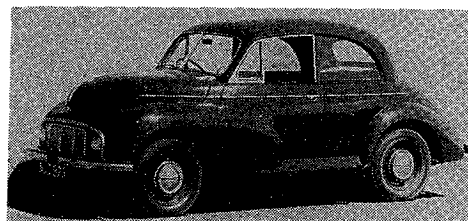
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CALENDAR

HUMBERETTE.

MARCH 1987.

- MARCH 27TH. GENERAL MEETING. DEEPDENE HALL (MELWAY 46 A/7). 8.00PM.
TO BE FOLLOWED BY "LONDON TO CAPE TOWN" VIDEO.
- MARCH 29TH. *** EUROPEAN MOTORING SHOW. FLEMINGTON RACECOURSE MEMBER'S CAR-
PARK. 11.00AM. ADMISSION: SINGLE \$2.00; FAMILY \$5.00.
- APRIL 12TH. DAY RUN TO BALLARAT. LUNCH AT BOTANICAL GARDENS FOLLOWED
BY "HISTORY TOUR" OF THE EUREKA UPRISING SITES.
SEE OVER-PAGE FOR FULL DETAILS.
- APRIL 24TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
SPEAKER FROM "WORLD'S FINEST" CHOCOLATE CO. (MRS JUDITH NEATE
AND HER HUSBAND ARE BOTH EX-EMPLOYEES OF THE ROOTES PORT
MELBOURNE WORKS.)
- MAY 3RD. COMBINED OUTING WITH STANDARD/VANGUARD CLUB.
SUNDAY BRUNCH AT DENNY'S, ALBERT PARK ; FOLLOWED BY VISIT TO
RAILWAY MUSEUM, NEWPORT, (MELWAY MAP 55 K7) and/or POLLY
WOODSIDE MARITIME MUSEUM.
- MAY 17TH. COMBINED ROOTES CLUBS "G-T" DAY MOTORKHANA.
- MAY 24TH. (SUNDAY) GENERAL MEETING AND FAMILY "AT HOME" SOCIAL DAY. DEEPDENE HALL.
BYO FAMILY LUNCH, FOLLOWED BY GENERAL MEETING AT 2.00PM.
CHOCOLATE ORDERS AVAILABLE THIS DAY.
- MAY 29TH-30TH. *** VINTAGE DRIVER'S CLUB "SPECTACULAR" AND SWAP MEET AT THE
MELBOURNE SHOW GROUNDS. FRIDAY 29TH- 5.00PM - 10.00PM.
SATURDAY 30TH- 8.00AM - 6.00PM.
- JUNE 6TH - 8TH. QUEEN'S BIRTHDAY WEEKEND TO MOE. PLEASE LET THE EVENTS SEC.
KNOW PROMPTLY IF YOU REQUIRE ACCOMMODATION BOOKING FOR THIS
WEEKEND.
- JUNE 20TH. *** NATIONAL BICENTENARY CONCOURS D'ELEGANCE TOUR. MELBOURNE.
(SEE LETTER IN THIS HUMBERETTE.)
- JUNE 26TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
SPEAKER FROM SHELL OIL CO. ON MODERN FUELS AND OILS.
- *** NON CLUB-ORGANIZED EVENT OF INTEREST.

THE HUMBER CAR CLUB OF VICTORIA, INC. MEETS ON THE FOURTH FRIDAY OF EACH MONTH
(EXCEPT DECEMBER OR UNLESS OTHERWISE SPECIFIED), IN THE DEEPDENE HALL, DEEPDENE PARK,
WHITEHORSE ROAD, BALWYN. MELWAY MAP REFERENCE NO.46 A7/8.

*** SOCIAL NEWS. ***

NEXT OUTING. *** BALLARAT HISTORY TOUR.

WHERE: BOTANNICAL GARDENS, LAKE WENDOUREE (NEAR THE KIOSK) FOR BYO PICNIC LUNCH;
LEAVING APPROX. 2.00PM FOR OLD BALLARAT CEMETERY EUREKA MEMORIAL SECTION.
THEN TO NEW GOLD MUSEUM AND EUREKA STOCKADE GARDENS FOR A SNACK PRIOR TO
THE HOMEWARD JOURNEY.

WHEN: SUNDAY APRIL 12TH.

MEETING PLACE: MELTON SUPERMARKET. (OPPOSITE HIGH SCHOOL). ON LEFT HAND SIDE OF
HIGHWAY. MELWAY REFERENCE MAP 114 H/10.

TIME: 10.30 AT MELTON FOR A 10.40AM DEPARTURE. ARRIVING BALLARAT APPROX. 12.00MIDDAY.

NATIONAL HUMBER RALLY, SWAN HILL, EASTER 1988. ****

PLEASE TURN TO REAR OF THIS MAGAZINE FOR PAGE OF ACCOMMODATION UPDATE INFORMATION.
REGISTRATION FORMS FOR THIS RALLY SHOULD BE RETURNED AS SOON AS POSSIBLE TO THE RALLY
SECRETARY AT THE HCCV CLUB ADDRESS. WE ARE HOPING FOR STRONG SUPPORT FROM VICTORIAN
MEMBERS SO THAT THIS MAY BE A BICENTENNIAL EVENT TO REMEMBER.

NEW MEMBERS:

WE welcome the following members who have joined the Club since the last
Membership list was published.

Clyde Barr, Sunbury (S.IV.S.S.); Mal & Irene Darbyshire, Ardeer
(S.IV S.S.); Joe & Patricia Aldam, Carngham MK.IV S.S.; '63 Snipe Van;
VA S.S.); Max & Helen Beaton, Box Hill (S III Hawk); Bill Contoyannis,
E.Brighton (MKI S.S., S II Hawk); Mike & Christine Fitchett, Keilor (SIV SS.)
Glenn Foote, Reservoir, (VA S.S.); Peter Gordon, Griffith, NSW; Phil.
Hamley, Nhill (S V S.S.); Ron & Nancy Hallihan, Frankston (S IV. S.S.);
Ross Hambly, Highett (SIV S.S.); Graham Hardy, Surrey Hills (S II. Vogue,
Vogue Sports); Andrea Laws-King, Wollert (S IV. S.S.); James Kent, Casterton
(1933 Pullman Hearse); Leo Mull, Wodonga (MK. III S.S.); Jason Miller,
Blackburn (Vogue Sports); Stephen Fleming, Wangaratta (S.V S.S.);
Ray Proudley, Sandringham (S.V S.S.); Ray & Carol Wright, Wallan (MK.II S.S.)
Max Schey, East Doncaster (SER III Vogue); Alan Stewart, Alexandra Headland
(S V. S.S.); Richard & Ellen Tobin, Exeter, New Hampshire. USA. 1967
Imperial).

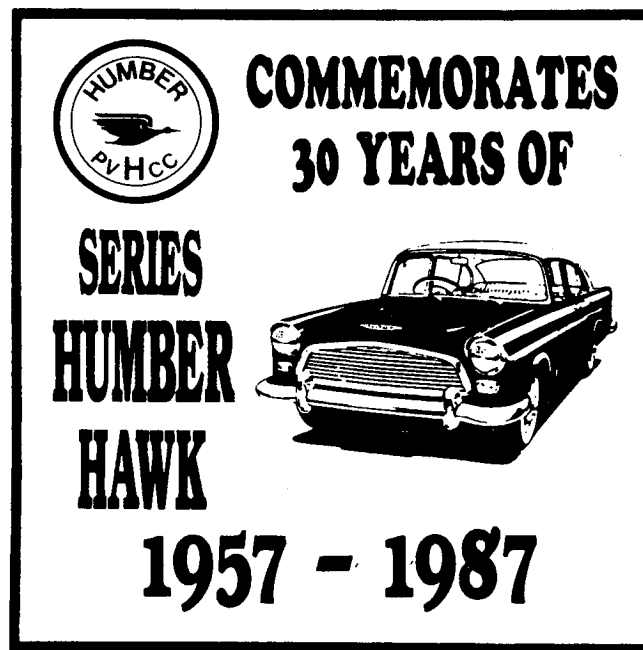
Welcome Back to Greg. & Helen Tennant, Malcolm and Lisa, Baker's
Creek. Q.

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1987-88

| | | |
|----------------------|------------------------|----------|
| PRESIDENT | Bob Kennedy | 789 5119 |
| VICE PRESIDENT | Vic Wilson | 478 9352 |
| SECRETARY | Arnold Goldman | 795 4521 |
| TREASURER | Brian Parkinson | |
| EDITOR | Barry Bosnich | 460 4505 |
| EVENTS DIRECTOR | Margaret Willimott | 435 6354 |
| MEMBERSHIP REGISTRAR | Marie Grande | 277 6937 |
| LIBRARIAN | Keith Willimott | 435 6354 |
| REGALIA | Geoff Webb | 233 6592 |
| TECHNICAL ADVISORS: | | |
| Vogues | D. Dunlop | 439 7059 |
| Series V,VA S/Snipes | A. Goldman | |
| Hawks | K. Willimott | |
| Mk Cars | B. Kennedy & L. Hughes | 877 3028 |
| General Information | B. Kennedy | |
| Auto Electrical | M. Fitchett | 336 7915 |



Rob Dunlop's Mark VI Hawk (For Sale 439 7059).

PRESIDENT'S REPORT (Kennedy's Klangers)

Well the big event of the year is over again - Club Elections is what I'm talking about. I must confess they were not as painful as I thought they would be (thank you).

You will notice a few changes on the Committee that will lead the Club into 1988. Most of the usual names are still there though some have changed to other positions but I'm sure you will join me in saying WELCOME and continue to support the Committee as you have done so in the past.

A couple of names have gone and to those people I say thank you for a job well done; Bill, Rob and Barbara. These people have given their all to the Club over a period of time. Last year we had a few changes in the Committee towards the end of the year with Rob Dunlop and Margaret Willimott taking over other duties and Lloyd Hughes came in to also help out. Once again thank you to those people for keeping the smooth running of the Club flowing on.

As you will by now know, yours truly is still in the Chair (another divorce) so the Club it seems is happy with me as I pointed out at the Elections. This year is a very busy one for the Kennedy household and unfortunately I may be missing on certain outings or meetings.

I intend to keep this report short but before I close, I want to thank you for your continued support throughout the year and without Nancy's support especially, could not carry on. Thanks to everyone!

Bob Kennedy

MINUTES OF GENERAL MEETING OF HCCV INC

HELD ON FRIDAY 27/2/87 AT DEEPDENE HALL

The meeting was opened at 8:28pm by President Bob Kennedy.

WELCOME: The following visitors and new members were welcomed.

Ray Webster, Glen Foote-Super Snipe VA, Bill & Gwenne Harrison-1956 MK 4 Super Snipe, Graham Hardy-1964 Vogue and 1965 Vogue Sports.

APOLOGIES: Frank Stockwin, David Dunlop, Dr. Gordon Price and Robert Smith.

MINUTES: The minutes of the meeting on 23rd January were accepted on the motion of Peter Sheldon, seconded Arnold Goldman.

CORRESPONDENCE: IN: M. Heazlewood re Tas. Club Elections; Ken Huxtable re Potato Festival Forms; N. Watt (Deepdene Hall Committee) re next meeting; S.L. Edwards (Dural NSW) re model cars catalogue; HCC Tas re magazine costs; J. Kent re request for workshop manual for 1933 Pulman; Australian Bicentenary National Concours Committee re National Concours Rally Feb '88 and Australian Concours d'Elegance tour; 3M (Aust) re product and application seminars (car paints and finishes); Rad-sok re radiator filters; G. Fitzsimmons (McQuarie Fields) re 20 models catalogue; J. Hicks (Irymple) re MK 4 Snipe for sale; Vintage Drivers Club re '87 Spectacular brochures; Classic old car enthusiast re new magazine; Returned Humberettes: A. Laws-King, S. Morton; Exchange Magazines: Flying A, Chev Club, A40, Hornet, Daimler Lanchester, Sunbeam Talbot, Standard Vanguard, HCCSA, Classic & Historic, Viking Torque, HCCA.

Correspondence was received on the motion of Vic Wilson, seconded Keith Willimott.

TREASURER'S REPORT: Balance of the current Account was \$1144.34 and the Investment Account \$3120.00. The rise in Investment was caused by the bank crediting some interest to this account rather than the current account.

It was moved Rob Dunlop, seconded Peter Sheldon that the Treasurer, Secretary, National Rally Organiser and Bulletin Editor each be advanced \$50.00 petty cash. Carried.

Moved Bill Holmes, seconded Fred Pieterston that the Treasurer be authorized to pay accounts as they become due. Carried.

Moved Arnold Goldman, seconded Pam Batten that the Treasurer's Report be accepted. Carried.

During discussion, it was agreed that copies of the Constitution should be distributed to members who need them and to new members as they join the Club.

EDITOR'S REPORT: 178 Magazines were distributed. Photos of members cars are needed especially from new members. The new printing format was approved.

SOCIAL SECRETARY'S REPORT:

1. Margaret gave a description of the February run to Kyneton and Lauriston Reservoir. Eight Humbers including four owned by country members who took part.
2. Koo-Wee-Rup Potato Festival (Sat. 21st March), cars needed for the procession. Club outing as well.
3. Historic Tour of Ballarat. It was decided that this outing would be on Sunday 12th April.
4. May outing. It was felt that this outing should be to Denny's in Albert Park for brunch followed by visits to either the Railway Museum at Williamstown or to the Polly Woodside.
5. AOMC badges commemorating the 10th birthday of the Association of Motoring Clubs are available at \$5.00 each.
6. The raffle for the night was of a spray and wipe kit and of mystery packages.
7. Chocolate sales. It was agreed to sell chocolate bars from The World's Finest Chocolate Co later in the year as a fund raising drive.

NATIONAL RALLY: Please return the reply forms that were included in the Humberette as soon as possible.

FOR SALE: Bob Kennedy read out a long list of cars for sale and available free including his MK 4 Super Snipe which is for sale. The list will be published in the next Humberette. Other for sales were mentioned at the meeting and members were asked to pass the details on to the Bulletin Editor. Jim Menzies in Ballarat needs the following MK 6 Hawk parts: Glovebox catch, rear bumper in good condition, RH rear shocker and a lens for the interior light.

AOMC REPORT: At the last AOMC meeting the speaker was John Middlehurst of the RTA who spoke on the Red Plate Scheme. It is interesting to note that since the red plate is to indicate that the vehicle owner has a permit to use the car that the red plate cannot be transferred with the car. British Motoring Show: The AOMC Constitution states that two thirds of the proceeds of this Show should go to charity and one third be retained by AOMC. At present there is \$1700 in the charity account and \$900 in the general account. Charities supported in the past were Red Cross, St. John's Ambulance, Footscray Scouts and Brownies. St. John's and the Scouts and Brownies assist on the day. AOMC wishes to know Club's opinions on this.

Jack Waring moved and Arnold Goldman seconded that HCCV request that funds be used to assist handicapped motorists. Carried.

Peter Davenport moved and Barbara Dunlop seconded that the ratio of funds distribution be reversed. Carried.

The meeting closed at 9:20pm

MINUTES OF THE ANNUAL GENERAL MEETING OF HCCV INC

HELD AT DEEPEENE HALL ON 27/2/1987

APOLOGIES: These were taken to be the same as for the monthly general meeting.

MINUTES OF THE ANNUAL GENERAL MEETING OF 28/2/1987: Moved Barry Bosnich and seconded Jack Waring that the minutes be accepted. Carried.

ANNUAL REPORT AS PUBLISHED AND FINANCIAL STATEMENTS: Moved Vic Wilson and seconded Peter Sheldon that the Annual Report and Financial Statements be accepted. Carried.

FEES: Moved Margaret Willimott and seconded Vic Wilson that the Club's subscriptions and joining fee remain the same for 1987. Carried.

MEETING CHAIRMAN: At this stage, President Bob Kennedy vacated the chair which was taken over by Des Judd.

Nominations were called for President. All persons nominated declined. It was agreed that Bob Kennedy would remain in the position of President.

Nominations were called for Vice President. Vic Wilson was nominated by Barry Bosnich, seconded Lloyd Hughes. No other nominations were received. Vic Wilson was declared elected as Vice President.

Nominations were called for Secretary. Arnold Goldman was nominated by M. Willimott, seconded R. Dunlop. There were no further nominations. Arnold Goldman was declared elected as Secretary.

Nominations were called for Treasurer. Brian Parkinson was nominated by K. Willimott, seconded B. Bosnich. Others nominated declined or withdrew. Brian Parkinson was declared elected as new Treasurer.

Nominations were called for Bulletin Editor. B. Bosnich was nominated by K. Willimott, seconded P. Batten. As there were no other nominations Barry Bosnich was declared elected Bulletin Editor.

Nominations were called for Events Director. M. Willimott was nominated by R. Kennedy, seconded D. Dunlop. As there were no other nominations Margaret Willimott was declared elected Events Director.

Registrar: M. Grande was nominated by R. Kennedy, seconded B. Bosnich. Marie Grande was declared elected Registrar.

Regalia Officer: G. Webb was nominated by M. Willimott, seconded P. Batten. Geoff Webb was declared elected Regalia Officer.

Librarian: K. Willimott was nominated by L. Hughes, seconded P. Batten. Keith Willimott was declared elected Librarian.

President: Nominations were again called for the position of President. R. Dunlop was nominated by M. Willimott, seconded K. Willimott. R. Kennedy was nominated by A. Goldman, seconded V. Wilson. An election was held and Bob Kennedy was elected President.

Volunteer Committee Members:

AOMC Reps: J. Waring and R. Dunlop were elected.

| | | |
|---------------------|---------------|--------------|
| Technical Advisors: | Vogues: | D. Dunlop |
| | Series Snipe: | A. Goldman |
| | Hawks: | K. Willimott |
| | General: | R. Kennedy |
| | Mark Models: | R. Kennedy |
| | | L. Hughes |
| | Electrical: | M. Fitchett |

Historians: D. Judd, P. Davenport, J. Waring.

Supper & Trading

Table Organization: J. Holmes, P. Batten, N. Kennedy,
V. Wilson and W. Holmes.

Chairman: Des Judd handed the chair back to Bob Kennedy who thanked Des and the retiring Committee.

The meeting closed at 10:30pm.

SECRETARY'S SECTION

Well, the Annual General Meeting came and went and we have a new committee for the 1987/88 year, and hopefully for a few years after that. I have taken on the task of Club Secretary to relieve Margaret Willimott of some of the many duties she has admirably undertaken on our behalf for the past 3 or 4 years. Margaret will continue to look after the monthly outings and the National Rally organisation for 1988. Her new title will be Events Director, a slight promotion from Social Secretary and sufficiently different from Club Secretary to avoid too much confusion.

My name is Arnold Goldman and I have been a Club member for just over 2 years. I have however owned a Series 5 Snipe for the past 13 years, and the younger members of my family cannot recall any other vehicle, and often ask when I am going to buy a new car. My standard reply is that when a new model Humber Snipe appears on the market I may consider it, but not if it is a Mitsubishi Snipe.

So, you may ask, what am I going to do to provide a service for Club members? As secretary, I shall endeavour to keep you all informed through the newsletter of anything that comes to my notice that may be of some interest to the owner of a Humber motor vehicle. I am of the opinion that there are two distinct groups of Humber owners in the club. One group, maybe half the club, is interested in collecting, restoring, and showing Humbers in all their glory at displays and club concours meetings. The other group, to which I belong, is interested primarily in keeping their pride and joy on the road for as long as possible in as good a condition as possible. Some of you may find this hard to believe, but there are actually members of the club who choose to drive other makes of vehicles as their family car.

By July of each year you should receive a list of the members of the club. This is a list of the financial members who have renewed their membership. Please make sure your name is on it by sending in the renewal form that was in the last newsletter. Also, please list all the details of the Humber vehicles you own, whether roadworthy or not. We are trying to form a list of all the Humbers still in existence in the state of Victoria. This will be placed on computer disc for easy updating and alteration should any vehicles change hands.

A major problem with old cars is rust, and a common location of the first signs is along the bottom of the door panels. I know that most of you know about keeping the drain holes clear to prevent build up of water inside the door, but are you aware of the problem that can be caused if the vibration deadening material on the inside of the door comes free? This material is a heavy bituminous substance usually stuck on the inside of the door panel with contact adhesive and gives the door a solid 'clunk' sound when closed or tapped. If this material falls to the bottom of the door it tends to hold moisture and encourage rust along the bottom of the door even though the drain holes are clear. A simple way to check for loose anti-vibration linings is to tap the door panel and listen for a healthy 'clunk'. A tinny sound may give you the timely warning that enables you to prevent an expensive repair in a few months time.

More information next month, hopefully, and let me know if there is anything that the club can do for you in the way of keeping the Humber on the road.

Arnold Goldman

SOCIAL SCENE

Hello everyone! This year I hope to keep you informed of coming events on the Club's Social Calendar and to encourage you to attend at least one or two of the many varied activities throughout 1987.

As we are the host Club for the 1988 National Humber Rally, I would deeply appreciate your support and presence at Swan Hill on this occasion. Six years ago, Keith and I were very apprehensive about making the trip to the National Rally at Wirrina (near Victor Harbour) S.A. We hardly knew anyone and the little Vogue had not been tested over a very long distance and we really didn't know what to expect. However, it is a move we never regretted. We found Humber owners to be the friendliest of people; we didn't really need to be technical experts or to have a "showroom floor" car and we made some lasting friendships which we have renewed and added to at each National Rally since. Not to mention, of course, that we enjoyed the thrill of seeing such a variety of Humber gathered together in the one place at the one time. We also managed to swap many yarns and to gather useful snippets of technical "know-how". Until then, I had always considered myself a quiet, retiring sort of person!

If you are even remotely considering attending all or some of the Swan Hill Rally activities, I would be glad to supply you with any further information needed. I can be contacted on the Club address or by phone (evenings or weekends) on (03) 435 6354. Further information on accommodation needs is published in this Humberette.

Don't forget the Queen's Birthday Tour to Moe on June 6th, 7th and 8th - it's a good introduction to the National Rally. Booking forms and deposit should be returned as soon as possible.

Our next outing is the Ballarat History Tour on Sunday, April 12th. Details of this are included in the Events Calendar.

May I draw your attention to the two items in this Humberette, "Australian Concours d' Elegance Tour" and "1988 Bi Centenary National Concours, Toowoomba, Queensland" These are not Club organised events but are Club endorsed which makes them available to "Red Plate" permit vehicles. Incidentally, "Red Plates" scheme reciprocal arrangements with other States now make it possible for cars on these permits to travel to interstate functions.

The Toowoomba National Concours is only likely to be of interest if you happened to be travelling in that area next February but the National Concours d' Elegance Tour visits various Victorian centres during June of this year. Bendigo, Ballarat, Geelong and Gippsland members may be particularly interested. I have written to the concours Co-ordinator for more information and application entry forms.

Finally, may I wish the new Club Office Bearers a very happy term in Office. I'll look forward to seeing you at the next meeting.

Margaret.

FOR SALES

Vogue and parts, very cheap.

F. Peters, 137 Power Road, Doveton, Ph: 792 3867.

Series 3 Hawk, reg, cheap.

P. Scherer, Ph: B/H 553 3652.

2 Series S/S engines, diff, D.G.trans, 63 Hawk dash and wiring. \$60.00 lot. Rod., 772 5536, Carrum.

2 Series 3 S/Snipes \$20 pair (one has bucket seats), 1 Series 4 S/Snipe \$50.

Rev. Bill Burchill R/M/B 2776, Grandridge Road, Seaview via Warragul, Ph: (056) 26 4216.

Series 3 S/Snipe, reg 5th '87, good condition, needs two tyres and exhaust.

Cal Hollow, Ph: (059) 89 2742, \$1500 o.n.o.

Series 2 S/Snipe unreg, shedded, 80,000 mls, burnt valve, b/offer.

M. Stedman, 88 Princes Street, Korumburra, Ph: (056) 55 1560.

1965 S/Snipe, 74000mls, new exhaust, reco radiator, good mech, white.
R. Disher, 876 Lygon Street, Nth Carlton, Ph: 380 4471.

MK 4 S/Snipe, last reg 1976, under cover, part restored, fair to good condition, 83000mls, five new tyres, new muffler, good chrome, \$500 urgent sale.
I.J. Hinks, P.O. Box 480, Irymple, Ph: (050) 24 5248.

H/Vogue '63 '64, runs well, good inside, bonnet needs spray, no dents, just out of reg, \$200 o.n.o.
B. Dale, Ph: 730 1563.

1926 Humber Tourer, excellent order, used for rallies and drives up till last year, numerous spares, \$8000.
Bill Speight, 132 George Street, Devonport, Tas.

1964 Vogue, good body and chrome, no reg, red upholstery, fair, tyres poor, spare engine, \$90.
A. Python, 60 Bogong Avenue, Glen Waverley, Ph: 560 9113.

WANTED:

The following parts for MK VI Hawk Sedan, interior light glass (rectangular), glove box lock (MK IV-MK VI), R.H.S. rear shocker lever action, boot lid hinge R.H.S., rear bumper (in V.G.C.) over riders not needed.

CAN EXCHANGE:

MK IV Super Snipe manual for MK VI Hawk. MK IV Hawk handbook for MK VI handbook
Jim Menzies, 23 Vale Street, Alfredton, Ballarat, Ph: (053) 34 1193.

FREE GIVE AWAYS FREE

MK 4 S/Snipe grill, contact C. Lloyd, Ph: (052) 22 2618, Geelong area.

1962 Vogue, Ph: 723 2562.

1965 Vogue body and auto box, plus for sale cheap alum head motor, needs work.
Contact N. Lehmann, Ph: (052) 48 3137.

Hawk S/V Motor, Jaeger Spares, Ph: 277 9401.

WANTED:

1930's Humber for restoring. Contact John Pritchard, Unit 3, 28-36 James Street, Box Hill, Ph: (A/H) Mon-Thurs 898 5772, (anytime) (059) 89 2522.

Workshop Manual for 1933 Humber Pullman, would appreciate loan or photocopy if original not available for purchase.

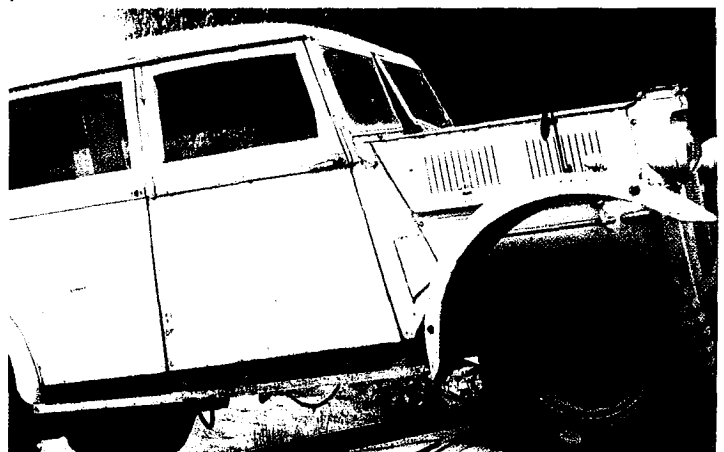
Contact J. Kent, 59 Shiels Terrace, Casterton.

HUMBER EXCESS

This deliciously original Humber Heavy Utility was found in an Essex barn by N. J. Penistan. Its farmer owner had bought several in the 1950s for conversion to tractors, but luckily his plans had not got very far. Normally these vehicles are ex-army, but this one has an RAF look about it. Neatly stencilled in white lettering on one of the tyres was discovered "O/C 216 MU RAF SUTTON COLDFIELD". Mr. Penistan now has four

Humber Utilities and reckons that they sum up a glorious period in vehicle design. Conceived in 1938/9, they are incredibly over-engineered for a vehicle intended primarily to carry just two staff officers. They weigh 2½ tons, consume petrol at the rate of 10 mpg and contain a colossal table that would not look out of place in a boardroom! As the owner points out, the Americans were probably right to make Jeeps and not Humbers, but what a good thing that "there was room for such eccentricities".

Rescued from twenty years of storage in an Essex barn, where it has been intended to turn the Humber into a tractor and a Perkins diesel had been fitted.



THE HUMBER

Humber, Marriott & Cooper

No. 31,599.

| Trade Mark. | Name, Address, and Calling of Applicant. | Class of Goods. | Description of Goods. | Number given by Registrar. | Date of Application. | If Mark used prior to 13th August 1875, how long used. |
|-------------------------|---|-----------------------|--|----------------------------------|-------------------------|---|
| No. 31,599 (see above). | THOMAS RUSHFORTH-MARRIOTT, of and on behalf of the Firm of MESSRS. HUMBER, MARRIOTT, & COOPER, Beeston, Nottinghamshire; Bicycle Manufacturers. | 22 | Bicycles, Tricycles, and other Carriages. | 31,599 | 5th Mar. 1883. | — |

COPY OF ORIGINAL HUMBER TRADE MARK

Contributed by PETER DAVENPORT

UP DATE NEWS RELEASE:

FOR CLUB SECRETARIES AND CLUB MAGAZINE PUBLICATION.

1988 AUSTRALIAN BICENTENARY NATIONAL CONCOURS TRANSPORT EXPO

TOOWOOMBA QUEENSLAND 12th to 14th FEBRUARY 1988.

The organising committee of the Australian Bicentenary National Concours Transport Expo wish to advise members of the progress in plans for this Bicentenary Event.

- * Additional limited undercover space is now available on a 'first in' basis.
- * Souvenir National Concours Lapel Badge available shortly will be forwarded to all entrants.
- * The First Bi-Monthly Newsletter will be posted to all entrants late February.
- * The organisers will make available a special Bicentenary Trophy for every Six Entries through a Club. To be judged by your officials the award will be included in the official Bicentenary National Concours Award List.
- * An all bitumen two-day Rally with a course designed to cater for all forms of Transportation of our first Two Hundred Years will be conducted on Tuesday and Wednesday February 9th & 10th following the now famous Darling Downs Swap Meet on the previous week-end. Entry Fee will be only \$20.00 (plus insurance if applicable). Entry is open only to National Concours Entrants.
- * Courtesy Buses will be available to transport entrants to and from their city accomodation for the duration of the event. Security will be in force for the duration of the event.
- * Camping facilities at no cost will be available to Entrants Only for the week.
- * A 100 Year Time Capsule will be buried by a distinguished V.I.P. on Sunday 14th February, its contents to include - List of Entrants-List of Awards-List of Club's participating-All current National Transportation Magazines-Bicentenary National Concours Badges and Medallions- other ideas please.
- * OFFICIAL DRIVE PAST: Entrnats will be assembled in the form of a massive Map of Australia in the centre arena on Sunday 14th 3.00pm. Tasmania will be represented by the official dias which will be flanked by the huge number of Trophies and Medallions of the National Concours. The Prime Minister of Australia has been invited to attend.
- * FURTHER INFORMATION WRITE TO: National Concours
P.O. BOX 3159 Town Hall PO
TOOWOOMBA 4350. 076 39 1794.

For Club Magazine Publication

AUSTRALIAN CONCOURS D'ELEGANCE TOUR

\$7000 PRIZE TO SPECIAL INTEREST VEHICLES

The Australian National Concours Committee are proud to announce the first Australian wide tour of the Concours D'elegance Extravaganza scheduled to visit all mainland States this year from April to July.

Magnificent cars combined with fabulous fashions will ensure each night's presentation of the Concours D'Elegance as it tours all capital and selected provincial cities of Australia will be a truly dazzling and memorable occasion.

Each presentation will feature Twenty Six exotic Motor Cars from the very old to the very new, with matching fashions. Guests will partake of a fine dinner while the cars and their fashion models are presented on a floodlit turntable and fashion walk. Music of 'yester year' thru to 1987 will climax each performance.

The best judged Special Interest Vehicle of the Thirty Show Tour will receive a prize of \$4000.00 and \$2000.00 to the runner-up with a further \$1000.00 to the winners nominated club. Entries are invited from members of Special Interest Vehicle Car Clubs, such as, Vintage-Veteran-Street Machine-Vans-Classic and Historical to enter their vehicle when the Concours visits their area by writing to National Concours P.O. Box 3159 Town Hall PO Toowoomba 4350 QLD.

Lions International Community Service Clubs throughout Australia will be the benefiting charity for each performance of the Concours D'elegance as it tours Australia including Perth and Darwin.

One lucky guest of the evenings gala entertainment could win \$15000.00 to go buy a New Car and Fashions from a participating New Car Dealer or Fashion House. A guest at each showing will win a special prize and their name will be in the final draw at the 30th Show on Queensland's Sunshine Coast on July 18th.

PROPOSED TOUR DATES:

TOOWOOMBA - April 11th.
SYDNEY - April 25th.
BRISBANE - May 9th.
TAMWORTH - May 13th.
LISMORE - May 16th.
PORT MACQUARIE - May 20th.
NEWCASTLE - May 22nd.
GOSFORD - May 23rd.
PENRITH - May 27th.
WOLLONGONG - May 29th.
CANBERRA - June 1st.
WAGGA WAGGA - June 3rd.
GRIFFITHS - June 5th.
ALBURY - June 6th.
BENDIGO - June 10th.

BALLARAT - June 12th.
GEELONG - June 13th.
SALE - June 17th.
MELBOURNE - June 20th.
HORSHAM - June 21st.
ADELAIDE - JUNE 24th.
PORT AGUSTA - June 26th.
PERTH - June 29th.
DARWIN - July 4th.
MT ISA - July 7th.
CAIRNS - July 10th.
TOWNSVILLE - July 11th.
MACKAY - July 13th.
ROCKHAMPTON - July 15th.
SUNSHINE COAST- July 18th.

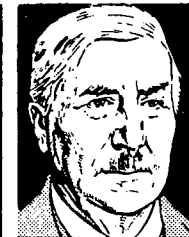
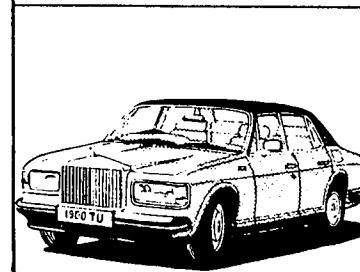
Further information contact the Co-ordinator Allan Lawson 076 39 1794.

Application Entry Forms (enclose self addressed envelope):

National Concours
P.O. Box 3159
Town Hall PO.
TOOWOOMBA 4350 QLD.

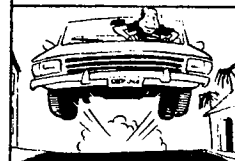
Factfile FROM THE GUINNESS BOOK OF RECORDS

THE MOST EXPENSIVE BRITISH STANDARD CAR IS THE ROLLS ROYCE 8 CYLINDER 6750cc SILVER SPUR LIMOUSINE. QUOTED IN 1986 AT £159,461 (incl tax).



REGISTRATION PLATES WERE INTRODUCED IN BRITAIN IN 1903. THE ORIGINAL A1 PLATE WAS SECURED BY THE 2ND EARL RUSSELL (1865-1931).

THE WORLD'S OLDEST DRIVER WAS ROY M. RAWLINS (6/10 JULY 1870) OF STOCKTON, CALIFORNIA, USA. HE WAS WARNED FOR DRIVING AT 95mph (152km/h) IN A 55mph (88.5km/h) ZONE IN JUNE 1974. ON 25 AUG 1974 MR. RAWLINS WAS AWARDED A CALIFORNIA STATE LICENCE VALID UNTIL 1978 BUT DIED ON 3 JULY 1975, ONE DAY SHORT OF HIS 106th BIRTHDAY.





PROPELLER SHAFTS AND COMPONENTS

| Year | To Suit Make & Model | Location in Chassis | Type of Shaft | Universal Joint Kit (F) Front (R) Rear | A B C D | Flange Yoke Front Fitting or End Yoke Stub Yoke Two 'U' Bolt Assy. | A B | Slip Joint Complete (FOR COMPONENT PARTS - REFER SECTION 2) Slip Yoke |
|---------------|---|---------------------|---------------|--|------------------|--|--------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | | 7 | |
| HUMBER | | | | | | | | |
| 1950-57 | HAWK MK. III, IV, V & VI 105½" W.B. STD. TRANS. Up To CHASSIS No. A5402994 including A5403025 - R.H.D.; A5403056 including A5403075 & A5403127 - L.H.D. | T to RA | HS | K5-L4R (F & R) | - | - | A | 1301-GB3 |
| 1953-57 | SUPER SNIPE MK. IV. 115½" W.B. With STANDARD TRANS. | T to RA | HS | K5-GB18R (F & R) | - | - | B | K3-3-GB998 ① |
| | With OVERDRIVE TRANS. | T to RA | HS | K5-GB18R (F & R) | - | - | A | 1351-GB25 |
| | With AUTOMATIC TRANS. | T to RA | HS | K5-GB18R (F & R) | - | - | A | 1351-GB25 |
| 1957 | HAWK MARK VI 105½" W.B. STANDARD TRANS. - From CHASSIS No. A5402995 Onwards, Less A5403025 - R.H.D.; A5403057 Onwards Less A5403075 and A5403127 - L.H.D. | T to RA | HS | K5-L4R (F & R) | - | - | A | 1301-GB3 |
| 1957- | HAWK MARK VI 105½" W.B. OVERDRIVE TRANS. - Up To CHASSIS No. A5403037, 038, 066, 067, 068, 070, 071, 074, 090, 102, 181, 209, 226, 283 - R.H.D.; A5403123 - L.H.D. | T to RA | HS | K5-L4R (F & R) | - | - | A | 1301-GB3 |
| 1957- | HAWK MARK VI 105½" W.B. OVERDRIVE TRANS. - From CHASSIS No. A5403036 Less A5403037, 038, 066, 067, 068, 070, 071, 074, 090, 102, 181, 209, 226, 283 - R.H.D.; A5403124 Onwards - L.H.D. | T to RA | HS | K5-L4R (F & R) | - | - | A | 1301-GB3 |
| 1957-63 | HAWK, SERIES I, IA, II & III STANDARD TRANS. 110" W.B. OVERDRIVE TRANS. AUTOMATIC TRANS. ALL MODELS | T to MB | HS | K5-L4R (F) | A | K2-2-239 | - | - |
| | | T to MB | HS | K5-L4R (F) | A | K2-2-239 | - | - |
| | | T to MB | HS | K5-L4R (F) | A | K2-2-239 | - | - |
| | | MB to RA | HS | K5-L4R (F & R) | - | - | A | 1301-GB3 |
| 1959-63 | SUPER SNIPE, SERIES I, II, III & IV 110" W.B. STANDARD TRANS. OVERDRIVE TRANS. AUTOMATIC TRANS. ALL MODELS | T to MB | HS | K5-L4R (F) | A | K2-2-239 | - | - |
| | | T to MB | HS | K5-L4R (F) | A | K2-2-239 | - | - |
| | | T to MB | HS | K5-L4R (F) | A | K2-2-239 | - | - |
| | | MB to RA | HS | K5-L4R (F & R) | - | - | A | 1301-GB3 |
| HUMBER | | | | | | | | |
| 1962-64 | VOGUE MK. II | | | | | | | |
| | STANDARD TRANS. | T to RA | | K5-GB79 (F) | | | | |
| | BORG WARNER AUTO. TRANS. | T to RA | | K5-GB79 (F) | | | | |
| | OVERDRIVE TRANS. | T to RA | | K5-GB79 (F & R) | | | | |
| 1963- | VOGUE SPORTS SALOON STANDARD TRANS. | T to RA | | K5-GB79 (F) | | | | |



PROPELLER SHAFTS AND COMPONENTS

| Tubular Shaft Assembly | TUBULAR SHAFT ASSEMBLY Consisting of :- | | | | | A B C | Flange Yoke Rear Fitting or End Yoke Two 'U' Bolt Assy. | Complete Shaft Repco Part No. |
|---------------------------|---|--|---|-------------|--|-------------|--|----------------------------------|
| | A B C D | Slip Stub Shaft Midship Stub Shaft Weld Yoke Sleeve | Tube Diameter & Wall Thickness S - Seamless W - Welded | A B C | Slip Stub Shaft Midship Stub Shaft Weld Yoke | | | |
| 8 | 9 | | 10 | 11 | | 12 | | 13 |
| 2EX.49/0252 | A | K2-42-GB2731 | 2 3/4" X .064W | C | K2-26-GB1557 | A | K2-2-239 | 49/0252 |
| 2EX.50/0657 | C | K3-26-GB1657 | 2 1/4" X .095W | C | K3-26-GB1657 | A | K3-2-119 | 50/0657 |
| 2EX.54/0738 | A | K3-42-GB3121 | 2 1/4" X .075W | C | K3-26-GB1657 | A | K3-2-119 | 54/0738 |
| 2EX.55/0447 | A | K3-42-GB3141 | 3" X .064W | C | K3-26-GB1677 | A | K3-2-119 | 55/0447 |
| 2EX.53/1351 | A | K2-42-GB2731 | 2 3/4" X .064W | C | K2-26-GB1557 | A | K2-2-239 | 53/1351 |
| 2EX.54/0264 | A | K2-42-GB2731 | 2 3/4" X .064W | C | K2-26-GB1557 | A | K2-2-239 | 54/0264 |
| 2EX.55/0367 | A | K2-42-GB2721 | 2 1/2" X .064W | C | K2-26-GB1517 | A | K2-2-239 | 55/0367 |
| 2EX.56/0240 | C | K2-26-GB17 | 2" X .095W | B | 2-57-GB821 | - | - | 56/0240 |
| 2EX.56/0241 | C | K2-26-GB17 | 2" X .095W | B | 2-57-GB821 | - | - | 56/0241 |
| 2EX.56/0242 | C | K2-26-GB17 | 2" X .095W | B | 2-57-GB821 | - | - | 56/0242 |
| 2EX.55/0515 | A | K2-42-GB2701 | 2" X .095W | C | K2-26-GB17 | A | K2-2-239 | 55/0515 |
| 2EX.56/0957 | C | K2-26-GB17 | 2" X .095W | B | 2-57-GB821 | - | - | 56/0957 |
| 2EX.56/0958 | C | K2-26-GB17 | 2" X .095W | B | 2-57-GB821 | - | - | 56/0958 |
| 2EX.56/0242 | C | K2-26-GB17 | 2" X .095W | B | 2-57-GB821 | - | - | 56/0242 |
| 2EX.55/0515 | A | K2-42-GB2701 | 2" X .095W | C | K2-26-GB17 | A | K2-2-239 | 55/0515 |

Contributed by HERB PERKINS.

TECHNICAL PAGE - FRONT HUB SERVICING.

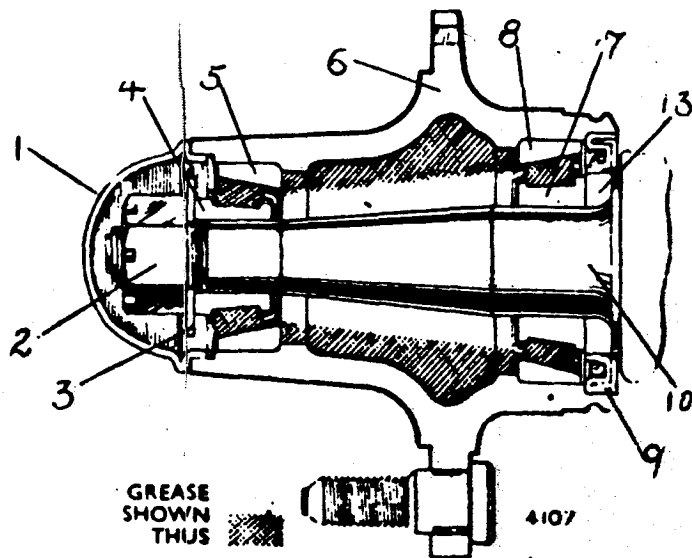


Fig. 6. Front hub correctly packed with grease

FRONT HUB AND BEARINGS

To dismantle and reassemble

1. Jack up the front of the car and remove the appropriate front wheel.
2. *Series I cars:* Remove the brake drum by withdrawing a countersunk screw.

Series II cars and onwards: Remove the disc brake caliper by withdrawing two bolts and suspend nearby without straining the flexible hose.

3. Care must be taken to prevent any grease coming into contact with the brake linings or pads whilst dismantling the hub. Remove the hub dust cap (1) from the hub (6).
4. Withdraw the split pin and remove the castellated nut (2) and plain washer from the stub axle (10).
5. Pull the hub (6) off the stub axle (10) at the same time holding a hand under the hub to catch the roller assembly (4) of the outer taper bearing; the large roller assembly (7) of the inner taper bearing can be removed by hand after extracting the oil seal (9). When new bearings are to be fitted the outer races (5 and 8) can be removed from the hub (6) by tapping them out with a suitable drift. The distance piece (13) normally remains on the stub axle (10).

To reassemble (Fig. 6)

1. Press the outer races (5 and 8) into the hub (6) in both cases the larger internal diameter must be outwards from the respective ends of the hub (6).
2. Pack the hub (6) and roller assemblies (4 and 7) with grease of the correct grade, see Section "P". The amount required is one and a half capfuls distributed evenly within the hub shell (6) as shown in Fig. 6.

3. Position the large inner roller assembly (7) inside the hub (6) followed by the oil seal (9) so the fold of the lip is toward the bearing (7) as shown in Fig. 6.
4. When necessary press the distance piece (13) on to the stub axle (10).
5. Position the hub (6) on the stub axle (10), and position the small inner roller assembly (4) inside the hub (6).
6. Fit the large plain washer (3) the castellated nut (2) and adjust the bearings, see under "FRONT HUB ADJUSTMENT".
7. Lock the castellated nut (2) with a new split pin and fit the hub dust cap. **DO NOT PACK THE HUB DUST CAP WITH GREASE.**
8. Refit the brake caliper or brake drum—
(USE NEW SHAKE PROOF WASHERS)
9. Refit the front wheel and remove the jacks.

Front hub adjustment

It is essential that the endfloat of the front hub bearing is correct; to obtain the proper condition the following procedure must be observed—THIS IS IMPORTANT.

1. Jack up the front of the car until the front wheel is clear of the ground.
2. Remove the nave plate and the hub dust cap.
3. Extract and discard the split pin from the castellated nut and apply a suitable torque wrench. Spinning the front wheel simultaneously, tighten the castellated nut until a torque reading of 15 to 20 lbs. ft. (2.07 to 2.76 kg.m.) is obtained.
4. Slacken the castellated nut one to one-and-a-half flats and spin the front wheel.
5. Check the endfloat with a dial test indicator, which should read between the figures given in the "General Data Section".
6. When the endfloat is not within these figures, the castellated nut must be further adjusted and the endfloat again checked with the dial test indicator.
7. When the correct adjustment has been obtained with the slots in the castellated nut in correct relation to the split pin hole in the stub axle, lock the nut with a new split pin of the correct size.

DO NOT FILL THE HUB DUST CAP WITH GREASE.

Refit the hub dust cap, nave plate and front wheel.

SWAN HILL. ACCOMMODATION LIST.

"LUXURY MOTELS":

*** CAMPBELL MOTOR INN: Centrally located. Self contained units with air conditioning, direct dial telephone, TV., radio, tea making facilities, pool. Restaurant attached. Limited car wash facilities. BBQ. Lawn/garden area.
\$51 per night, double. Extra person \$7.

*** PARUNA MOTEL: Similar to above, same price range ., no restaurant.

"BASIC MOTELS":

** HIGHWAY 16 MOTEL: Very basic accommodation with little bench space but rooms are clean and reasonably spacious. All have frig., jug and toaster. Some have TV and/or radio. Floors are carpeted. Most rooms are air conditioned, some have double beds and bunks. Recreation room, BBQ and pool. Large grassed area with limited shade. Situated on outskirts of town, next to Pioneer City Caravan Park.
\$37 double per night. Extra person \$5.

** KENNILWORTH HOLIDAY RESORT:

Set in large, pleasant grounds with BBQ'S, pool, shady trees and ample car washing facilities. Facilities similar to Highway 16 but has less units available. Basic cooking requirements in some units.
4 day minimum booking. Cost varies according to room.
Double room: \$134 (4 days).
3 & 4 Beds: \$158 "
5 & 6 Beds: \$176 " - 2 rooms.

Situated next to Kisimul Caravan Park.

CARAVAN PARKS:

*** PIONEER CITY CARAVAN PARK: Top rating park with excellent facilities. Kiosk. Plenty of shade and car washing facilities. Currently 10 day minimum booking but may negotiate on 8 days following Easter 1987. Next to Highway 16 Motel.
Prices quoted are for 2 people, extras \$5.00.
Basic 6 berth van; \$30 p/n.
6 berth mobile home; \$33 p/n.

De luxe accommodation;- Self contained, air conditioned, TV etc.
Cabin (1 double bed, 2 singles): \$40.00 for 2 people.
Flats (" " " " " - 2 Bedrooms : \$50.00

*** KISIMUL CARAVAN PARK:

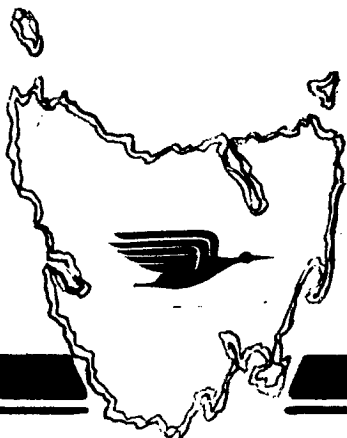
Facilities as above . At other end of town to Pioneer City Park. Next to Kennilworth Holiday Resort. Prices for 2 as follows;

Mobile home (acc. 6) ; \$38 p/n.
6 Berth Van: \$34 p/n.
4 Berth Van: \$30 p/n.
2 Berth " : \$26 " .

** PENTAL ISLAND CARAVAN PARK AND HOLIDAY FARM:

Approx. 6 KM from Swan Hill. Situated on Murray River frontage. Does not accept bulk bookings but will accept 5 day minimum Easter bookings from individuals. Bookings for Easter 1988 do not open until after Xmas holiday period.

HOTELS: OASIS Hotel , or WHITE SWAN hotel are both centrally situated.
Bed and breakfast for one person approx. \$20 ; two people \$35 P/N.



THE HUMBER CAR CLUB OF TASMANIA

CLUB ADDRESS: 2/205A Churchill Ave., Sandy Bay, Tas. 7005

THE COMMITTEE 1987-88

| | | |
|--------------------------------------|--------------------------------------|------------|
| <u>PRESIDENT:</u> Max Heazlewood | 6 Woodward Ave. Burnie 7320 | 004-312894 |
| <u>SEC/TREASURER:</u> Nina Densley | 2/205A Churchill Ave. Sandy Bay 7005 | 002-253837 |
| <u>NORTHERN SEC.</u> Marie Viney | 'Summershall Estate' Westwood 7257 | 003-936246 |
| <u>SOUTHERN SEC.</u> Terry Styles | 12 Henry Cresc. New Norfolk 7140 | 002-613417 |
| <u>CLUB REGISTRAR:</u> Barry Revell | 148 Parker Street Devonport 7310 | 004-244205 |
| <u>EDITORS:</u> Max & Pam Heazlewood | 6 Woodward Ave. Burnie 7320 | 004-312894 |

NEXT GENERAL MEETING: ROSS FOOTBALL GROUND-SUDAY 26TH APRIL-11AM.

Good parking available, bring barbies, cut lunch etc., hotel nearby for counter-lunches. The football club will be allowing us the use of their kitchen facilities so there will be no worries about being under cover if weather turns a bit 'iffy'.

SECRETARY'S NOTES:

Nina has been in contact with the Ross council regards the football oval. We have been instructed that we have the use of the grassed area surrounding the back of the oval. They have advised us that we shall not be allowed to park vehicles on the oval itself due to possible damage, which is fair enough. Nina is to withdraw \$30.00 from the Club account to be forwarded to the Ross council as payment for the hire of kitchen facilities. It was suggested by Nina that we ask for \$2.00 donation from each car to offset costs. This was agreed to by Committee.

TREASURERS REPORT:

The Treasurer has stated that the transferal of the Club cheque account has met with some beaurocratic bungling on behalf of the Bank. After consultation, this matter has now been rectified. Present account ballance stands at \$239.12.

REGISTRARS REPORT:

Barry has reported that their has been no movement on the membership front, three new meberships are in the pipeline.

A fist full of documents concerning the Laws of Incorporation have been received from the Corporate Affairs Office. Barry is now wading knee deep through the paper-work. It has been suggested by a cooleague from another club that it may be more beneficial for us to consider taking out Third Party Liabillity insurance to protect the Club. The matter is being investigated.

GENERAL BUSINESS:

Regards the Club Badge; reports coming in have suggested that it would be very hard to improve on the design submitted by the President because it contained all the ingredients necessary for a striking badge, easy to manufacture and a good colour scheme. The matter of a Club badge will be decided at the Ross meeting in April. Meanwhile the Club will investigate costs and marketing of such a badge, including the possibility of lapel badges and other Club related regalia which shall be reported upon

at the next meeting.

PEARNS STEAM DAY:

This has been set down for the 5th of April this year and is to be held at Westbury and is sponsored by the Westbury Rotary Club. As always this is an excellent family day out and promises to be even better this year with the usual attractions of steam traction engines, vintage tractors, stationary engines display, vintage, veteran and classic cars and motorcycles, model displays and various other side attractions. We would like to see as many Club members and their cars as possible at this meeting to make a good showing and let the public know of our existence. So come on, get out the polish rags and spruce the old girl up and come along.

West Australia Club; We have at last received a reply to one of our letters, they explain below:-

HUMBER CAR CLUB OF WESTERN AUSTRALIA

P.O. Box 565, Kalamunda, W.A. 6076

Dear Nina,

This is to inform you that:

- a) The Humber Car Club of Western Australia is still alive and kicking,
- b) The Club address has recently changed to the address above, and
- c) We hope to return your correspondence somewhat more promptly in future.

With regard to c) above, we have had a problem with our incoming mail in that almost all of it dated between June and December, 1986 failed to reach the Club until shortly before Christmas, when it all suddenly arrived en masse. We do not know where it had been accumulating all this time: maybe Australia Post has a deep hole marked "Limbo" somewhere. At any rate, you can't reply to correspondence you don't receive: this mostly explains our thunderous silence of late.

Thanks for your perseverance in forwarding club magazines and other sundry items: we do appreciate this. We trust that we eventually received everything which you sent our way! Incidentally, our previous post-office box belongs to one of our active members, so any mail sent to it since the Club changed its address last month will reach us fairly promptly (Australia Post permitting!).

I enclose some newsletters and minutes dating back to last July: we hope that we will be able to marshal enough resources amongst our membership to make the production of the club newsletter a more regular event than it has been thus far. We trust you will derive some amusement from reading about the trials and tribulations of a new club trying to get its act together!

With regard to the proposal to hold a National Rally: we discussed it at our January meeting and the general feeling was that the idea was nice in principle, and, as far as the Eastern States clubs were concerned, probably entirely practicable. However, remembering that Perth is 2700 km distant from the nearest State capital, Adelaide, and 4300 km from Sydney, it seems reasonable to conclude that W.A. members would only make the trek if they could incorporate the event into an Eastern States holiday. Even if the event were occasionally to be held in Perth, what proportion of your members would be inclined to take the trip West? We would welcome further dialogue on the subject, but the combination of sheer distance and the relatively small size of our membership are certainly obstacles to the significant participation of our club in a National Rally.

Finally, with regard to the National Register, we have been gradually compiling a State Register since shortly after the Club's formation in December, 1985. However, roughly half our membership have so far failed to provide full details of their own cars: I recently sent them "Details of Cars" forms so that they could rectify the situation. You never know, I might get a flood of replies! Anyway, I shall wait at least a little while before forwarding a copy of our Register.

Once again, apologies for the delay in correspondence. We look forward to hearing from you again.

Yours sincerely,

Stephen Phillips,
SECRETARY
17 FEB 1987.

MAGAZINE AND ASSOCIATED COSTS: Since January, the Club has been informed that the costs of producing our joint magazine are steadily rising, including the printing and postage. Australia Post claims that Clubs like ours are being over-subsidised. So the present postal rate of 29¢ per magazine shall be lifted to 33¢ or 36¢. We are awaiting an official reply from the Victorian Club concerning magazine costs, when this is received we shall be able to sort out as to whether to continue the present arrangement or entertain the idea of producing our own magazine. A full report concerning this important matter shall be tabled at the next meeting.

WHAT KIND OF MEMBER ARE YOU ???

Are you an active member, the kind that would be missed?
Or are you just contented your name is on the list.
Do you attend the meetings and mingle with the crowd?
Or do you stay at home and growl both long and loud.
Do you take an active part to help the work along?
Or are you satisfied to be the kind that just belong.
Do you ever go to visit a member who is sick?
Or leave the work to the same old few and moan about the Clique.
There is always a good programme that means success if done.
And it only is accomplished with the help of everyone.
So attend our turnouts regularly,
And help with hand and heart.
Don't just be a member, take an active part.

I KNOW YOU'RE OUT THERE, SO COME ON BE IN IT.

PRESIDENTS REPORT:

I see that the mind numbing vale of silence is emanating from our members as usual, so to try and prick a few consciences into action I shall produce some correspondence that I have received from some American colleagues in the P.V.H.C.C.(U.K.)

Humber Car Club Tasmania
6 Woodward Ave., Hillcrest
Burnie 7320
Tasmania, Australia.

J.A. Biggs
630 Arata Lane
Windsor
California 95492
U.S.A.

25th Feb. 1987

Dear Max, Pam & Carly,

I was real pleased to receive your letter. It's nice to know that there are some Humberers down under.

Our family has a 1953 Pullman Landaulette Formal Limo with a Thrupp and Maberly body. It had been retained by the Rootes Group for ten years for official functions, then a doctor in Linden (Cal.) owned it for a short while. From there the history gets hazy. It was shipped to a car show in New York in the '60's, stolen and some years later, turned up in New Orleans. A stock broker in Indianapolis bought it from the insurance company around 1973. A friend of mine bought it in 1975 and brought it with him to Noysa California. I bought it from him about two years ago. The car is original except for the back seats which had to be recovered after a bout with moths. There are several minor items that need to be fixed, it is registered and insured although we drive it infrequently.

I really have not specialised in one makes as my interests are varied. The other car I have restored is a 1966 Mustang Convertible, Red with a White top.

Our everyday cars are a V.W. and a Pontiac Grand Prix which is driven everyday.

We live in the country about 65mls North of San Francisco, 10mls North of Santa Rosa on Highway 101. We've been here for 16 years. The terrain is rolling hills with occasional flat valleys. In the winter everything is green because of the rain and the temperate weather (nights-6-8deg, and days 15-20deg). Summer, the hills turn brown for a lack of rain and the days will be 40deg. (dry)but nights will be 17deg. with a breeze late afternoon.

Carolyn and I have children, Dannielle 13, Jason 11 and Chris 9. Carolyn works part time for an insurance broker and I am a pilot with United Airlines.

Let us know about yourselves; I'm glad that you dropped us a line

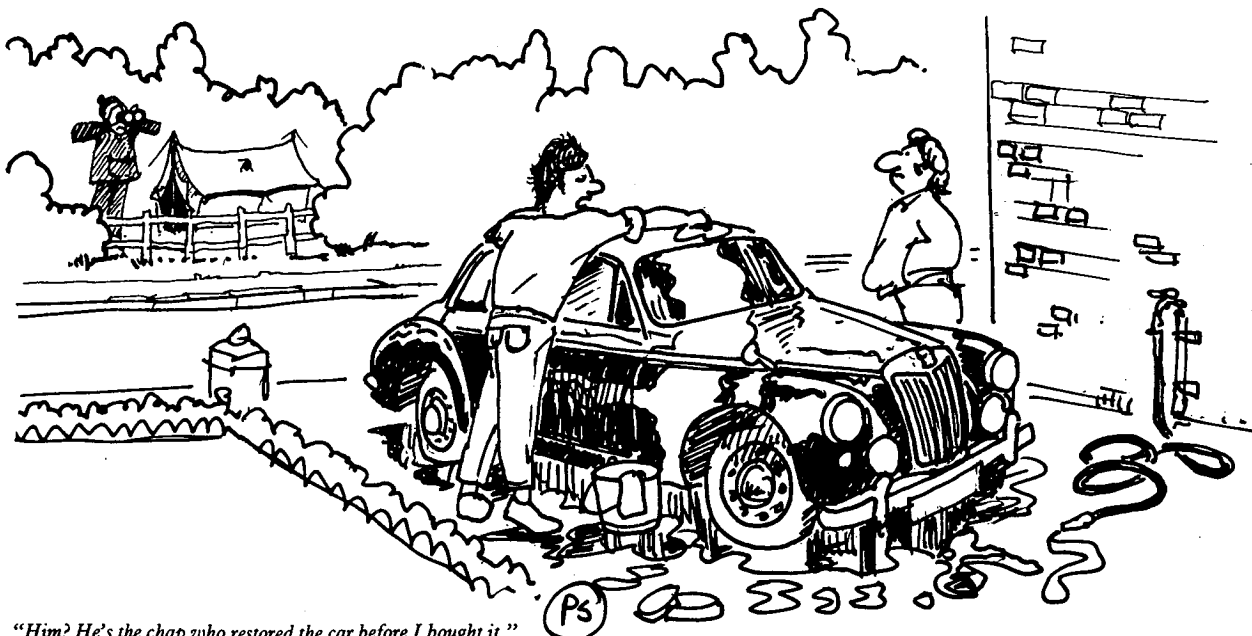
Sincerely
John A. Biggs.

I have sent 12 letters of introduction to our Club along with a photo-copy of my cars. So far I have received two replys since posting them in late January. Surely, if I can receive correspondance from the other side of the Pacific, theres no telling what you can do here in Tasmania, so how about it members, it does'nt take much, just a few words and possibly a photo or two, now that is'nt asking too much is it?

Recently the Club has been able to satisfy some members parts needs, Terry Styles our keen Southern Sec. has been supplied with some MKIII S/Snipe parts by yours truly, these include a full set of hubcaps, trafficators, door handle, park light surrounds, etc., and I have just procured a brand new full head and sump gasket set for Bill Rumleys MKIV S/Snipe, a rarity indeed. It was through Barry Revell that I was able to get hold of this set. This is the whole point of the Club to be able to help each other to keep our cars on the road. Speaking of Barry Revell (kindly of course) I had the opportunity to look over Barry's Series IV S/Snipe which is having an engine rebuild at Jim Wheatley's workshops in Devonport. Jim is a mechanic of the old school and is familiar with these quality engines, he is heavily involved with the V.C.C.TAS.

Barry's car is having the head planed, valves done, guides replaced and will have to have No.6 piston replaced. Looks like the engine has swallowed something a little more solid than just fuel and air.

There is for sale at the moment an extremely rare (for this state in any case) Humber 9 or 12/20 4door tourer in Devonport. This car is the only one in the state and is fitted with a Launceston body, can anybody enlighten us on this rare car. The present owner is Bill Speight, a salesman for Motors and was previously owned for several years by Jim Wheatley. Apparently the car is very origiaal and in good mechanical fettle.



"Him? He's the chap who restored the car before I bought it."

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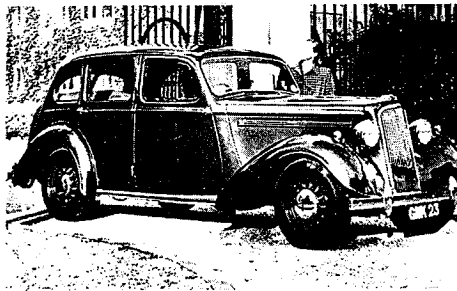
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