

March 1988

# *The* **HUMBERETTE**



By Appointment to  
The Royal Family

Official Newsletter of the  
Humber Car Club of  
Victoria Inc.

Affiliated with the  
Association of Motoring Clubs



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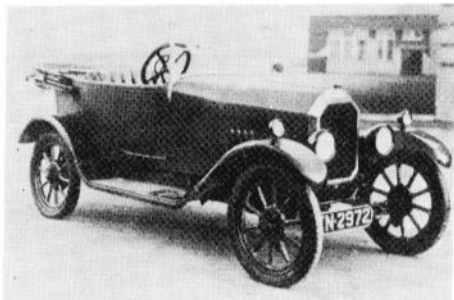
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# CALENDAR

- MARCH 25TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.  
VIDEO NIGHT FOLLOWING MEETING.
- MARCH 27TH. DAIMLER LANCHESTER CLUB CONCOURS AND DISPLAY DAY.  
HAILEYBURY COLLEGE OVAL, BRIGHTON. MELWAY MAP 76 H4.  
ENTRY FEE OF \$2.00 INCLUDES AFTERNOON TEA (ENTRY FEE IS PER CAR.)  
HUMBER CLUB MEMBERS MEET AT 11.30AM IN THE CAR PARK CR. SOUTH ROAD AND HAMPTON ROAD. WE WILL THEN PROCEED IN CONVOY TO HAILEYBURY COLLEGE. BYO PICNIC LUNCH. TROPHY AWARDED FOR MOST POPULAR NON-DAIMLER.
- APRIL 1ST- 4TH. 6TH NATIONAL HUMBER RALLY, SWAN HILL. AN ENDORSED BICENTENNIAL ACTIVITY. SEE DETAILS OF RALLY PROGRAM ON VERSO OF THIS SHEET.
- (MARCH 26TH). "ANCHORS AWAY" ON THE BICENTENNIAL FIRST FLEET AND HUMBERS ON PARADE AT PORTLAND WHARF. WESTERN DISTRICT MEMBERS PLEASE SUPPORT CHAS. SPEED'S "REGAL" HUMBER PERFORMANCE , COMPLETE WITH ALMOST AUTHENTIC CHAUFFEUR! (PHOTOS IN A FUTURE MAGAZINE.)
- APRIL 17TH. HERITAGE WEEK. "CAVALCADE OF TRANSPORT" IN COLLINS ST. WOULD ALL OFFICIAL HUMBER ENTRANTS IN THIS PARADE PLEASE CONTACT CLUB EVENTS ORGANIZER (PH: 435 6354) ONE WEEK BEFORE THE EVENT AND A CONVENIENT MEETING POINT WILL BE ARRANGED.
- APRIL 24TH. GUMBUYA PARK OBSERVATION RALLY WITH STANDARD/VANGUARD CLUB. MEET 9.30AM IN THE CAR PARK AT K MART SHOPPING CENTRE, BURWOOD HIGHWAY BURWOOD. MELWAY MAP 61 K6. BYO LUNCH, BBQ'S AVAILABLE.  
NOTE: THE OBSERVATION RALLY IS EXPECTED TO REACH GUMBUYA PARK APPROX. 11.30 - 12.00 MIDDAY. IF PREFERRED YOU MAY MEET THE RALLY PARTICIPANTS AT GUMBUYA PARK DIRECT.  
ENTRY FEE TO PARK.
- \*\*APRIL 22ND.\*\* GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- MAY 15TH. MONTHLY CLUB RUN TO BE ADVISED.
- MAY 27TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- JUNE 3RD & 4TH. VDC. SWAP MEET SPECTACULAR AT SHOW GROUNDS, ASCOT VALE.  
DISPLAY OF HUMBER CARS TO BE ARRANGED FOR THIS EVENT.

ALL EVENTS LISTED ARE OFFICIAL "RED PLATE" EVENTS.



## THE 6TH NATIONAL HUMBER RALLY.

### A COMBINED RALLY OF:-

THE HUMBER CAR CLUB OF AUSTRALIA. (N.S.W.). Inc.  
THE HUMBER CAR CLUB OF QUEENSLAND. Inc.  
THE HUMBER CAR CLUB OF SOUTH AUSTRALIA.  
THE HUMBER CAR CLUB OF TASMANIA.  
HOSTED BY: THE HUMBER CAR CLUB OF VICTORIA. Inc.

RALLY HEADQUARTERS: .... HIGHWAY 16 MOTOR LODGE,  
MURRAY VALLEY HIGHWAY, SWAN HILL.  
PH: (050) 32 2123.

### RALLY PROGRAMME:

#### THURSDAY 31st / FRIDAY 1st.

Arrival,; Registration and settling-in.  
Choice of local tours during day.  
"Get-to-know-you" BBQ, Friday evening.

#### SATURDAY 2nd.

10.30AM: Motorcade through Main Street.  
Assemble Highway 16 Motor Lodge at 10.00AM.  
Parade terminates at Technical School Oval  
for the Concours, Display and Pride of  
Ownership judging.  
LUNCH: BYO.  
Competitions and games during afternoon.  
  
7.00PM: Family Smorgasbord and fun night at  
Kennilworth Holiday Resort. Drinks, BYO.

#### SUNDAY 3RD:

10.00AM: Mystery Tour and "Discovery" Drive.  
Assemble outside Showgrounds near Fire-  
Brigade Running Track.  
LUNCH: BYO.  
  
7.30PM: Rally Presentation Dinner at Murray Downs  
Homestead. (Courtyard area). Drinks, BYO.

MONDAY 4TH: Local tour and visit to Winery.

MONDAY/TUESDAY: Rally wind-up and departure.

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1788-1988





# THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

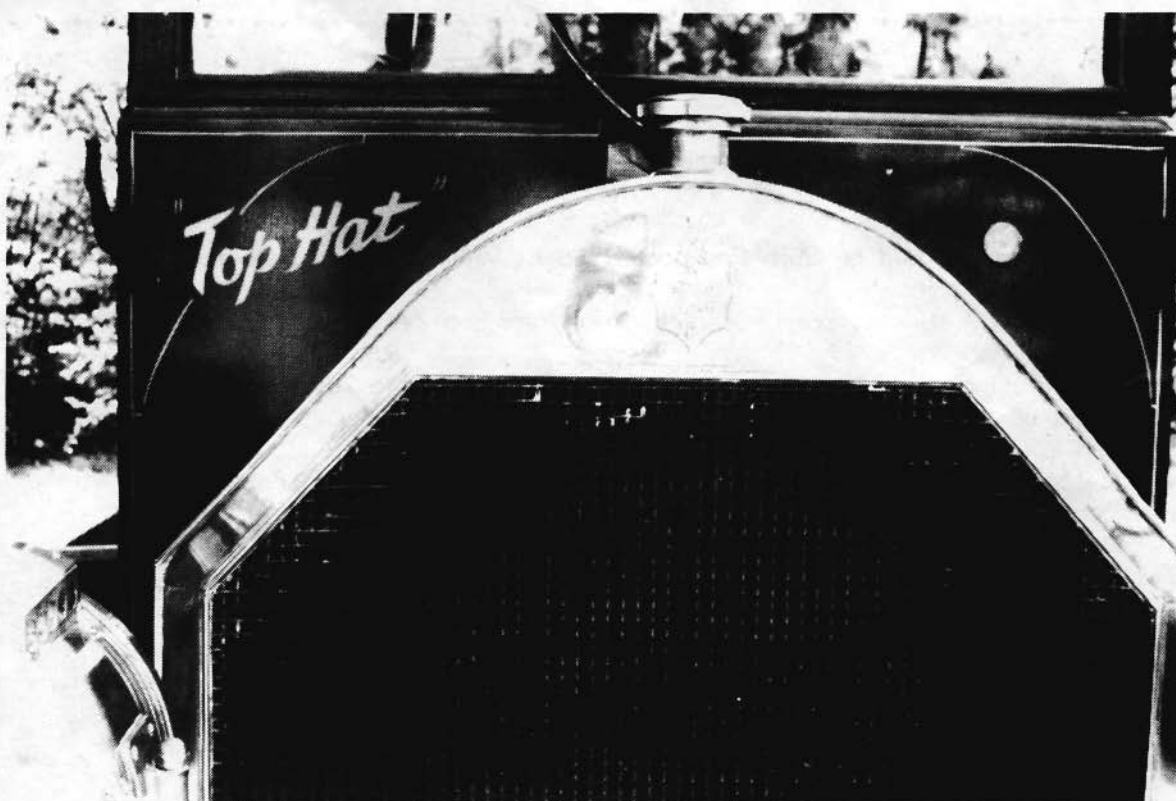
## COMMITTEE 1987-88

*Bob Holmes*  
314,6648

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
LIBRARIAN	Fred Pieterston	781 5169
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



Ian McDonald's Series V  
Super Snipe Rejuvenated  
By Ray Webster.



"The  
First  
Humber  
Twelve  
?  
Details  
Inside"

PRESIDENT'S REPORT (Kennedy's Klangers)

Once more the annual elections have come and gone, now I hope everyone will team up at the meetings. As you will read, the 1988-1989 Committee has been elected and there are not too many changes as you can see.

To the members standing down I would like to thank you for your efforts over the past year and to the new Committee members I welcome you and I'm sure all Club members will give you support throughout the year.

Most of the Committee remains the same; this indicates to me that those members are happy in their position or they couldn't get anyone else to take over their position for them?? Whatever the situation is, I thank each for their continued support both last year and for the coming year.

Last month you may have noticed that I did not submit a President's Report. This was my fault as I found myself out of time caused by settling into my new abode. Some may say they didn't notice the absence, others I hope did notice. Nevertheless, I'm sorry to deprive you of my rantings.

Now that we've settled into the house, I can now put my efforts into sorting out the garage and the machinery shed. As I unpack the boxes, I'm discovering items I had forgotten about years ago. I'm also finding items that members have asked for. So with my list of wants as I find bits, I'll send them along. If you have asked me for something and haven't received it, don't be surprised if a parcel arrives shortly out of the blue.

If anyone has been trying to ring the Kennedy household over the last few months, I'm sorry you couldn't get through but all is well now and you can ring me on the old phone number as we retained it when we moved.

Well enough of the ravings, I'll close now, looking forward to our next get-together, especially the Swan Hill Easter Rally. This event has mainly been handled by Margaret Willimott and I believe Margaret has done a fantastic job. If anyone has any questions regarding the Easter Rally, please contact Margaret as we do not have much time left before we leave so if you have any doubts, please clear them up now.

Till next we meet, all the best of health to each and everyone.

Bob Kennedy

\*\*\*\*\*

**THE HUMBER CAR CLUB of VICTORIA INC.**

Established 1975

23 HIGH STREET, WATSONIA, VIC.3087

Minutes of Committee Meeting held on 26th February 1988 at 7:00pm at Deepdene Hall

**PRESENT.** Keith & Margaret Willimott, Barry Bosnich, Vic Wilson, Bob Kennedy, Arnold Goldman, Marie Grande

**MINUTES** of previous meeting as printed in Humberette were accepted as a true record on the motion of Vic Wilson seconded by Barry Bosnich.

**BUSINESS ARISING.** Nil.

**CORRESPONDENCE.** Letter from Marg Kither discussed. Ideas suggested will be noted for future use. General correspondence to be listed in general meeting.

**TREASURER.** Treasurer not present.

**EDITOR.** Suggestion that stamped addressed envelope be sent out with renewal notices in next magazine. This will cost around \$60 and will assist country members and perhaps speed up the renewal rate. Also it will perhaps encourage those who will not renew to tell us why. Suggestion accepted. B.Bosnich to action.

**SECRETARY.** Suggestion that committee meetings be every month at the same time. Majority of committee consider this number of meetings not necessary. Suggestion not accepted.

## EVENTS DIRECTOR.

1. National Rally - Many details still to be finalised. These will be attended to at a special committee meeting on 13th March at 2pm at the Willimotts' home.

2. Koo-Wee-Rup festival entry forms are available.

**OTHER BUSINESS.** 1. Barry Bosnich offered to get tee-shirts printed at reasonable rates if we need them. To be referred to Geoff Webb.

2. Margaret Willimott was authorised to order 100 stickers for Swan Hill at a cost of \$250.

3. Further discussion on badges, stickers, money for paying at Swan Hill. Funds required from Treasurer prior to Easter.

Meeting closed at 8:15pm

Arnold Goldman  
Secretary

\*\*\*\*\*

## SOCIAL NEWS & NOTES

Hello again everyone! I guess I half achieved what I set out to do at the Annual Meeting and that was to change and expand the social base of the Club. I'd like to introduce and to thank Pam Batten, Marie Grande and Dave Denner who have formed an active Sub-Committee to bring you a bigger and better social program this year.

The March/April Event Calendar is dominated by the 6th National Humber Rally at Swan Hill over Easter. A short resume of the rally programme is published in this Humberette - if you are interested in attending any of the rally activities please do so, you can be assured of a warm welcome. Other activities for the month are all of an inter-club nature.

The Koo-Wee-Rup Potato Festival will be over when you get your magazine and I hope some representatives from the Club managed to attend and keep faith with the Festival organisers. We have been invited to join the parade for the past three years now.

Next Sunday is the Daimler/Lanchester Club Concours and Display Day. Along with several other British Clubs we will be participating in the Display at Haileybury College. Polish up your Humber and come along for a pleasant, restful and relaxing afternoon.

Sunday 24th of April is the date of our combined outing to Gumbuya Park, Tynong with the Standard/Vanguard and Rambler Clubs. Gumbuya, an aboriginal term meaning "meeting place" is appropriately named offering plenty of entertainment for all ages. The park is situated on the Princes Highway, 74km from Melbourne and only about a 30 minute drive from Dandenong. Details of this outing and of the Daimler Concours Day are to be found on the Events Calendar.

The month of April also incorporates Melbourne's Heritage Week celebration. Our club contribution to this event consists of several entries in the Heritage Week Collins Street Cavalcade on Sunday 17th April. Watch the papers for more details of this happening.

It was great to see the Hillmans, Humbers and the "Lone Tiger" lining up together at the British Motoring Show. The big selection of cars on display and the warm, sunny weather helped make an enjoyable day out. My thanks to those who assisted at the show and also to all who purchased tickets in the A.O.M.C. raffle. Although Harold Paynting's book "Wheels In Victoria" was not won by anyone from HCCV, I am sure we are all happy to support the AOMC'S effort in keeping the interest of motoring clubs before the notice of relevant public bodies.

Please remember to complete the Subscription Renewal Form included with this Humberette and return it in the pre-paid envelope, together with the appropriate fee (no increase this year). Even if you are not renewing we would like to include details of your car on the register and are interested to know why you have decided to leave us. We value our association with you and your friendship.

Member Jack Waring recently donated an excellent motoring book "101 Great Marques" to help in the club fund raising programme. I'd like to thank Jack very much for his generous gesture. The book will be raffled at our March Meeting so come along and join in the chance to win a great prize. See you there!

Margaret.

## SECRETARY'S SECTION

March 1988

Welcome once again, and again let me introduce some new members:-

Barry & Leonie Trubie, 29 Avenue Road, Camberwell, who own a Series IV Snipe.

Kevin & Sujin Megee, 3 Strong Street, Geelong South, tel.052 21 5450, who have a Series V Snipe.

Carolyn Jenkins, 11 Alice Street, Queanbeyan, NSW, tel.062 97 5718, who has a Series IV Snipe.

James W. Yates, 6 Hampton Court, Glen Waverley, tel.03 560 5641, who has two Mark I Snipes.

Alan Peterson, 16 Cant Road, Colac, tel.052 31 4248, who has two Series IV Snipes.

The Annual General Meeting has passed and there are only a few changes to the committee of the club. Fred Pierson has taken over the library from Keith Willimott. Many thanks Keith for looking after our collection so well. I suppose being librarian has some benefits. One can read all the books without the bother of contacting anyone. Fred's contact number should appear in the Humberette from now on. The position of registrar has been merged with secretary as long as I do the job, and keep all the records on a computer disk. It makes amendments very easy. Margaret wanted assistance with organising social outings, so she now has a sub-committee of Dave Denner, Pam Batten and Marie Grande.

I have seen and heard nothing from anyone about having a club spares holding, and having had a look at Bob Kennedy's store last week, I think that the matter can now be dropped. How could we compete with Bob.

The Humber Car Club in NSW has changed the style of their monthly magazine. It is now a flash looking edition printed on glossy paper and looking quite commercial. Congratulations on a well produced magazine.

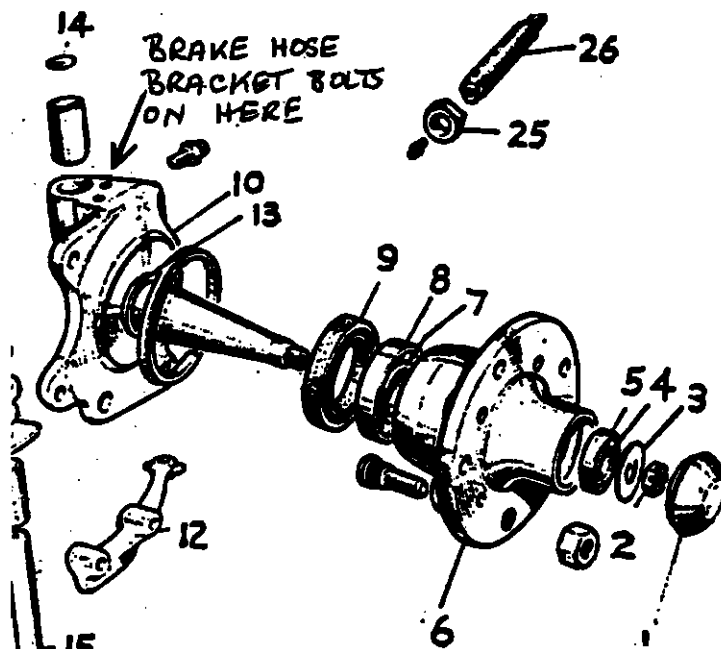
**Cracks in the front crossmember supporting the suspension.** While visiting Bob Kennedy recently, he showed me the location of the cracking that occurs on Series V and VA Snipes. I have checked mine, and fortunately my car has not had sufficient rough treatment for any to develop. The diagram in this issue shows the location. The cracks must develop from the bolt holes where the bottom wishbone support fastens onto the crossmember. What do you do if you find a crack? Well, it depends on the length and width of the crack. The first thing to do is stop it from growing any longer, or at least slow down its growth rate. Do this by drilling a 1/8th inch hole at the end of the crack. This reduces the local stress concentration. Then, if the crack is still small enough that it has not changed the shape of the front suspension cross member, weld a patch of steel over the whole area to fully cover the crack and at least 1 inch beyond. If the crack is beyond the simple repair stage, and you cannot get a replacement part, then I am informed that R.Kent & Sons of Clayton, tel.544 7326 can repair a cracked crossmember. They have all the necessary jigs to allow a rebuild of the complicated structure. Is it possible to reinforce the area to prevent cracks from forming? Yes, but be careful. Welding plates on to a stressed structure, which this appears to be, can cause stress concentrations in areas that did not have them before. Drilling and using self-tapping screws to attach a plate is not such a good idea either. The holes you drill could cause cracks to start where they would not otherwise appear. The airforce use patches on their aircraft to cover over cracks. These are glued on with high strength acrylic adhesives. I am intent on testing some easily obtainable glues to see how effective they are in stopping crack growth. I shall report progress when there is some.

I have had my current Snipe for 4 years now and having driven it 40000 miles without examining the front wheel bearings I was beginning to feel guilty of neglecting the poor thing. Especially as Keith Willimott reminded us of this last year with an article in the Humberette. It all seems so easy to look at, and the workshop manual makes it seem like a half-hour job. Unfortunately this is not quite so. The manual says remove wheel, remove disc caliper and suspend it carefully on its flexible hose. This is not quite as simple as removing the two bolts holding the caliper on. If you wish to include bleeding the brake system in the exercise then disconnect the brake line at the caliper and proceed as directed in the book. If you wish to avoid this chore, then the bracket holding the connector between the flexible and fixed brake line has to be removed. This is held in place on top of the stub axle with two 3/16 screws at the location shown in the diagram. To gain access to these screws with a spanner, it is necessary to remove the stone guard. This involves removing the caliper fixing bolts, and a 3/16 screw. Replace one of the caliper bolts while you remove the other two screws. The greasing is easy. The fiddly part is getting these 3/16 screws back into their holes. All round it took me 3 hours to do the two front wheels. Remember to bend up the tabs on the locking strip between the two caliper bolts, and always use a new split pin on the wheel nut. The car now feels better, or is it just my imagination telling me it was all worth while.

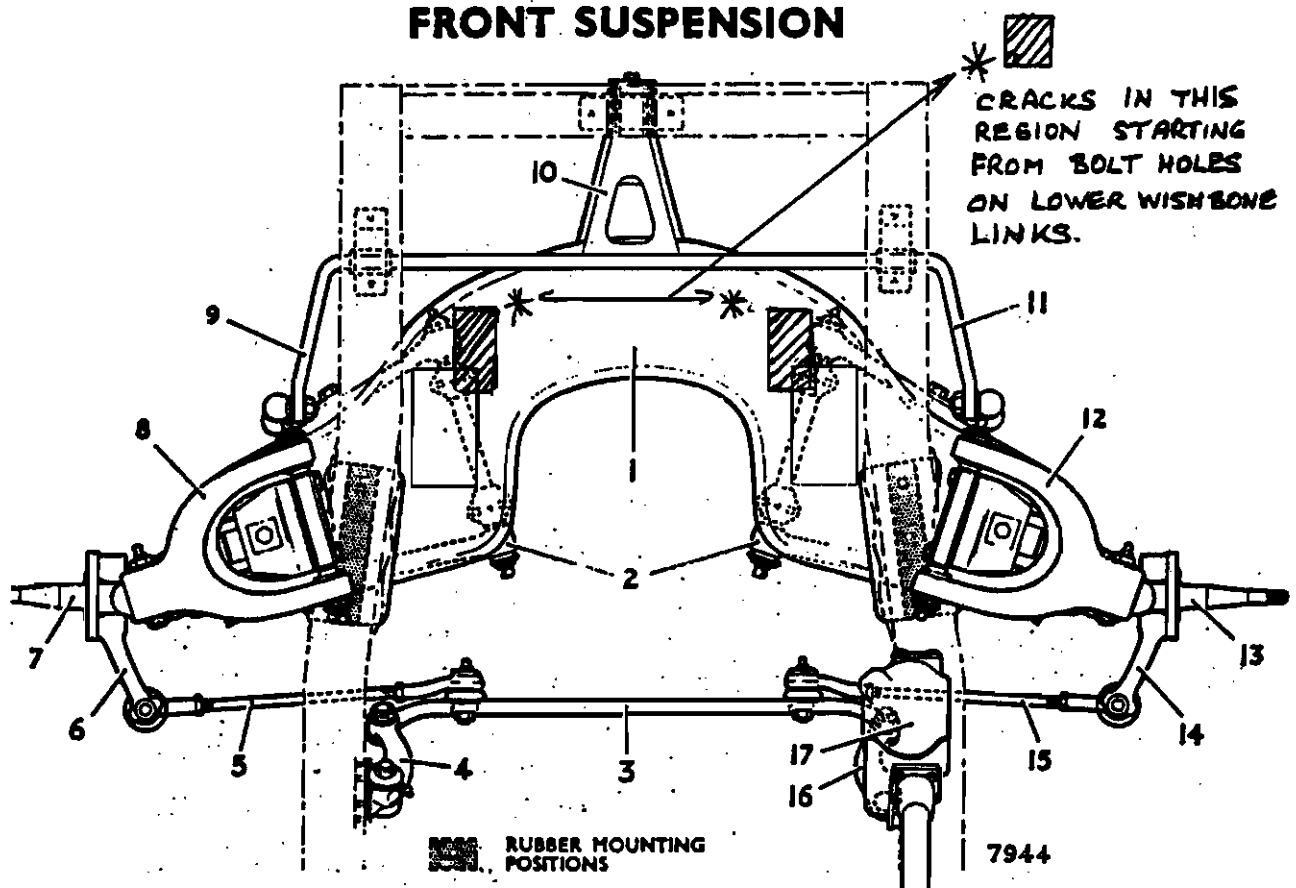
Best of luck, more next month.

Arnold Goldman, Secretary





## FRONT SUSPENSION



- 1 CROSSMEMBER
- 2 LOWER WISHBONE LINKS
- 3 CENTRE TRACK ROD
- 4 IDLER UNIT
- 5 & 15 OUTER TRACK RODS
- 6 & 14 STEERING ARMS

- 7 & 13 STUB AXLES
- 8 & 12 UPPER WISHBONE LINK
- 9 & 11 STABILISER BAR
- 10 STEADY ARM
- 16 SWING LEVER (DROP ARM)
- 17 STEERING BOX

Plan view of front suspension fitted to Series V and Imperial cars onwards. In the instance of Series I to IV cars, the steady

**MINUTES OF GENERAL MEETING  
HELD ON FRIDAY 26th FEBRUARY 1988 AT DEEPPDENE HALL**

**PRESENT:** Approximately 25 members as per attendance book.

**NEW MEMBERS:** Barry & Leonie Trubie - Series IV Snipe, Jason Miller - Vogue Sports making his first attendance at a meeting.

**APOLOGIES** were received from Nancy Kennedy, Roy & Merle Pepprell, Ian Foreman, Gordon Price, Tony Sheaffe, Joan & Bill Holmes, the Dunlop family.

**MINUTES** of the previous meeting as printed in the February 'Humberette' were accepted as a true record on the motion of Vic Wilson seconded by Peter Davenport. There was no business arising from the minutes.

**CORRESPONDENCE:**

**IN:** Joseph & Marie Coscia-Acevedo-Spencer sending greetings from Bolivia, Koo Wee Rup Festival committee sending entry forms for street parade, Sotheby's notifying of an auction on 19th March in Canberra, John Berry providing details of his 1933 Humber and other matters, Vintage Drivers Club with details of Spectacular 1988 on 3rd & 4th June, A.O.M.C. providing information on many topics, Robert Boan telling of his car problems and asking about H.C.C.Aust., application forms from John Berry, Dennis Brookes, Keith Hopkins, Slavco Ilic, Kenneth Loone, Kevin Megee, Barrie Trubie, Carolyn Jenkins, James W. Yates.

**Exchange Magazines:** Austin A40 Car Club of Aust., Chevrolet Car Club., Humber Car Club of Australia, A.O.M.C. newsletter, C.H.A.C.A. Journal, Humber Torque from New Zealand, Humber Car Club of Western Australia, Sunbeam Talbot Owners Club News, Humber Car Club of Queensland newsletter..

**OUT:** Welcome package to Slavco Ilic, Kenneth Loone, Chris Alban, John Berry, Dennis Brookes, Keith Hopkins, Kevin Megee, Stewart Hibbert, Barrie & Leonie Trubie, application packages to Alexander Gamble, Mark Keegan, Steven Amalia, Darryn Wardle, copy of club register to David Clark of P.V.H.C.C.(U.K.), information on a Series V Snipe for sale in the Wodonga area to Robert Stirling..

Correspondence accepted on the motion of Peter Davenport, seconded by Jack Waring.

**BUSINESS ARISING:** Jack Waring suggested sending names of other Canberra members to new member Carolyn Jenkins. A.Goldman said this will be done, and all members get a membership list each year anyway.

**TREASURER'S REPORT:** Treasurer not present but financial statement for the year was handed over by the club auditor. This will appear in next Humberette.

**EDITOR'S REPORT:** Presented by B.Bosnich

172 magazines sent out this month. Barry Trubie is the 150th member on the current list. New covers have been printed for next month and apologies are offered to those who received plain covers this month.

**EVENTS DIRECTOR'S REPORT:** Presented by Margaret Willimott.

Presentation made to Mike Fitchett. Margaret remembered to bring along the award to be presented to him, and Mike remembered to come.

Heritage Week details given.

Motoring Show details given. Request made for volunteers and several were forthcoming.

Daimler club cocours invitation mentioned. See newsletter.

**BUSINESS ARISING** Dave Denner informed meeting that the combined outing with the Vanguard club will now be on 24th April.

**TECHNICAL OFFICER'S REPORT:** Details given of dramatic damage to the Series IV Snipe engine of Barry Trubie. The con-rod was bent, the bearing hammered thin, and the bearing cap bolt broken. Needless to say, the engine developed a severe loss of power necessitating a replacement engine via the Humber Aid contacts. Vic Wilson delivered an engine to Albury for fitting by local garage.

Keith Willimott suggested that new nylok nuts should always be used on bearing caps. They cost so little and save so much.

**AOMC:** No report.

**LIBRARIAN:** Keith Willimott mentioned the acquisition of a 1933 Model 12 Snipe Service manual from John Berry.

Arnold Goldman donated a Dulux Refinishers Guide.

Mike Fitchett offered a MK IV Snipe manual courtesy of a Mr. D. Stewart of the Daimler Car Club. Keith said the Library had sufficient copies so Arnold Goldman took up the offer.

#### **CARS FOR SALE & WANTED:**

Several were mentioned and will be listed elsewhere in March magazine.

Jack Waring wants the external door strip for Series III Vogue rear door.

Stephen Laurie wants the left hand front wing chrome strip for a Series III Vogue.

Norm Watt offered a 52 litre Esky car fridge for \$30.

Bob Kennedy has moved into his new abode and is working his way through the list of members wants. Please be patient, your request will be attended to in a short while.

#### **GENERAL BUSINESS:**

Mention was made of a legal problem relating to the use of cars on modern plates being used in period films and being driven on the streets with their number plates covered over.

Margaret Willimott mentioned that there were 560 cars of the older category at the Hanging Rock meeting. This is to become an annual event.

Stephen Laurie asked about Series V Snipe windscreens. These are available at Hillman Spares for \$400 approx. or from Windscreen O'Brien at a similar price. Bob Kennedy has a few second hand screens at much lower prices.

Jack Waring asked for spare copies of Humberette to send to England. Extras to be printed next month.

**GENERAL MEETING CLOSED** and Peter Davenport took over to conduct business of Annual General Meeting assisted by Arnold Goldman.

**MINUTES OF PREVIOUS A.G.M.** Arnold Goldman briefly read out minutes of last years AGM as printed in the March 1987 Humberette. These were accepted as a true record on the motion of Geoff Webb seconded by Keith Willimott.

**FINANCIAL STATEMENT** was presented by Arnold Goldman in the absence of the Treasurer. Full details to be presented in next Humberette.

**SECRETARIES REPORT** as presented in the February Humberette.

Reports accepted on the motion of Pam Batten seconded by Margaret Willimott.

**ELECTIONS** Peter Davenport asked for any written nominations. None had been received so he asked for nominations from the floor. Only one nomination was received for each position, and the following were elected unopposed:

President - Bob Kennedy nom. Jack Waring sec. Keith Willimott.

Vice president - Vic Wilson nom. Keith Willimott sec. Mike Fitchett.

Secretary & Registrar - Arnold Goldman nom. Vic Wilson sec. Frank Stockwin.

Treasurer - Brian Parkinson nom. Arnold Goldman sec. Margaret Willimott.

Events Director - Margaret Willimott nom. Vic Wilson sec. Frank Stockwin.

Regalia Officer - Geoff Webb nom. Margaret Willimott sec. Vic Wilson.

Librarian - Fred Pieterston nom. Keith Willimott sec. Des Judd.

Editor - Barry Bosnich nom. Vic Wilson sec. Frank Stockwin.

It was requested by Margaret Willimott that a Social Sub-committee be formed and after some discussion, the following were elected:-

Dave Denner, Pam Batten and Marie Grande.

The technical advisors listed in the Humberette agreed to continue in those positions.

Rob Dunlop has indicated that he will remain as AOMC rep if required. There being no alternative offers, Rob is to continue as our representative on the AOMC.

**FEES.** Geoff Webb moved that the club fees remain the same for 1988. This was seconded by Vic Wilson. Voting was unanimously in favour.

Meeting closed at 9:30 pm for supper and social discussions.

Arnold Goldman  
Hon. Secretary

#### FOR SALES

MK 4 S/Snipe, 58000 mls, five new tyres, good condition all round, 11 months reg, \$4,000.  
Contact: Roy Pepprell, Ph: 729 3930.

1964 Vogue, good mech, rings and bearings renewed, slight rust r/door and sills, needs three new tyres for r/worthy, reg, plus two parts cars, \$500 best offer.  
Contact: F. Lombardo, 38 Mayfield Road, Cranbourne, Ph: (059) 98 5291.

Series 4 S/Snipe, goes well, bodywork needs attention, r.w.c., negotiable, \$1,200 o.n.o.  
Contact: R. Boan, (059) 84 2078.

Engine 202, suit Torana, needs reassembling, \$110 o.n.o.  
Contact: J. Waring, Ph: 725 9884 or 720 1197.

Series II Vogue, reg Nov 1988, needs work on brakes and front end for r.w.c., minor rust, upholstery good, four new retreads, \$400 o.n.o.  
Contact: L. Jackson, Laverton, Ph: 369 2960.

#### WANTED

P/st ram for Series S/Snipe (to be fitted to a 34 Dodge) have parts for Series V S/Snipe to trade or will pay cash.  
Contact: W. Anderson, Ph: 434 3160.

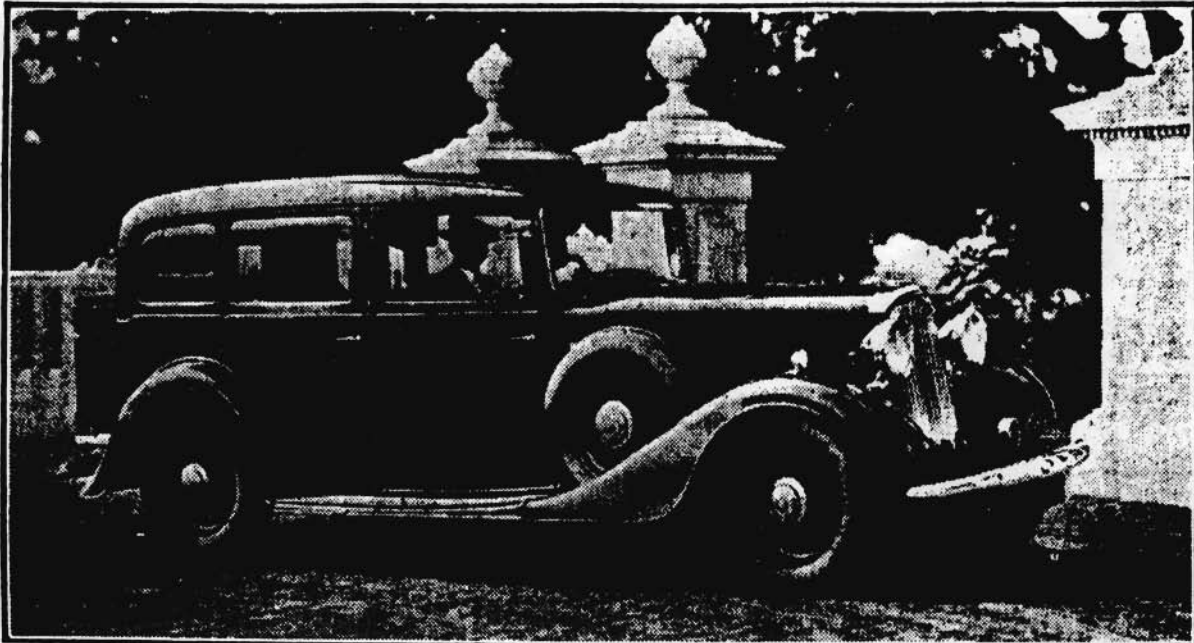
Suit MK II or III S/Snipe, one pair of rear brake cylinders 1.25" bore or similar from later model.  
Contact: D. Martin, Ph: (03) 743 8423.

\*\*\*\*\*

## PRIME MINISTER'S NEW MOTOR CAR COMES TO LAUNCESTON

1934

Contributed By John Berry



The new car photographed yesterday with a Launceston background.

Launceston had its first view yesterday of the English limousine which has been purchased by the Commonwealth Government for the use of the Prime Minister of the day at a cost of £1000. Many interested people inspected it, but no one with a greater attention than the representatives of D. L. Hollis Motors, the Tasmanian distributors of the model.

The car (a Humber Pullman) was shipped to Tasmania on the Loongana, and has been used by

the Prime Minister (Mr. Lyons) and Mr. Bruce during their tour of Tasmania, and will later be taken back to Melbourne.

As the Government will have to pay no duty on the car, its actual purchase price will be less than £1095—its market value in Tasmania and elsewhere in Australia.

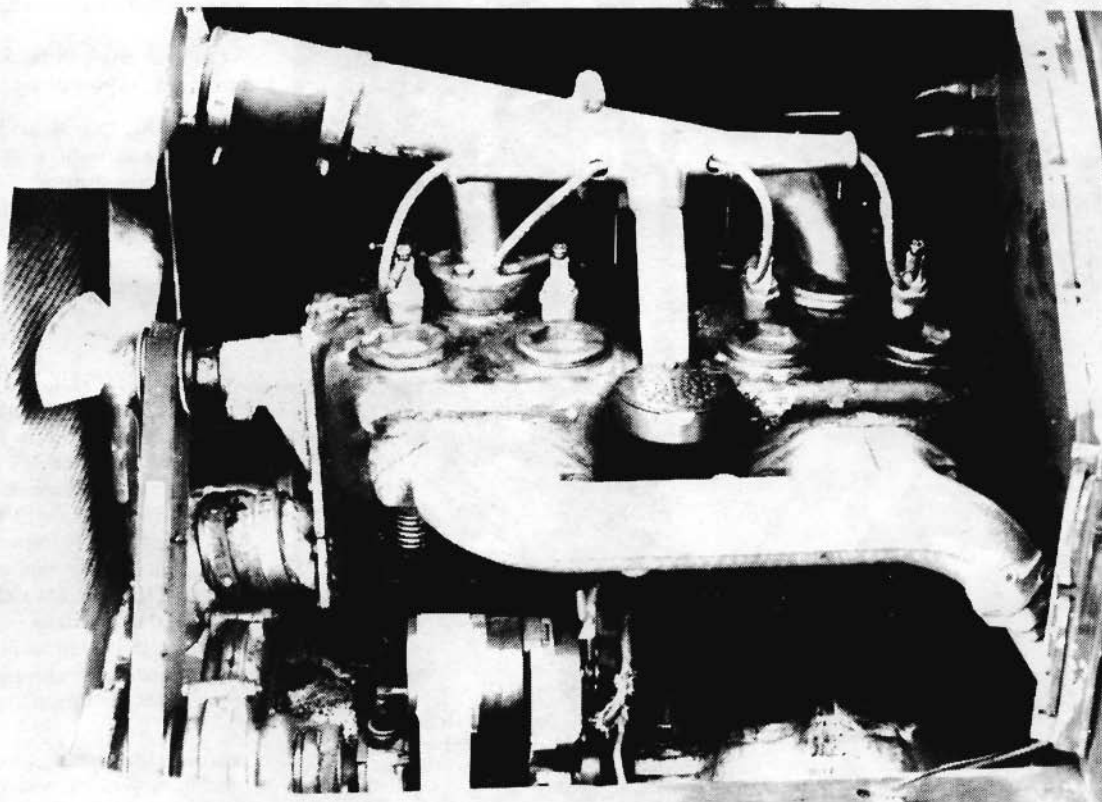
Upholstered seats in grained furniture hide are a feature. Ashtrays are fitted to the front and rear compartments, also cigar

lighters, dual electric windscreen wipers, interior sun visors, and roomy glove boxes.

For communication between the rear compartment and the driver's seat a dictagraph telephone has been installed.

Figured walnut is used in the interior finish of the car, and silk pull cords, silk wool mats, and silk rope pulls are rear compartment attachments.

An exclusive built-in jacking system is one of the car's mechanical features.



Dear Barry, here are the photos I mentioned last week. I always thought that 1933 was the first year they produced a Humber 12 H.P. but according to the president of the Capital 7 (TV Channel) car club, there was a 12 H.P. and a 16 H.P. in 1910.

I don't know whether there was a 12 H.P. before 1910, so I suppose the title of the photo could be "The First Humber 12?".

The car is owned by Kerry Stokes who has sold his TV station Channel 7 here in Canberra. He owns about ten vintage cars and at the moment they are still called the Capital Seven Car Club but I believe they will all be going to Perth soon as that is where Kerry Stokes resides now.

The body is a landaulette and the car was originally used as a taxi cab in the Parramatta area of Sydney. It was placed in storage for many years following that. It was originally fitted with kerosene lamps.

John Berry.

# Is your car burning OIL?

Now there's a **SPECIAL AUSTRALIAN** engine oil that dramatically cuts consumption, improves engine life, quiets engine noise! **PENRITE HPR SERIES.**

Whether you crawl in city traffic snarls or drive hard on the open road, you're torturing your engine! You need an oil that can cope — it's called **PENRITE "HPR SERIES"**. When the heat's on HPR protects, no matter how punishing the conditions.

**At PENRITE we specialise in OIL that WORKS for you!**

"HPR SERIES" oils are heavier to suit Australian conditions — our temperatures — our humidity — our climate. Not the cold American winters that thin oils are made for.

Here's what some of our customers say: Mr G. Barry of Bowen — "The HPR50 reduced consumption by at least 50%. I own a '78 Corona with 150,000 km on the clock."

Mr Ross Emery of Mackay — "After 18 months of use of HPR30 I have only favourable things to say about it. After the first week of use my fears about oil lag on start had been allayed, now I use Penrite exclusively. I couldn't afford to use anything else."

## PENRITE OIL COMPANY

Phone us today for stockists nearest you.

(03) 387 2633



**PENRITE OIL CO. P/L**  
**P.O. BOX 140 BRUNSWICK 3056**

Yes — I think my car uses more oil than it should, and want to give my engine all the protection I can, please send me the "HPR Series" engine oil brochure.

NAME: .....

ADDRESS: .....

TYPE OF CAR: .....

## WHY DOES MY CAR USE OIL?

All engines will use oil. As a piston moves down its cylinder bore a thin film of oil is left on the walls of the bore, and some of this is carried into the combustion chamber and burnt during the combustion process.

How much oil an engine uses will depend on the condition of the engine and the conditions in which it operates.

An engine can use up to seven times as much oil at 110 km/h as it does at 60 km/h, and towing heavy loads can also increase oil consumption.

An engine with worn or sticking rings, or with worn valve guides or seals will also use more oil than normal.

What is normal? The range is great, but a litre of oil every 4000 km is considered average consumption.

Concern should become serious when consumption exceeds one litre every 1000 km, but a professional approach is required to measure oil consumption accurately as oil diluted by contaminants can give the impression of a sudden increase in

consumption when, for example, a highway trip follows a long period of city running.

Assuming your engine is in good shape mechanically, changing the brand and grade of oil you use can also affect consumption.

Oil viscosity can be a factor in oil consumption. Thin oils tend to evaporate more readily than heavier oils, and changing from a 20W-40 to a 20W-50 may reduce oil consumption.

Victoria-based Penrite Oil markets multigrade oils with a 30W base (Penrite HPR-30) and claims reduced oil consumption as a possible benefit.

## WHEN SHOULD I CHANGE IT?

Again, engine manufacturers recommend oil change periods and this advice should be followed.

If your car operates in harsh conditions, it is sensible to shorten these periods.

It's particularly important to note that a time limit is often imposed as well as a kilometre limit — for example, six months or 10,000 kilometres — and whichever occurs first should prompt an oil change.

Oil needs to be changed largely because it becomes contaminated in use. Unburnt

petrol, water, acid, dirt from ineffective air filters and carbon can "use up" the additives in the oil designed to keep the engine clean and keep sludge from forming. Cheap oils may have less of these additives and may not last as long in service as oils with a comprehensive additives package.

A properly serviced air cleaner and oil filter changes at the recommended intervals will assist in prolonging the service life of a lubricant, but oil contamination will always occur simply as a result of the combustion process in the engine.

RACV general fleet cars are serviced at 10,000 km intervals or at six months, whichever occurs first.



Mr John Dymond, Managing Director, Penrite Oil Co.  
Associated Sponsor of....

**HUMBER**  
**NATIONAL**  
**RALLY**



**SWAN HILL**  
**EASTER 1988**



## N.S.W. TRANSCOVER

From A.O.M.C. Newsletter

In 1986, the Association of Motoring Clubs was one of the voices in opposition to the Transport Accident Charge, as the third party scheme was to become. Eventually, a scheme was worked out that was acceptable to all concerned, and the current T.A.C. scheme came into being.

In N.S.W. similar actions by the Government have resulted in Transcover. Unfortunately there seems to be a few problems with the system, if the correspondence that the Association has been involved with lately is any guide. Our attention was drawn to an article in a transport industry magazine, which appears to have come from a group called the Australian Automobile Association. Following the story up with the N.S.W. office of Transcover (Similar to Victoria's Transport Accident Commission) produced a reply which assured us that all was OK, although no firm figures were given.

We then approached the Victorian State Insurance Office for confirmation of the case as stated in the N.S.W. press release, viz, that interstate motorists were covered if the accident involved a N.S.W. car or pedestrian. If no N.S.W. car etc., was involved, then Victorians were covered by our own T.A.C. so Transcover said.

However, a recent Court ruling has stated that the laws of the State or Territory where the accident took place should apply and that claims should go to the relevant State, and not back to Victoria. When the S.I.O. in Victoria realised the possible problem, and it was the A.O.M.C. who alerted them to it, their legal department took a good, hard look at all angles. As the Court ruling may be subject to appeal, the matter could be sub-judice, and at this point we had to leave it, as the Newsletter has a deadline, already stretched.

When the answer is obtained, we will inform member Clubs, either at the Delegates meeting at the end of February, or in the next Newsletter.

All the relevant correspondence, including the original article, is reproduced in a special supplement to this issue. In the meantime, drive very carefully in N.S.W.

## COMMENT

From A.O.M.C. Newsletter

Since the good news of the Black & White Number Plate re-issue I have had a number of enquiries regarding the possible availability of pre 300,000 plates.

At this stage it is NOT possible

HOWEVER

I have been assured that letter power can work wonders and the matter can be reviewed in 18 to 24 months time if sufficient interest is shown in these old plates as well as the now available Black & White plates.

The method must be --- DO NOT PHONE ---. Write to the R.T.A. either Mr. J. Hutton or Mr. J. Christopher at Special Plates, P.O. Box 202, Collingwood. 3066, and enclose a photocopy of proof of your 'interest' in a particular number (even a photo of your car with its plates showing could be proof of interest in that number but Registration papers are better). DO NOT SEND ORIGINALS.

These letters will be filed at present and no action will be taken on them. I have been asked to stress to enthusiasts DO NOT PESTER THE R.T.A. FOR AN ANSWER ON PRE 300,000 PLATES it will be at least 18 months before action can be taken.

IT IS UP TO US

to show sufficient interest in these old plates if we want to be able to get them in the future.

SO --- write to Mr. Hutton or Mr. Christopher with your request.

--- do NOT pester them about it.

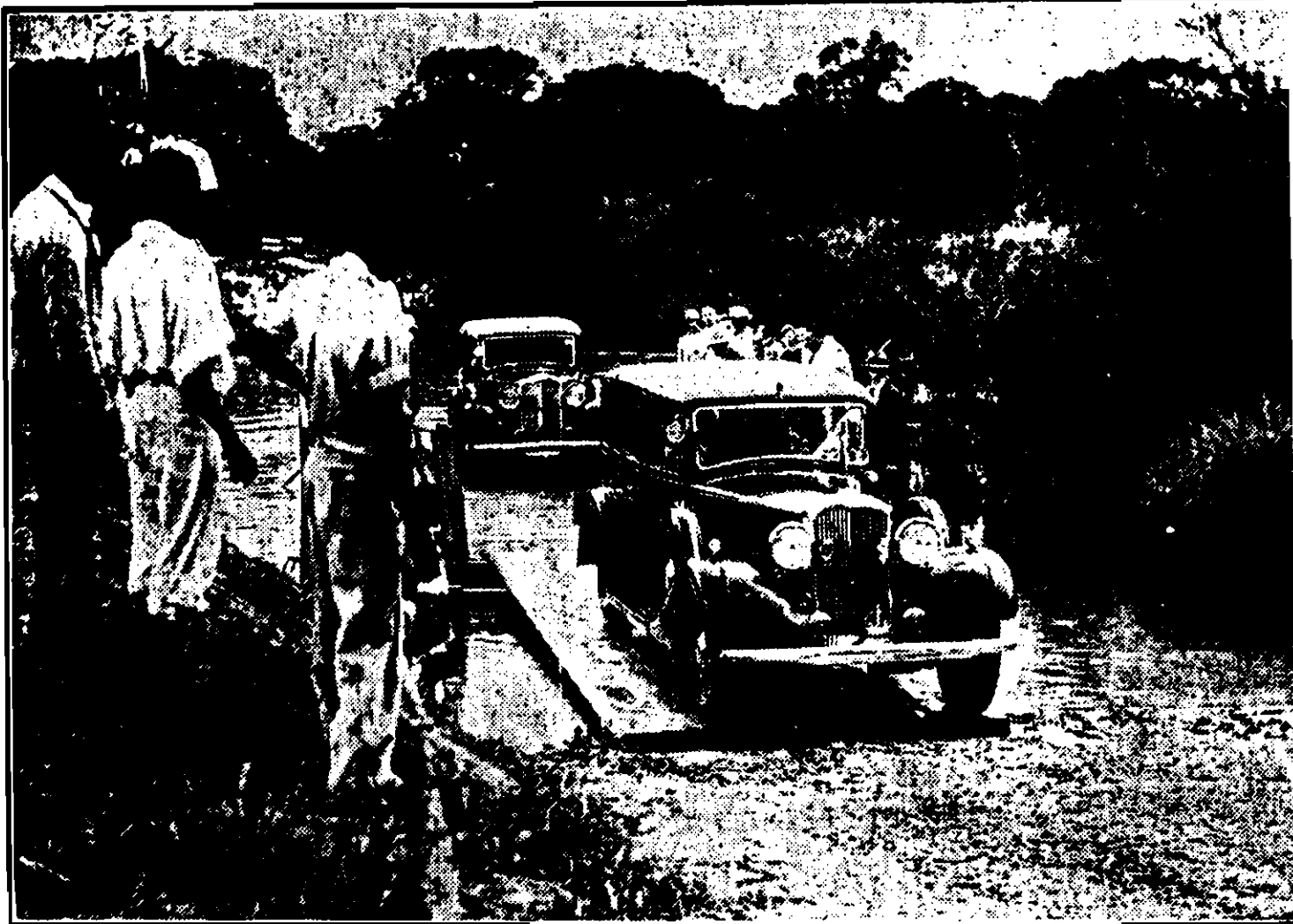
--- wait at least 18 months.

It would be of assistance to the A.O.M.C. if a copy of your letter could be held on our files as well to enable the Executive to monitor the response to this proposal and in 18 months or so prepare a submission based on response to keep this matter in the minds of the R.T.A.. After all, it was only persistence which made this current re-issue of Black & White Plates possible.

Heather Greaves.

P.S. I have my '50's G series plates already.

\*\*\*\*\*



Prince George took the wheel of the Royal car on the last run of his long South African tour, and enjoyed the novel experience of driving it across the Kafue river on pontoons between Luanshya and Nkana (Northern Rhodesia) before leaving British territory for the Congo. The Prince is seen at the wheel of a Humber Pullman, and the car following is a Humber Snipe.

**When the War birds Return --**

—those who have risked their lives at the Front will find peace, comfort and solace once more in touring the country roads of England in a post-war HUMBER Car.

HUMBER Ltd.  
Coventry.

**Humber**

Magazine advertisement, 1918

#### PAPER CLIPS

### HITCH-HIKING

In the days of horses, when two men had to go on a journey with only one horse, one man started on horseback, the other on foot. Then the horseback rider would hitch the horse to a tree, continue on foot, while the original walker would mount the horse when he reached it, thus alternating hitching and hiking.

THE HUMBER CAR CLUB OF VICTORIA INCORPORATED

Statement of Receipts and Payments for period ending 31st January 1988

RECEIPTS

Opening Balance	1144.34
Subscriptions - Current Year	2391.02
- Advance	260.00
Joining Fees - Current Year	115.00
- Advance	35.00
Special Efforts	471.47
Suppers	62.52
Trading Table	135.49
Magazine Advertising	185.00
A.O.M.C. Badges	50.00
Regalia Sales	604.50
Concourse Entrance Fees	92.00
National Rally Deposits	1070.00
Donations	12.00
Investment Interest	521.10
H.C.C. of Tasmania	20.00
Chocolate Sales	1995.40
Talhof Deposit Refund	100.00
Bank Interest	38.09
Transfers from State Bank	3120.00

12423.93

PAYMENTS

Postage	581.55
Humbrette Printing	1828.02
Stationary	81.78
Regalia Purchases	300.00
Chocolate Purchases	1432.80
Humbrette Registration	40.00
Investments	5000.00
National Rally Reservations	230.00
Advances	150.00
Bank Fees	6.65
Committee Name Bars	13.63
National Rally Expenses	100.00
A.O.M.C.	50.00
H.C.C. of Tasmania Refund	15.00
Talhof Reservation Deposit	100.00
Bandigo Swap Meet - Site Reservation	10.00
- Advertisement	7.00
Public Liability Insurance	307.63
Concourse Expenses/Trophies	145.35
Christmas Meeting Expenses	34.98
Rent	181.50
F.D.T. & F.I.D.	17.41
Excess Receipts over Payments	1790.63

12423.93

Statement of Income and Expenditure for period ending 31st January 1988

INCOME

Regalia Opening Stock	1171.70
Plus Purchases	300.00
	<u>1471.70</u>
Less Sales & Donations	(604.50)
	<u>867.20</u>
Less Closing Stock	(987.30)
	120.10
Subscriptions	2706.02
Joining Fees	160.00
Special Efforts	471.47
Suppers	62.52
Trading Table	135.49
Donations	12.00
Investment Interest	521.10
Photo Sales	1.00
Bank Interest	38.09
H.C.C. of Tasmania	20.00
	<u>4247.79</u>

EXPENDITURE

Humbrette - Registration	40.00
- Postage	581.55
- Printing (NET)	1500.02
Stationary	81.78
Bank Fees	6.65
Committee Name Bars	13.63
Bandigo Swap Meet	17.00
Public Liability Insurance	307.63
Concourse Net Expenses	53.35
Christmas Meeting Expenses	34.98
Rent	181.50
F.D.T. & F.I.D.	17.41
Excess Income over Expenditure	1412.29
*Profit on sale of chocolates	
\$562.60 transferred to National Rally Fund.	
	<u>4247.79</u>

Balance Sheet as at 31st January 1988

ASSETS

Regalia Stock on Hand at cost	987.30
Club Reference Library	727.00
Sundry Small Assets	40.00
Bank Accounts	1790.63
Investments	5000.00
Advances	150.00
	<u>8694.93</u>

LIABILITIES

National Rally Deposits	840.00
Subscriptions In Advance	260.00
Joining Fees In Advance	35.00
National Rally Fund	534.57
Members Funds 1/2/87	5613.07
Surplus 31/1/88	<u>1412.29</u>
	<u>7025.36</u>
	<u>8694.93</u>

President:

Secretary:

Treasurer:

AUDITOR:

*Arnold Feldman*

*Bruce Feldman*  
*Shukett*

HUMBER CAR CLUB of VICTORIA

### Register of Cars at January 1988

Register of Motor vehicles owned by club members, past members, and others seen on the roads of Victoria. (Also includes some Tasmanian vehicles.) Where engine numbers are not provided, they may be assumed to be the same as chassis numbers.

Pre-MARK core (pre 1939)

CHASSIS NO.	ENGINE NO.	BODY NO.	COLOUR	REG. NO.	OWNER
1926 TOURER 9/20 5954		3934 L	CREAM/BLACK	UNREG	L. HUGHES
1927 TOURER 16/40		ROADSTER		UNREG	G. RALPH
1933 MODEL 12 12/1199	1199 3593	3491	BLUE/BLACK	HUM 33	B. TENNANT J. BERRY
1933 PULLMAN HEARSE 25/3009	3026		BLACK	UNREG	J. KENT
1934 SNIPE				UNREG UNREG	D. SHONE D. SHONE
1934 SNIPE 80 25/11505			BLUE	UNREG UNREG UNREG	P. STRAUSS O. SHONE O. SHONE
1934 PULLMAN				UNREG	O. SHONE
1935 SNIPE 25/9307 25/9992	9318		BLACK CREAM/BROWN	1260 MV 500 UNREG UNREG UNREG UNREG UNREG	A. McCROY N. VATT V. BUNTON L. HUGHES L. HUGHES L. HUGHES L. HUGHES D. SHONE
1938 SNIPE 5001927 5002074	25/9927		BLACK GREEN	Q300149 UNREG	B. TENNANT K. LOONE

## Mark HAVK models

CHASSIS NO.	ENGINE NO.	BODY NO.	COLOR	REG. NO.	OWNER
PK II HAWK 1948 500192RSD	MOLDEN ENGINE	SHH081515	FAYN/TAN	LF 376	D. MARTIN
PK IV HAWK 1950-51 A5008151RSD			GREEN	DAM 408	K. MORGAN
PK V HAWK 1952-53				JFM 582	R. FORTH L. HUGHES L. HUGHES L. HUGHES L. HUGHES APP

## H.C.C. Vic. REGISTER OF HUNTER VEHICLES

continued...

PK VI HAWK 1954-56			
A5451666VSO		GREEN	UNREG
A5453202VSO		GREY	GLP 994
A5453394VSO			UNREG
A5453485R50			HK 1956
A5454156VSO	U12345	STONE	GOL 329
A5454271VSO		BLUE/WHITE	UNREG
A545447300VSO		BLUE/WHITE	CKK 540
A545534 VSO		GREY/BLUE	GUF 326
			L. HUGHES
			L. HUGHES
			UNKNOWN
			GSE 937

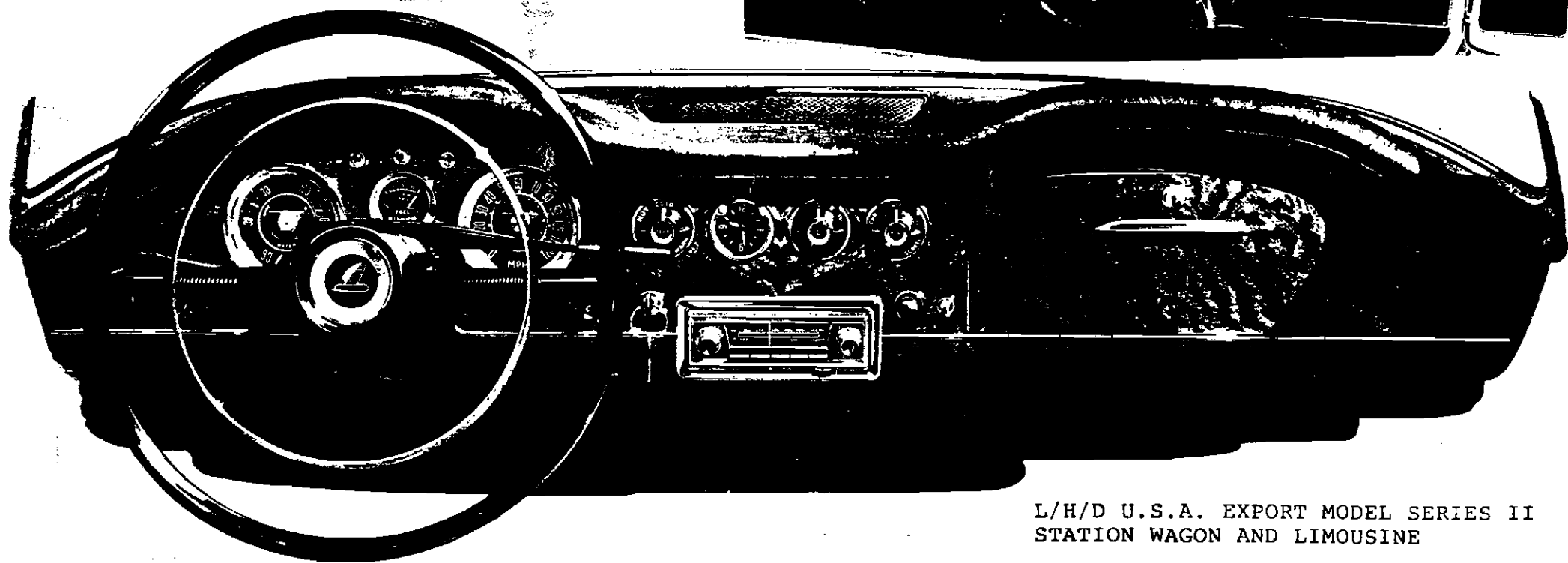
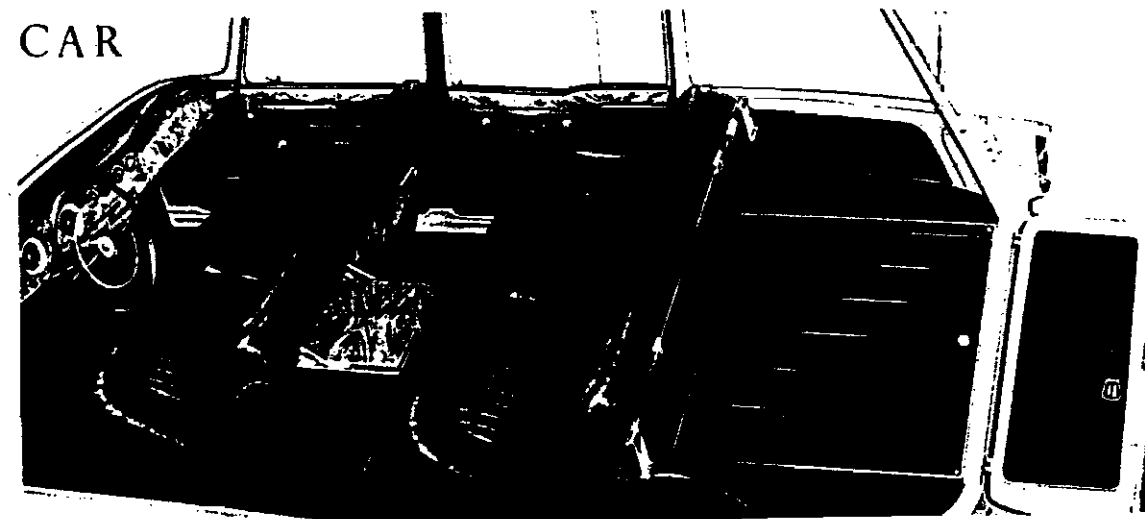
SCEPTRE and VOGUE models

CHASSIS NO.	ENGINE NO.	COLOR	REG. NO.	OWNER
<b>PK I SCEPTRE 1963-64</b>				
B1019990DRSO	AB7280137MVSO	BLUE/WHITE	CH 2310	L. GIBSON
B3103747	AB1981100		UNREG	R. STIRLING
B31064710MSO		BROWN	JEY 483	R. DUNLOP
C31124300	B31124300		BN 0675	K. SHARPE
B3113967ODRSO		GREEN	JEU 038	K. WILLIMOTT
<b>SER II VOGUE</b>				
B72802318VMSV		GREEN/WHITE	CKO 893	R. DUNLOP
B72807248VMSO		GREY/WHITE	HTK 727	C. HUXSTEP
AB7280740VSO		WHITE	UNREG	R. DUNLOP
B7280971VMSO			UNREG	B. BOVKER
B7281976		GREY/WHITE	HXB 004	S. MORTON
B72822288VMSO	AB034903853MV40	BLUE/CREAM	HYO 575	J. STEVART
AB7282544MVSO		MOONSTONE	HXE 106	K. WILLIMOTT
AB7283099MVSO		MOONSTONE	JBT 467	J. VEBB
AB7283555MVSO		GREY/WHITE	JAP 822	B. TAYLOR
AB7283832			VOGUE 1	B. HARDY
B7287378VSO		DARK GREY	HZP 344	J. MILLER
B7287859MVSO			UNREG	B. HARDY
B7287996MVSO	AB74750171	RED	CZV 997	R. DUNLOP
AB1386510MVSO		GREY/WHITE	HJR 083	J. MORNE
		GREEN/WHITE	CVN 593	L. LINDORFF
<b>SER III VOGUE</b>				
AB74750506MVSO		BLUE	ITO 105	P. BATTEN
AB74750816HVS		BLUE	CCM 182	R. LI
AB74751095		GREY/MOONSTONE	IPP 384	J. WILLIMOTT
AB74751494		BROWN	JJB 450	P. DAVENPORT
AB74751783MVSO			JOT 369	UNKNOWN
AB74751850		GREEN	UNREG	T. PRENDERGAST
AB74751865		BEIGE/WHITE	UNREG	T. PRENDERGAST
AB74751872MVSO		MOONSTONE	JKJ 891	C. VARD
BVM		GREEN	JMD 061	B. BRUCE
		MOONSTONE	JGS 787	B. BRUCE
			JEM 496	R. FORTH
	3405966 ?	GREEN	CAX 403	M. HOLMES
		GREY/WHITE	CEH 792	J. HOSKING
		GREEN/WHITE	JOB 667	UNKNOWN
		BLUE	CZC 710	UNKNOWN
		GREEN	JQZ 195	UNKNOWN

## A DISTINGUISHED DUAL-PURPOSE CAR

For pleasure motoring, the new Humber Super Snipe Station Wagon offers you the advantages of a distinguished luxury sedan, with spacious seating for six and a commodious rear compartment for baggage. For the transport of heavy or bulky loads, the interior adapts instantly to a tough, efficient carrier which will handle up to 840 lbs.—and still provide full seating comfort for three. Only Humber could successfully combine so many advanced features in one elegant, dual-purpose car . . . with so much strength and safety.

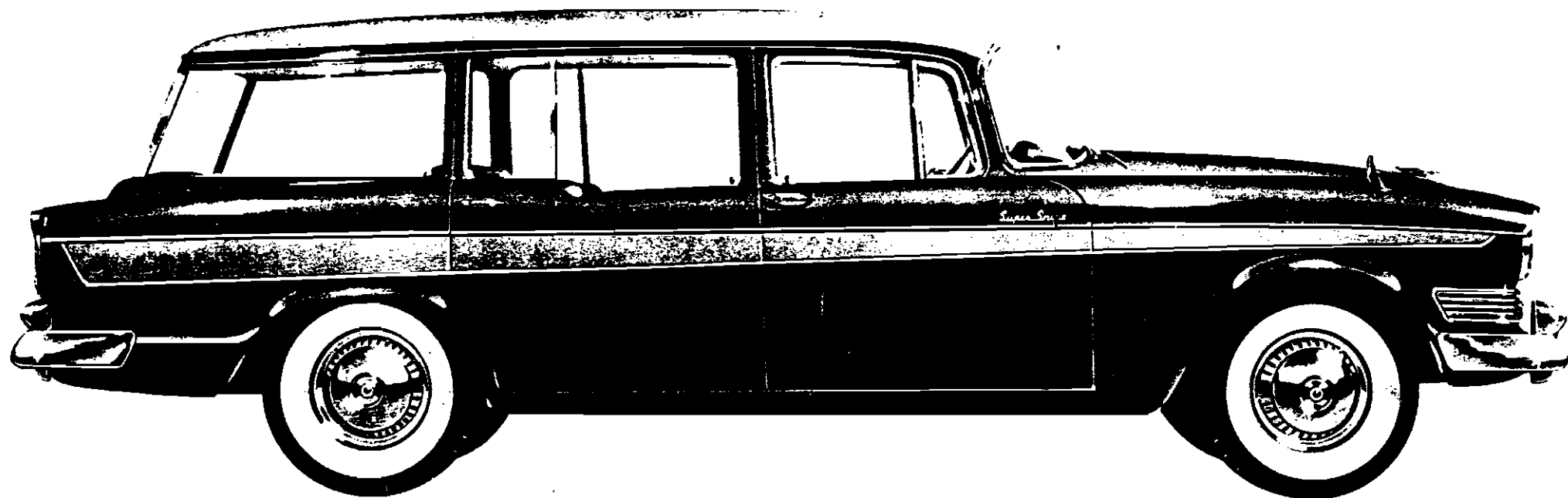
The many luxury appointments—including the two individual foldaway tables—are identical with those on the sedan models.



L/H/D U.S.A. EXPORT MODEL SERIES II  
STATION WAGON AND LIMOUSINE

See how conveniently instruments and controls are arranged. The handsome instrument panel, finished in burr walnut and surmounted by a padded safety roll, is a brilliant combination of elegance and utility; a single glance suffices to keep you fully informed. By night instruments are illuminated by a new rheostat system, which gives a variable degree of brilliance, with the speedometer, fuel gauge, ammeter, oil pressure gauge and water temperature gauge all edge-lighted. A clock

and cigar lighter are fitted. There are warning lights for turn signals, headlamp beam and ignition. New high-efficiency windshield wipers are fitted for maximum safety in adverse weather, while controls on the instrument panel operate the heater, ventilator and demisting system. The roomy locker is automatically illuminated on opening and provision is made for a radio as an extra.



## LIMOUSINE FOR PRIVATE MOTORING OR BUSINESS TRAVEL

The luxury interior of the new Hummer Super Snipe Limousine is specially designed to meet the requirements of the business man or the pleasure motorist. As a chauffeur-driven limousine the glass screen can be raised to provide complete privacy in the rear compartment. For less formal occasions, the screen is lowered and you have all the amenity of an owner-driven sedan. This partition can be locked in any position, and the entire front seat unit has a forward and rear adjustment. All the fine appointments of the Sedan model are embodied in the Limousine, and the owner has virtually two cars at his service: an impressive luxury Limousine for business purposes and a spacious Sedan for private and pleasure motoring.





# HUMBER SPARES



---

## HILLMAN SPARES & REPAIRS BLACKBURN

---



### ENGLISH SPARES GALORE

### *AUSTRALIA'S LARGEST RANGE HUMBER PARTS NEW • RECONDITIONED • SECONDHAND*

While our first concern will always be Rootes Group Spares, we have now moved into stocking all model English Spare Parts.

Workshop equipped to recondition engines transmissions, most components stocked on a changeover basis

We do buy Hillman Humber BMC cars for re-sale or restoration or (heaven forbid) even wrecking.  
Contact FTG yard.

### MAIL ORDERS

We recommend C.O.D. post for speedy delivery.

---

#### HILLMAN SPARES AND REPAIRS

178 Whitehorse Road,  
Blackburn, Victoria, 3130.  
Telephone: (03) 877 4311, 5 lines

Postal Address: P.O. Box 19, Blackburn, Victoria, 3130.

#### WRECKING YARD

1098 Burwood Highway,  
Ferntree Gully, Victoria, 3156.  
Telephone: (03) 758 2675

---

## PHAST

PENINSULA HOME AUTO SERVICE & TUNE

 **789 6952**

**HUMBER SPECIALIST**

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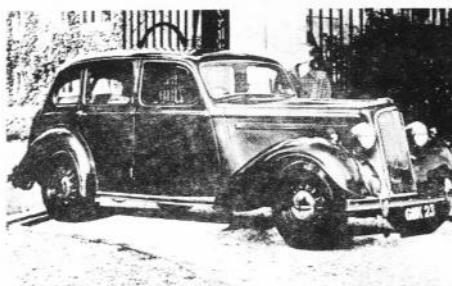
936 HIGH STREET,  
RESERVOIR, 3073.

Phone:  
478 6044

# SHANNON'S INSURANCE AGENCY

## THE CLASSIC CAR INSURANCE SPECIALISTS

**NEW RATES  
OUT NOW**



**NEW RATES  
OUT NOW**

### SPECIAL CLUB PERMIT RATES AVAILABLE

Classic Car Enthusiasts have been taking advantage of our Insurance Schemes since the early 1970's and as we move into the 1980's the advantages of our CLASSIC CAR INSURANCE SCHEME continue to grow; compare these points with your existing cover now.

- Agreed Value Policy means no hassle payout in a total loss situation
- Windscreens — One claim per year will not affect No Claim Bonus
- First right of refusal to obtain the wreck
- Choose own Repairer or use our selected Body Shop near you
- Full No Claim Rating transferable from any other insurance Company
- Competitive Premiums
- Personal Contact and Service
- One Policy for all your Classic Cars

GENERAL BUSINESS — We are also very competitive in all types of Insurance cover from domestic to business, and can assist with all matters without obligation.

## SHANNON'S CLASSIC CAR CENTRE P/L

321 WARRIGAL ROAD, CHELTENHAM, 3192  
TEL: (03) 584 7266

**OPEN 7 DAYS A WEEK**