

March 1990

The **HUMBERETTE**



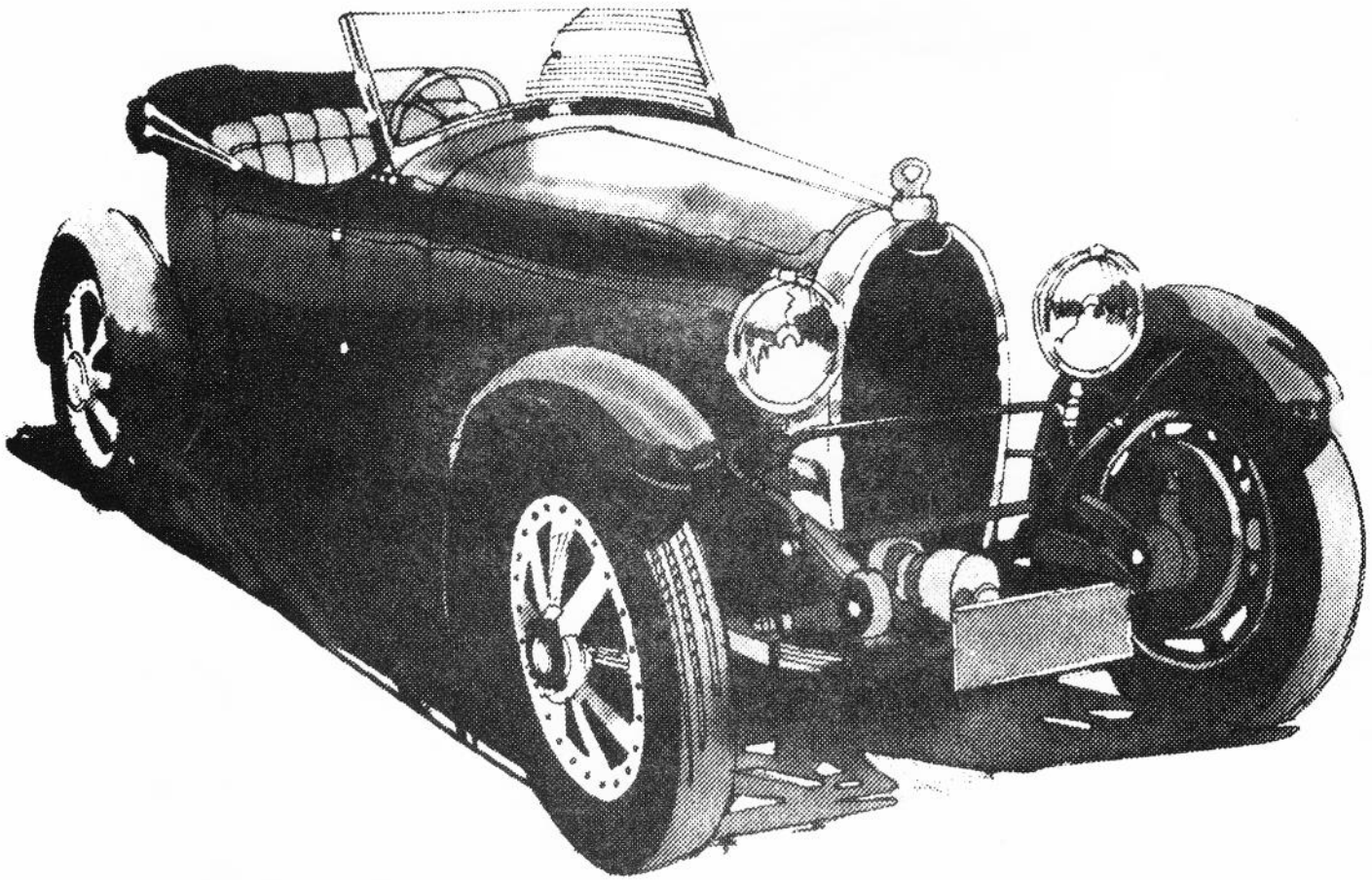
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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- MARCH 23RD. GENERAL MEETING. DEEPDENE PARK HALL, WHITEHORSE ROAD. (MELWAY MAP 46 A7.) 8.00PM. ANDY GOWER FROM VGL INSURANCE WILL ADDRESS US AND ANSWER YOUR QUERIES ON CLASSIC CAR INSURANCE.
- APRIL 13TH - 16TH. (EASTER) COMBINED HUMBER CAR CLUBS OF AUSTRALIA 7TH NATIONAL RALLY, COWRA, NSW. SEE THIS HUMBERETTE FOR ITINERARY AND RALLY INFORMATION.
- APRIL 27TH. GENERAL MEETING. DEEPDENE PARK HALL. 8.00PM.
- MAY 11TH. (FRIDAY) FORMAL PRESIDENT'S DINNER. CLANCY'S LICENSED RESTAURANT, MT. WAVERLEY. BOOKINGS AND DEPOSIT TO GEOFF WEBB BY APRIL 12TH. SEE INFORMATION BELOW.
- MAY 27TH. (SUNDAY) GENERAL MEETING / FAMILY DAY. DEEPDENE PARK HALL. BYO BBQ LUNCH 12 MIDDAY. MEETING COMMENCES 2.00PM.
- MAY/JUNE ? CLUB DAY-RUN TO CHURCHILL ISLAND. DETAILS TO BE NOTIFIED.
- MAY 28TH. A.O.M.C. DELEGATE'S MEETING. CARNEGIE PROGRESS HALL, TRUGANINI ROAD, CARNEGIE. 8.00PM SHARP.
- JUNE 1ST - 2ND. VDC SWAP MEET SPECTACULAR. ROYAL MELBOURNE SHOW GROUNDS, EPSOM RD, ASCOT VALE. SITE BOOKINGS, ENQUIRIES ETC. PHONE VDC (03) 439 9052. SITES \$25 ; ADMISSION \$3.
- JUNE 22ND. GENERAL MEETING, DEEPDENE PARK HALL. 8.00PM. SPEAKER TO BE ARRANGED.
- JULY 27TH. GENERAL MEETING, DEEPDENE PARK HALL. 8.00PM.
- AUGUST 26TH. (SUN.) GENERAL MEETING / FAMILY DAY. DEEPDENE PARK HALL. BYO PICNIC OR BBQ LUNCH. 12 MIDDAY.
- AUGUST 27TH. (MON.) A.O.M.C. DELEGATE'S MEETING. PROGRESS HALL, CARNEGIE. 8.00PM SHARP.
- AUGUST ? COMBINED CLUBS RUN TO WESTERNPORT PUB, HASTINGS.
- SEPTEMBER 28TH. GENERAL MEETING, DEEPDENE PARK HALL. 8.00PM.
- OCTOBER 26TH. GENERAL MEETING. DEEPDENE PARK HALL. 8.00PM.
- NOVEMBER 11TH. ANNUAL CONCOURS D'ELEGANCE, PRIDE OF OWNERSHIP AND DISPLAY DAY. DEEPDENE PARK OVAL.
- NOVEMBER 17TH - 18TH. BENDIGO SWAP MEET, PRINCE OF WALES SHOWGROUNDS, HOLMES RD. CLUB HAS INFORMATION STAND IN THE CLUB CORNER AREA, CONFERENCE HALL.
- NOVEMBER 23RD. FINAL GENERAL MEETING FOR YEAR AND CHRISTMAS CELEBRATION. DEEPDENE PARK HALL. 8.00PM.
- NOVEMBER 26TH. A.O.M.C. DELEGATE'S MEETING. CARNEGIE PROGRESS HALL. 8PM.

**** PRESIDENT'S DINNER. ****WHEN: FRIDAY MAY 11TH. 8.00PM.WHERE: CLANCY'S LICENSED RESTAURANT (BRUCE COUNTRY MOTOR INN), 445 BLACKBURN ROAD, MT. WAVERLEY.DETAILS: 3-COURSE MEAL (A LA CARTE), APPROX. \$35 EACH PLUS DRINKS.DEPOSIT: (by Apr.12th) \$10 PER PERSON. FORWARD BOOKING & DEPOSIT CHEQUE TO:
GEOFF WEBB, 983 HIGH ST. ROAD, GLEN WAVERLEY. 3150.
(Cheques payable to HCCV Inc. please.)



Car Club of Australia Inc.

P.O.Box 2072
North Parramatta 2151

Although the National Rally information has been scarce due to a change in committee, we can assure you that the Rally is now under way again with the accommodation being booked. However, could you please let Steve Rowland or myself know as soon possible the number of members who are definitely going to Cowra. Deposits will be taken until the middle of February. Full payment will not be required until your arrival at Cowra. Anyone wishing to go beyond this date please feel free to contact us but accommodation will be subject to availability.

We do apologise for any inconvenience that has been caused by this lapse in communication.

We are asking for vehicles to enter the Concour, so how about it, give it a go.

Here is a run down of the Format for the weekend:-

FRIDAY:- B.B.Q. at 6.00pm. Both meat and fresh fish are available at the B.B.Q. If fresh fish is required please let us know how many would prefer fish. As the fish has to be ordered this is the reason for the need to know. Please decide before the end of March.

SATURDAY:- Procession and Static Display, Saturday night free or a get together night.

SUNDAY:- . Observation Run, Presentation Dinner Night. This is to be held in the Servicemens Club.

MONDAY:- Goodbyes to those returning home.

Yours in Humbering

Ronnie De Britt

FOR SALES & WANTED

1949 MK II S/Snipe, last reg 1974, 60,000 miles, always garaged, black in colour, car garaged at Brunswick. \$4,000 O.N.O.

Contact: Mrs. Addison, Ph: 716 1352, Whittlesea, (R.K)

Deceased estate Series V S/Snipe, auto, green with grey interior, 61,000 miles, good tyres, reg JJD-125 to 13/10/1990, excellent condition. \$4,500 O.N.O.

Contact: Mr. Rush or Mrs Dove, Ph: 497 2044, (R.K)

1950 MK 3 S/Snipe, suit parts or restoration, car at Richmond. \$350 O.N.O.

Contact: Mr. A. Pearce, Ph: 428 4030, (R.K)

1955 Hawk parts "free" for the taking.

Contact: Andrew Hannak, Ph: 439 7071, Eltham, (R.K)

Parts for your 50/60 models, C.O.D., ex Lanham Motors, Lenton in N.S.W., send part and you maybe surprised.

Contact: Bob Kennedy, Ph: 789 5119.

Series 3 Vogue as is, body fair, auto, no reg, no. r.w.c. \$740 O.N.O.

Contact: Borris Tauridski, (R.K)

1961 Vogue, manual, 12 months reg with r.w.c., ex condition throughout. \$1,600.

Contact: Mr. Kelly, Ph: (052) 53 1644, (R.K)

OWNERS OF 1950 AND 1960 CARS - Cars needed for a film, shooting begins March 19th and runs for two and a half weeks. If you want to put your car in call Bob Kennedy on 789 5119.

WANTED - Series 4 S/Snipe, good condition.

Contact: Mr. W. Slade, Ph: 557 7685, (R.K)

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE

PRESIDENT	:	Geoff Webb	233 6592
VICE PRESIDENT	:	Margaret Willimott	435 6354
SECRETARY	:	Ian Foreman	
TREASURER	:	Brian Parkinson	
EDITOR	:	Barry Bosnich	(057) 83 1899
EVENTS DIRECTOR	:	Mike Dupla	
LIBRARIAN	:	Dave Denner	874 7016
REGALIA	:	Vic Wilson	478 9352
TECHNICAL ADVISORS	:		
Vogues	:	D. Dunlop	439 7059
Series V,VA S/Snipes	:	A. Goldman	(059) 75 6807
Hawks	:	K. Willimott	435 6354
Mk Cars	:	B. Kennedy	789 5119
General Information	:	B. Kennedy	789 5119
Auto Electrical	:	M. Fitchett	366 8987



RARE FRONT WHEEL DRIVE HUMBER HAWK,
ORIGINAL OWNER FRED FLINSTONE.

KEITH WILLIMOTT WITH
SERIES II HAWK ENGINE
AFTER REBORE, RINGS, ETC.



The Junior Hummers Page

WILD DOGS

CAN YOU FIND THE FIVE GROUPS OF WILD DOGS? THE WORDS READ FORWARD, BACKWARD, UP, DOWN OR DIAGONALLY.

CIRCLE EACH WORD YOU FIND.
WOLVES, FOXES, DINGOES, COYOTES, JACKALS.

H	D	I	N	G	O	E	S	L	S
N	R	W	L	S	A	H	R	E	L
I	L	O	H	O	S	A	X	A	H
A	I	L	R	A	M	O	P	L	R
D	O	V	N	L	F	M	A	I	N
E	S	E	T	O	U	O	C	I	A
O	T	S	N	L	R	O	B	E	K
W	J	A	C	K	A	L	S	H	D
B	J	W	E	C	I	A	L	P	Q



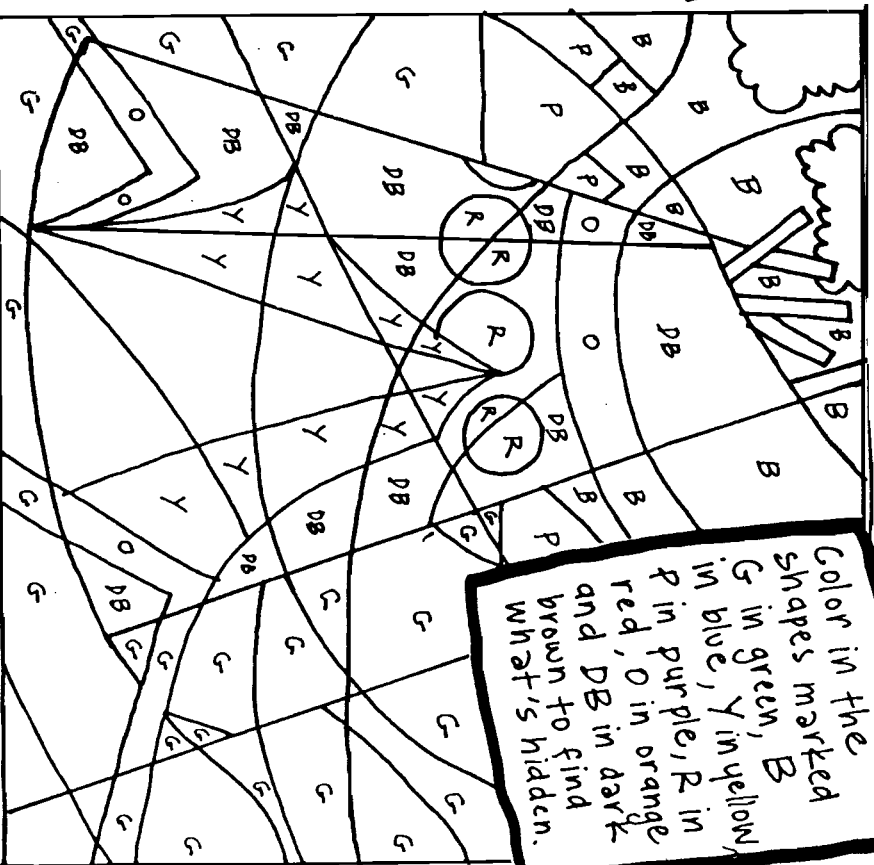
Q. Why did the nurse tiptoe past the medicine cabinet?
A. Because she didn't want to wake the sleeping pills.

Q. Why did the golfer have two pairs of trousers?
A. In case he got a hole in one!

Q. What is the most dangerous vegetable to have on a ship?
A. A leek.

COLOR SURPRISE

Color in the shapes marked
G in green, B in blue, Y in yellow, P in purple, R in red, O in orange and DB in dark brown to find what's hidden.



Hi Kids out there!

My name's Tracey and I've started this page just for us.

I'd like to start a penfriend corner, not just for the city kids, but the ones in the bush and interstate too.

If you'd like a penpal write to Tracey Fitchett, 37 Belmont Avenue, Keilor Downs 3038, and tell us your name, address, hobbies, music tastes, and anything else you'd like to talk about. We'll print it for you and pretty soon you'll have a penfriend. O.K?

Best Wishes,

Tracey

And so another year begins with a new Committee. Thanks to the retiring members; Arnold Goldman, Barrie Trubie and Jill Webb and WELCOME Mike Dupla, Graeme Finn, Vic Wilson, Bob Kennedy and Ian Foreman.

We intend this year to split the Secretary's position into two, with Graeme Finn responsible for Membership Records and Ian Foreman as Minutes Secretary. Can all members please check and advise Graeme Finn (497 4231) if their membership record shown on last year's listing is incorrect and please remember to advise him when you sell or acquire another vehicle.

A had reason last week to visit Traralgon and whilst there I called in to see a magnificent green MK II Humber Super Snipe which is for sale at the asking price of \$10000. The car is truly original with 47,000 apparently genuine miles. The car has been on blocks for the past ten years and is in exceptionally good condition, having never been washed with detergent. The duco would probably be recoverable with a good cut and polish, although both front and rear window seals would need replacing. The interior is good although the front leather seat was, as expected cracked, the seating was firm and taught. The car was equipped with a sliding sun roof and clock but no fog lights.

The motor according to its owner will run but I didn't attempt to verify this as it has not run for some time. It's amazing to find a 41 year old in this condition and I hope someone will buy it and return it to running condition. Interested parties should ring (051) 63 1654. Unfortunately it's not going to be cheap.

I have received a lot of comments concerning my suggestion in last month's report that there should be a progression from Vice President to President. Most of the comments were very favourable. Perhaps the common thread was that the President should remain for a two year period thereby enabling the incumbent time to settle into the job. This is probably a valid criticism but our current contribution would cause problems. However, my comment regarding progression to the presidency was my personal view and it was not intended to be a formal proposal, simply a suggestion to enable a newly elected president, exposure to procedures and to gain insight and understanding of how the club runs.

On behalf of all the Committee, thank you for your support at our annual meeting and we look forward to your attendance during the year, to aim for and to provide the best car club possible.

Geoff Webb

(To Secretary/Humber Car Club
Thursday 8th February, 1990.)

Dear Arnold, Delsie and I had been members of the HCCV for barely two months when we suffered the indignity of an accident to our Humber. With tongue in cheek we sought the guidance of Margaret & Keith Willimott.

The result was an explosion of offers of help, advice and good wishes, the like of which we could never have imagined. As a result of all this, the car has been restored to 'as new' condition and back on the road.

We do wish to thank Margaret and Keith, Bob Kennedy, Vic Wilson, Ray Webster and Neil Yeoman for all they did towards restoring the car and to all those people for their inquiries regarding 'her good health'.

Delsie and I really experienced the 'club spirit' at its very best. We can again travel in confidence, comfort and security. We thank you all again most sincerely for your interest. Delsie & Nat Hanlon - "Humber's Humming".

EDITOR'S REPORT

The State Bank claims "It's your money Ralph" and this maybe disputed by many, but the fact that the Humberette is really your magazine is shown by the many and varied contributions from "Humberers" young and old!

Many thanks,
Barry.

MINUTES OF ANNUAL GENERAL MEETING
HELD ON Sunday 25th February 1990 AT DEEPDENE HALL at 2:45pm.

PRESENT: Approx. 30 members as per attendance book.

APOLOGIES were received from Fred & Sylvia Pietersen, Nancy Kennedy, Leonie Trubie, Keith & Margaret Willimott, Bill & Joan Holmes, Peter Davenport, Pam Batten, Roy Meggs, Ian Wild, Peter Clark, and Des Judd.

MINUTES of the previous meeting as printed in the March 1989 'Humberette' were briefly read by Arnold Goldman, as a true record on the motion of Bob Kennedy seconded by Barry Trubie.

ELECTIONS.

Arnold Goldman took the chair for the election of the 1990 committee.

President. Geoff Webb, nom. Vic Wilson, sec. Barry Trubie
Vice-President. Margaret Willimott, nom. Geoff Webb, sec. Brian Parkinson.
Secretary. Ian Foreman, nom. Bob Kennedy, sec. Arnold Goldman
Membership Secretary. Graeme Finn, nom. Lloyd Hughes, sec. Barry Trubie.
Treasurer. Brian Parkinson, nom. Bob Kennedy, sec. Vic Wilson
Editor. Barry Bosnich, nom. Geoff Webb, sec. Barry Lee
Events Director. Mike Dupla, nom. Geoff Webb, sec. Arnold Goldman
Regalia. Vic Wilson, nom. Arnold Goldman, sec. Bob Kennedy
Librarian. Dave Denner, nom. Bob Kennedy, sec. Brian Parkinson.
Extra Committee member. Bob Kennedy, nom. Geoff Webb, sec. Barry Lee

All committee members were elected unopposed.

Also, the following members were elected to the various representative positions in the club:-

AOMC Reps. Rob Dunlop and Margaret Willimott
Hall Committee. Peter Shelden and Graham Hardy
Tech Officers. No changes from the list printed in the Humberette.

Ian MacDonald accepted the task of club auditor for another year.

Treasurers Report

Brian Parkinson presented the unaudited annual statement which was accepted subject to audit on the motion of Bob Kennedy seconded by Barry Bosnich. The details will be printed in the Humberette.

Ian MacDonald asked about the \$5000 deposit and was told that \$2500 is on 3 months at 15% and \$2500 is on 6 Months at 14.25%. All with Westpac.

GENERAL BUSINESS:

Barry Bosnich asked whether it would be worth while for the incoming committee to look at the possibility of the club purchasing a word processor.

Meeting closed at 3:15 pm.

Arnold Goldman
Hon. Secretary

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MINUTES of the previous meeting as printed in the February 'Humberette' were accepted, as a true record on the motion of Bob Kennedy seconded by Mike Fitchett.

BUSINESS ARISING Nil.

CORRESPONDENCE: Correspondence and magazines received were listed by the secretary.

BUSINESS ARISING: None.

TREASURER'S REPORT: Brian Parkinson stated that his full report would be presented in the Annual General Meeting.

The club funds at the commencement of 1990 stand at \$1344.54 plus \$5000 in fixed deposits.

EDITOR'S REPORT: Barry Boenich reported that 205 magazines had been sent out. Articles are still required for magazine. The increase in membership should provide some interesting items.

EVENTS DIRECTOR'S REPORT:

Arnold Goldman read a report sent in by Margaret Willimott.

LIBRARIAN: Dave Denner reported that 5 manuals are out on loan. A large number of old car magazines has been received. A copy of the Humber story is now in the library.

AOMC REPORT: Nothing to report.

HALL COMMITTEE: Peter Shelden reported that the fans requested have been installed and are operating.

TECHNICAL OFFICER'S REPORT: Bob Kennedy talked about Radsok radiator filters and reminded those who have fitted them not to forget they are there.

Peter Shelden commended the article on springs and suggested more such items.

CARS FOR SALE & WANTED Mention was made of several cars and parts available in various places. Most of these will be in next Humberette.

GENERAL BUSINESS:

The Rootes Club have requested that we supply two wedding cars for a club wedding on 5th May in the Dandenong area. Interested members should contact Margaret Willimott.

Helpers are required for this year's Rootes Club day being hosted by our club. Best wishes are sent to Bill & Joan Holmes on their 40th Wedding anniversary. Meeting closed at 2:45 pm for the A.G.M.

Arnold Goldman
Hon. Secretary

SOCIAL NEWS & NOTES

Hello everyone! Well, after a successful annual meeting on February 25th we are now into a busy year which will see the club celebrating its 15th birthday.

It's encouraging to see a number of new faces on the Committee. Ian Foreman and Graeme Finn will be sharing Arnold's former position, Vic Wilson is taking over the Regalia Sales from Barrie Trubie and Mike Dupla assisting with the general organization of club events. Bob Kennedy is also taking on the responsibilities of Technical Officer and will be the person to contact regarding Club Permit ("Red Plate") enquiries. **Welcome to all the 1990 HCCV Committee!**

You will notice a new feature in this month's Humberette - the "Junior Humberers Page". This has been entirely produced by our very active junior member Tracy Fitchett and, if you like it, Tracy plans to make a regular feature of the page. Go to it, Tracy!! I hope you get lots of answers for your 'pen pals' section.

The Calendar Page this month gives a full list of monthly meeting dates for 1990 plus other set events for the year. Additional monthly runs will be added to the list as they are arranged. Please note that Sunday Family Meeting Days are booked for May and August.

There has been considerable discussion of late on the new "trailer laws" (see article in February Humberette). The Standards Specifications apply to trailers manufactured after June 1988 however, the onus is on all trailer owners when applying for registration to satisfy the Registering Officer that their trailer meets the appropriate standards.

Trailers are fast becoming the new revenue - raising source for Government coffers (no, not coppers but it's the latter that you need to be cautious of!!). For your own safety and peace of mind DO NOT use a privately registered or 'below registration size' trailer for commercial purposes (eg. law mowing) and, particularly, DO NOT EXCEED THE GROSS TRAILER MASS for your particular car/trailer towing combination.

New towing regulations now in force effectively limit the all-up loaded weight of a towed trailer to the maximum weight specified by the car manufacturer. Some examples quoted are:- EA Holden 600kg, VN Commodore 1100kg, HK Panel Van 1800kg, Range Rover 4000kg, Land Rover 1200kg. If the limit for the car is not known you need to get an engineer's certificate to be able to comply. Compliance can be rigidly enforced by insurance companies who have wiped a number of accident claims due to trailer overload.

This is of serious concern to hobby car restorers as it appears that you can no longer load that spare parts car onto a trailer and tow it home. And what happens to the boat, the caravan, the trailer load ofetc??

Perhaps this would be a good point to take up with Andy Gower from VGL Insurance who will be the speaker at our March meeting. There have been a number of insurance enquiries from club members lately and we intend to ask both our insurance company supporters to address us on this matter during the year.

May I briefly draw to your attention the **Formal President's Dinner** to be held on **Friday, May 11th at Clancy's Licenced Restaurant, Mount Waverley**. Geoff needs to know by **April 12th** if you wish to attend. A deposit of \$10 per head is also required. Full details on the Calendar Page.

The National Rally is only weeks away and you should by now have received your accommodation information. An information letter including the Rally Itinerary is published in the Newsletter.

Seven Humbers and three Hillmans lined up in a mixed "H Row" at the British Motoring Show. These included Vic Wilson's and Rob Dunlop's Super Snipes, Geoff Webb's Snipe Estate, Harold Paynting in the MK VI Hawk, Hans Paas with his Series Hawk and the Willimott's MK I Sceptre. Vogues were represented by a smart blue Series II from the Rootes Car Club. There were also two Hillman Minx's and a sporty 1954 Hillman Californian. It was nice to see Hilda Sadlor during the day - next year we'll see the Hawk too, Hilda!

Vic presided over his Regalia display with professional aplomb whilst Keith, Geoff and Ron and Greg Stafford from R.G.C.C. proved an extremely effective team in manning the display cars entry gate (even had the audacity to eject an \$80,000 Bristol who refused to pay his measly \$2.00 entry fee!!) Thanks everyone!

Finally, a reminder that ANNUAL SUBSCRIPTIONS ARE NOW DUE. Thank you to all who have returned their completed renewal forms. We appreciate the letters that sometimes accompany those as they illustrate just how wide member's expectations are of the club and their perceptions of how it should operate. Please remember though that we are not a business and the committee's service is entirely voluntary - often squeezed in between personal engagements as all are otherwise employed. Some business practices cannot be operated under these circumstances. We rely on your goodwill and your support to succeed.

Meanwhile, continue Humbering on. See you at the March Meeting.

Margaret.

FOR SALES

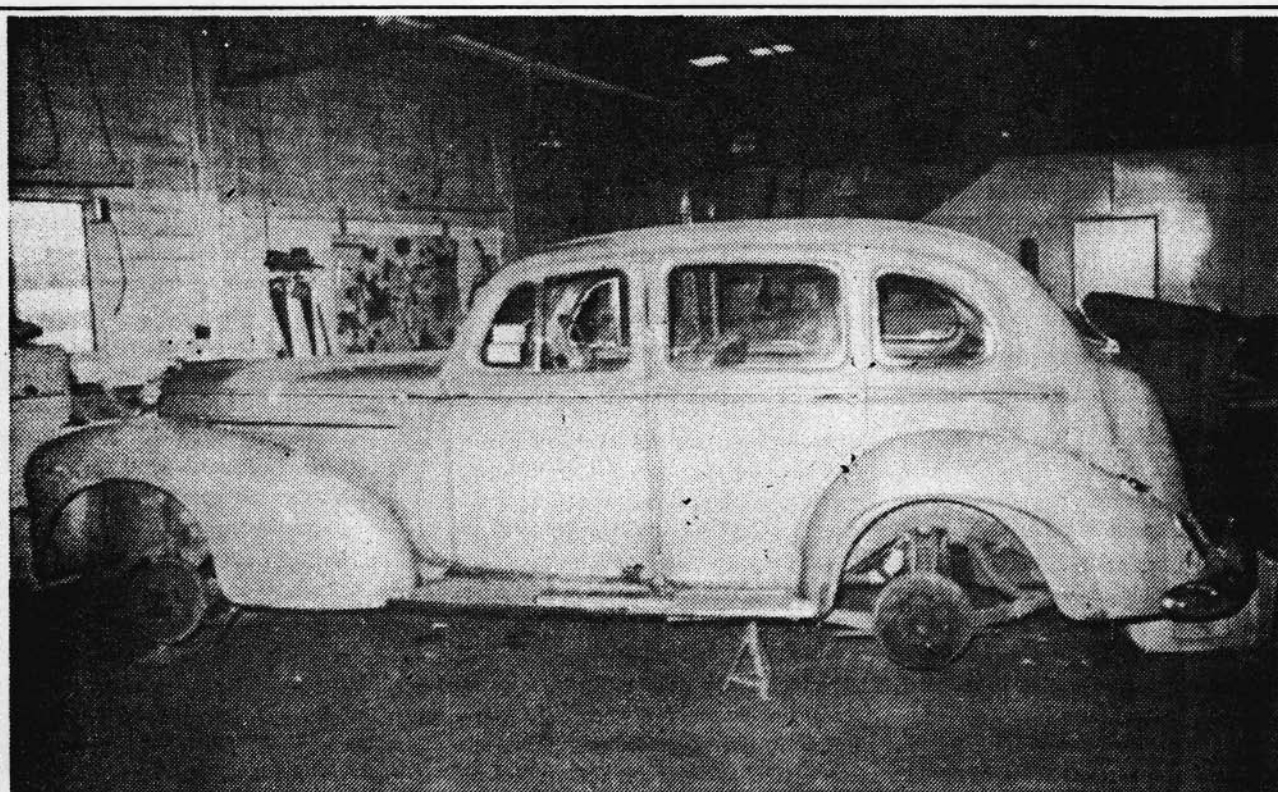
1954 MK IV S/Snipe, S.A. reg to March, spare motor, gear box and panels, (stored in Adelaide), black duco. Needs work, especially re-spray, four new radial tyres. \$700.
Contact: Damon McDonald, Black Rock, Ph: 589 4904, (owner moving shortly).

Radiator to suit 1955 Hawk, good condition.
Contact: Ian McArthur, Ph: 527 1062.

A car accident and the search for a vehicle "built to last" sent this reader on an unexpected mission of love with ...

THE HUMMING HUMBER

by Razmi Wahab



Humber Super Snipe Mark II, 1952. - Ready for scrubbing down.

You could not tell the colour of the car for the rust, which was well spread. I turned to the woman beside me to seek her opinion as she had had more experience in the matter, having worked with her husband at restoring a 1930's Humber Super Snipe to near perfection. Her car had been in even worse condition and they had been forced to scrub it to bare metal to remove the years of neglect before restoring the vehicle to its former glory. It was hard work, she agreed, but the result was well worth the effort.

Restoring an old car - hard work and time consuming but it is also a labour of love. The reason for this love is the at-

titude, "They don't make them like they used to". Old cars were made to last and it is only fitting that in this age of recycling they be meticulously restored and set back on the roads where they belong. In most cases it is the love of a certain marque that is the driving force behind the endless hours of restoration work. The restorer is committed to his or her car because ownership becomes a matter of pride. The degree of restoration work varies according to individual expectation. There are those who will not rest until their vehicles are restored to utmost perfection and there are those who are quite satisfied with seeing an old car

brought back to working condition and looking presentable.

I came into car restoration quite by accident. My Kingswood HZ had been written off and the experience convinced me that I needed something more solid. I also needed something large with plenty of room for the knees and elbows of four children. My spouse convinced me that an old car would meet my demands and the replacement value of the HZ would easily pay for one. He would see to it that the car functioned well. Restoration did not even cross our minds.

When we landed ourselves with a Humber Super Snipe Series III we were impressed. The 27 year old product of the



Humber Vogue - Series II, 1963.

long defunct British company, the Rootes Group, was still in very good condition. The red upholstery and carpet was just the right finish and contrasted well with the well-proportioned curve of the storm grey body. We could see that the paintwork could do with a bit of cut and polish and the odd rust spots on the chrome needed to be removed. Without realising it we were driving ourselves into this new avenue of car ownership.

Classy bodywork aside, I was not sure if the Humber would see me through from point A to point B without stalling midway. My spouse had more faith. A bit of work here and there, he said, and my Super Snipe would move me anywhere. The "bit of work" took many, many weekends and a week off from his employment. During that week the Super Snipe was lodged up high while its innards were methodically attended to with the help of a meticulously written workshop manual. Having tinkered with more modern cars my spouse was impressed with the quality of expertise that had gone into the building of the Humber.

Our bit of restoration work was made easier by the Humber Car Club of Victoria. We had taken the advice of the previous owner and joined the club. From our experience of the usefulness of the club I would advise anybody interested in restoring old cars to join up such clubs. The Yellow Pages provide a listing of car clubs under the heading "Clubs - Cars". A club can provide information of spare parts and technical

knowledge that can be hard to come by. Most important of all, a club provides the companionship and support of people of similar interests.

1975 marked the end of the Humber era, though the writing was already on the wall when the Rootes Group sold out to the Chrysler company in 1965. Humber owners, fearing the shortage of spare parts and technical expertise, formed the Humber Car Club of Victoria in 1975, as a self-help group to encourage the maintenance and restoration of all Humber marques, from the earliest to the very latest model, the Sceptre.

The club plays an important role in encouraging restoration work by organising local displays of completed models and rallies to boost the interest of fled-

gling owners. The annual Concours d'Elegance and Pride of Ownership competitions are the goals to work for. There is nothing like a bit of exhibitionism to bring out the best effort.

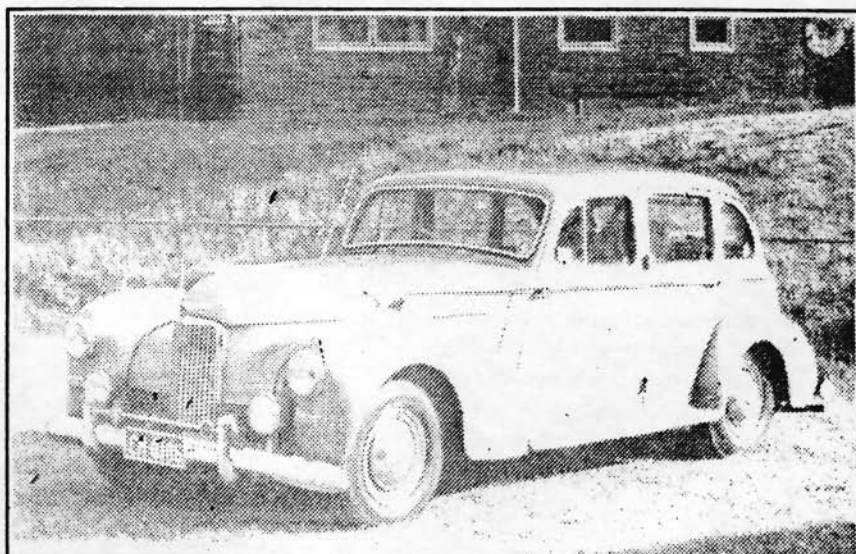
There is still a lot of work to be done to my Super Snipe before I can even consider entering it for the Concours d'Elegance but for me it looks classy enough as it is. A restorer's job is never-ending, for to restore it means to keep it to a certain standard.

For all the work and money that has gone into it, the Humber Super Snipe is still a cheap luxury car. But not for long. It is now recognised as a collector's item and if trends continue this will send the prices soaring. Now is the time to expand the garage to store all those spare parts we should be collecting before they become too expensive and unattainable.

All I wanted was a large, solid car. I received a continuing demand for restoration, maintenance and love which I had not bargained for. The car was built to last for ever and if I wish to continue the standard I have now set myself for performance and appearance, the work must go on.

The Humber Club of Victoria is a lot of fun and can be contacted by phoning the President Geoff Webb on 233-6592, or the Secretary Arnold Goldman on 059-756807.

Razmi Wahab is a freelance contributor, has been widely published and has won many competitions for her writing.



Humber Snipe Mark II, 1952. - Beautifully restored.

HUMBER CAR CLUB OF VICTORIA INC.

1989 ANNUAL REPORT - ACTIVITIES.

The Club continues to develop, and has experienced a successful year in this, it's fifteenth year of operation.

Membership remains on an upward trend and it is reasonable to expect that there will be further growth over the next few years. Current membership, excluding additional family members, stands at 187 with a small percentage residing interstate or overseas.

Main organ of communication within the Club, and one of it's great strengths, is the monthly newsletter, THE HUMBERETTE, and full acknowledgement must be made of the excellent standard maintained by editor, Barry Bosnich.

The Club entry this year in both the white, and the Yellow Pages Telephone Directories has provided a further source of communication and a valuable introduction to new members. Our thanks are due to Technical Officer, Bob Kennedy, for servicing this facility.

Several necessary amendments to the Club Constitution were executed following the Special General Meeting held in November. These changes occurred in the areas of Club Plate requirements, resignation of members and distribution of Club assets. As a result of a Member Survey conducted during the year by President, Geoff Webb, a number of changes in meeting format will be implemented during 1990. These involve increasing the number of Sunday Family Meeting days, the re-introduction of speakers (technical services) at meetings and a formal President's Dinner in the early part of the year.

Highlight of the events calendar was the DARWIN TRIP held in conjunction with the South Australian Humber Club. Seven members from the Victorian club participated, with some covering in excess of 7,000 miles on their journey whilst gaining excellent publicity for the Club.

Monthly general meetings have been reasonably well supported with an average attendance of approximately 30 members, however firm support for the monthly outings has not always been strong. Again the most popular events were those conducted on an inter-club basis. Outings enjoyed included the annual Picnic at Hanging Rock, Westernport Pub run, motokhana with Sunbeam Club, Bellarine railway, Bendigo Swap Meet and the Warrnambool Queen's Birthday weekend.

The CONCOURS D'ELEGANCE AND DISPLAY DAY was again held at the Deepdene Oval and this is a very popular venue. A very high standard of preparation was evident in most of the competing cars with main honours being taken out by Kevin Megee (Outright Concours Winner), and Fred Pieteron (Pride of Ownership and Most Improved Vehicle). Awards to all winners at this event were presented during the Club Christmas Break-up celebrations held at Edwardes Lake Bistro.

Regalia sales throughout the year have been boosted by the addition of the smart new Club Sports Shirt, a highly popular item. Other regalia in stock includes window stickers, lapel badges, grille badges (including some Swan Hill souvenir), tee shirts (limited sizes), jacket patches, caps and windcheaters.

Special fund raising activities conducted during the year have helped keep the club finances in a strong position and decrease the need for a fee increase. Thanks go to all members who assisted with the monthly special efforts, the Cent Auction and the Christmas Hamper activities.

The Club is fortunate to have^a band of willing workers with a strong commitment towards it's success. To all of these people the Committee expresses its thanks and its appreciation for your encouragement and your support.

May I also express my personal thanks to all members of the Committee for your efforts in keeping the club running smoothly into the 1990's.

Margaret Willimott

Margaret Willimott.
(Vice President)
(Acting soc. sec.)

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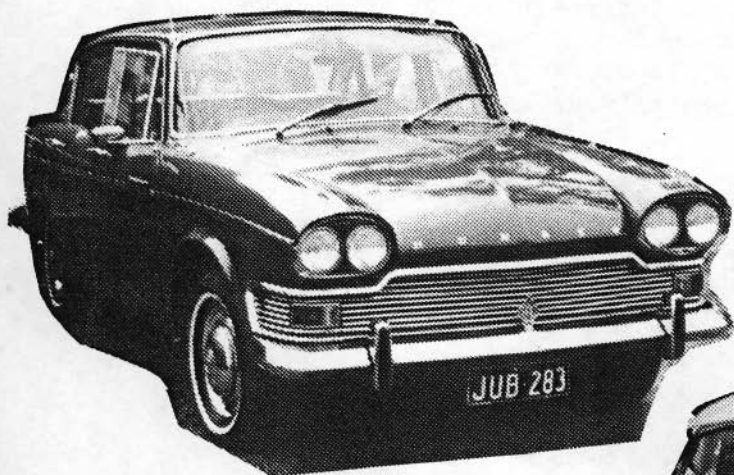


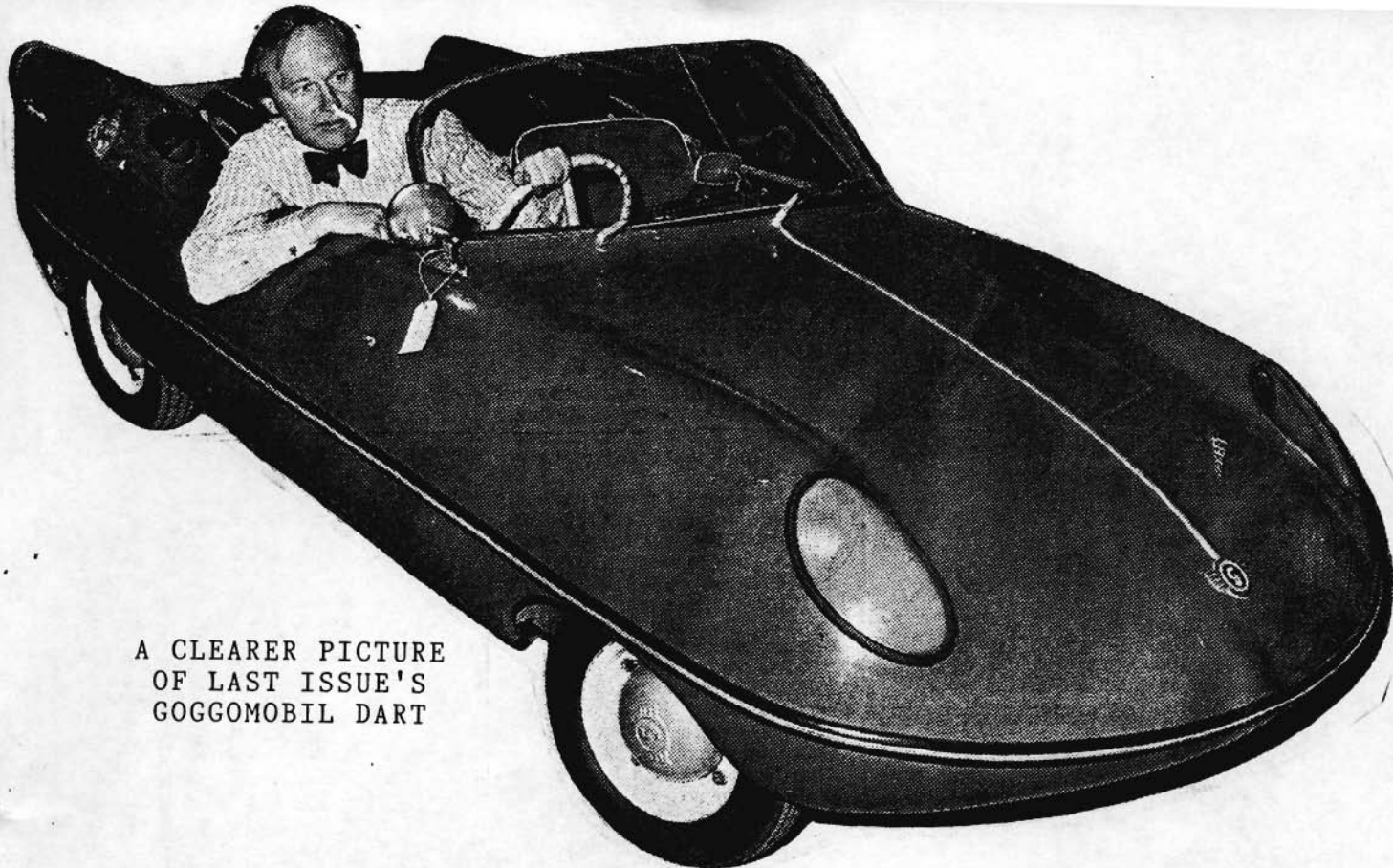
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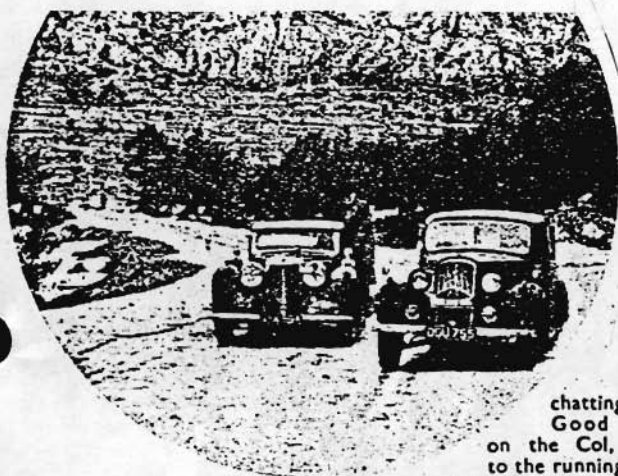
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"Grande Vitesse,"
chatting to Alan
Good (Lagonda)
on the Col, steps on
to the running board to
make way for D. E. Graham
(Humber Snipe), sweeping by.

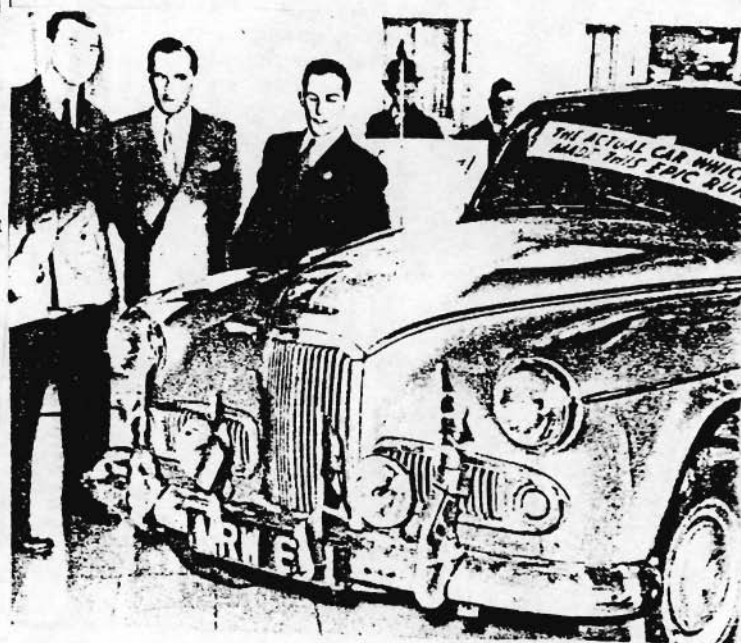


Not rally testing. Fortunately
no one took the 'new'
Humber Hawk seriously for
competition in 1957. Here
it's undergoing 'stringent
tests at the MIRA testing
ground at Nuneaton'. The 4
cylinder Hawk was not
sporting



Lord Waleran, "Bill" Everitt
and R. Grant Ferris, who will drive a
Humber Snipe from Tallinn.

1939
RALLYE MONTE-CARLO



In 1953 a Super Snipe went
on a 15 country marathon
which it completed in 90
hours. The European
countries through which
Stirling Moss—asleep?—
(and others) passed have
their flags attached to the
overrides

CONTINUED OVERLEAF

Just to prove that the Super Snipe of the late 1940s was capable of almost anything, Maurice Gatsonides drove one on the 1950 Monte-Carlo rally into a remarkable second-place overall, just 1.38 seconds in special test times behind the winning Hotchkiss sports saloon

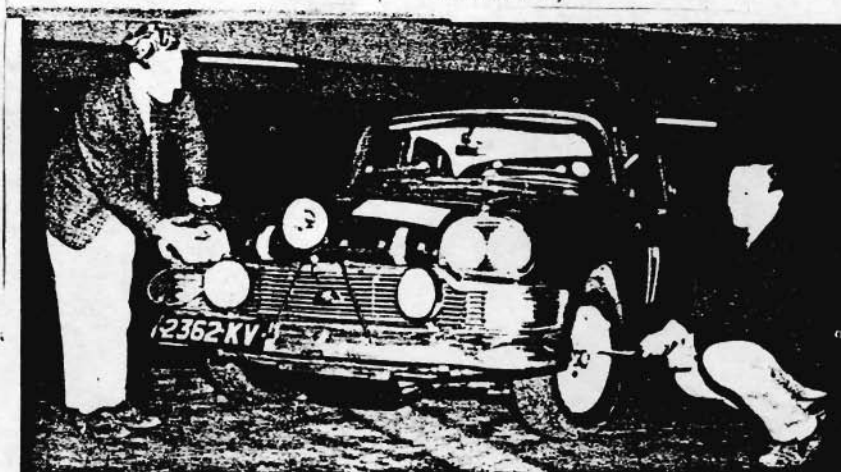


Hustling large, long cars like the 1952 Humber Super Snipe through and up the mountain hairpins can't have been anyone's idea of fun. Look at the angles of the two offside wheels. The Sunbeam-Talbot 90 influence shows up well in this photograph (1952 RAC Rally)



In 1952, this Super Snipe was driven on the Monte Carlo Rally by Charles Eyre Maunsell (a Rootes dealer from Belfast)

Peter Harper (left) and Ian Hall, sizing up their large Humber Super Snipe before the RAC Rally of 1963. They challenged for their class until the gearbox seized at a late stage in the event



The same Super Snipe used by Peter Harper in 1963 tackled the 1964 RAC Rally, driven by Bill Bengry and Barry Hughes, and finished with honour in a class which contained the outright winner



Imp: The car that killed the Rootes Group?

ORIGINAL AUTHOR RICHARD LANGWORTH. U.S.A.
CONTRIBUTED BY IAN FOREMAN

Perhaps it was never as simple as all that, and perhaps many other factors were involved, but to a historian it seems clear that the Rootes Group became trapped in financial decline from the day they started building the Imp. Too many 'firsts' almost made this inevitable—it was their first truly small car, their first rear-engined car, and it was also the first Rootes car to be built in Scotland.

Prototypes built in the 1950s were completely different from those built at the start of the 1960s, which in turn differed considerably from the cars actually put on sale in 1963. The original car, nicknamed the 'Slug', was not even an official project at first—it was more a case of engineers and management finding an excuse to 'think aloud'. In every way—literally, in every detail—it was different from any previous Rootes car, and from any of its competitors, and that, in the end, was the major problem.

The Rootes Group had never produced a small car in a quarter of a century, when B. B. Winter encouraged two of his keenest young engineers, Mike Parkes and Tim Fry, to build a low-budget minimal-price prototype. Until 1955 the smallest Rootes cars had always been Minxes, and these had been growing, slowly and inexorably, with every model change. Even so, there was no rush to plug the gap at the bottom of the Rootes range. The family were anxious to expand, but were too heavily committed with new Sunbeams and Humbers to tackle it at once. As Mike Parkes once said in a *Motor* interview published in 1968:

'The Rootes Group still had no intention of making a small car. This was merely a wish on the part of the directors to have something put up to them, so that they would know what sort of car could be made, and roughly what its performance would be.'

'At which point his collaborator, Tim Fry, chipped in with:

'Didn't they ask for a car capable of carrying two adults and two children at 60mph and 60mpg?'

Parkes's reply to this was that this requirement had evolved following his first meeting with Geoffrey Rootes to report that an ultra-small car was feasible. Work then went ahead in a workshop at Ryton-on-Dunsmore, several miles away from the main Humber

Story (almost) without words—a Devonshire House display of successful Rootes cars from the Monte Carlo Rally. The Imp was David Pollard's 998 cc Group 3 team car, second in its class to Pat Moss-Carlsson's Saab, while the Tiger was Andrew Cowan's, which took eleventh place; in the same event, incidentally, Peter Harper's identical Tiger finished fourth overall, and was on its way to a TV rallycross event in Sweden

Road development centre, and by the end of 1956 the first 'Slug' was ready for demonstration to the directors. To get down to a cost below any of the rivals (and this meant pricing a car below the Ford Anglias and Austin A30s of the day), Parkes and Fry had chosen a unit-construction body chassis unit, a rear engine/gearbox layout, with swing axle front suspension and swing axle rear suspension. The engine itself was to be a specially designed air-cooled Villiers flat-twin of 600cc, but to get the show on the road a Citroën 2CV engine of 425cc was purchased and installed where the Villiers would have to go.

At first the directors hated everything about the car—its looks, its handling, its specification and its styling. Even after the Pressed Steel Company had got involved in the engineering of a body, and the Rootes styling department had had a go at the looks of the car, it was still not an attractive proposition. It was not until Mike Parkes obtained a Coventry-Climax FWMA light-alloy single-overhead-camshaft engine (which was a prototype racing sports car engine of a mere 741cc) that the project began to make sense.

By 1960, the project had taken on a momentum of its own. 'B.B.' had retired, Peter Ware had taken his place, the Rootes family had



seen the roaring success achieved by BMC with the Mini, and they had decided to expand mightily into the small-car market. It was at this point that 'Slug' turned into 'Apex', with an official Rootes development title, and that productionizing of the design began under the leadership of Leo Kuzmicki, who had originally made his name with racing Manx Norton motorcycle engines and the Vanwall Grand Prix engine design. Wheels went up from 10in to 12in diameter; the Rootes family fell for the styling of the rear-engined Chevrolet Corvair and demanded a look-alike version for their tiny saloon; it took on width, wheelbase, a more sophisticated rear suspension (by semi-trailing arms and coil springs) and the rights to make a Rootes version of the engine were gained from Coventry-Climax. At the same time the capacity was pushed up—to 875cc from 741cc—the FWMA's cylinder dimensions were 64.3×57.2 mm bore and stroke, that of the true Imp engine became 68×60.35 mm) and the engine was considerably de-tuned to bring the performance back down to a reasonable level!

In the meantime, Rootes wanted to build a new factory to make the production cars. They dearly wished to expand their facilities at Ryton, but were refused permission by the authorities, and were forced towards one of several 'development areas' located in areas of high unemployment. The choice was confined to South Wales, Merseyside or Clydeside, and after a great deal of bargaining the Rootes family were persuaded to choose a site at Linwood, near Paisley, on the south bank of the Clyde, downstream of Glasgow, in exchange for a large Government loan and other industrial inducements. The factory itself, and the tooling installed therein, cost £25.5 million, and it was no coincidence that it was built alongside an existing Pressed Steel Company factory (already supplying Rover P5 and Volvo P-1800 bodyshells, as well as building railway wagons and carriages), who could supply complete shells by overhead conveyor to the Rootes factory. Pre-production began early in 1963, and the Imp (as the Apex had come to be named) was officially launched on 2 May, when the factory was opened by HRH Prince Philip, Duke of Edinburgh.

Although the press received the Imp with much kindness, not to say unrestricted enthusiasm, it soon became clear that its fine roadholding and very spirited small-car performance could not balance its doubtful quality of construction and the appalling reliability record that it gained almost at once. If it was not a case of water leaks it was cylinder head gaskets blowing, and if it was not the pneumatic throttle linkage giving trouble it was the water pumps giving up the ghost. Worse than this, the Imp did not sell in anything like the 3000-a-week quantities needed to ensure profitability, for the British public were not to be convinced that a

rear-engined car could handle and perform in the same way as the Minis, which they had grown accustomed to in the previous three years. Rootes, already severely damaged by the long strike at BLSP in London during 1961, were already at the top of the

slippery slope to financial ruin which swept them throughout the 1960s.

In the beginning, however, Rootes not only considered badge-engineering the Imp into several other Singer and Sunbeam versions, but they planned several body derivations as well. All the first Imps were two-door saloons with three-box styling and with the rear engine location very effectively disguised, but in the next few years the saloons were joined by lofty estate cars and delivery vans (using the same basic body pressings) and by a very stylish notchback coupé style which retained the saloon's shape below the Corvair-like waistline. If only the money had been available, and if only the Imp had continued to sell in greater numbers, there might also have been an open two-seater sports car; the 'Asp', as this project was called by the engineers and product planners, looked not unlike the Fiat 850 Spider of the period, and would certainly have made MG's Midget and Triumph's Spitfire look old-fashioned from the day it was released.

Technically, there was little difficulty in developing sporting Imps, for the original Coventry-Climax breathing and valve gear arrangements had well and truly been 'tamed' during development, and reversing the process was straightforward enough. For the autumn of 1966, therefore, Rootes launched the Sunbeam Imp Sport (and the Singer Chamois Sport, which was the same thing with different trim and badges), in which a different camshaft profile, modified cylinder head, twin Zenith-Stromberg carburettors, larger valves and a four-branch exhaust manifold all helped boost the Imp's power from 37bhp (DIN) at 4800rpm to 50bhp (DIN) at 5800rpm. Disc front brakes were never thought necessary on a fast Imp, even though the car's top speed was up to at least 90mph.

One of the many privately-entered Hillman Imps to go rallying in the mid-1960s was this 875cc example in the 1964 Alpine Rally. This car isn't much modified



In 1967 the Hillman Imp Californian arrived, with standard engine under the sleek notchback coupé body style, but by the end of that year the ultimate quantity-production Imp, the Sunbeam Stiletto, had combined the coupé body style with the 'Sport' engine, along with twin headlamps and a new, unique facia and instrument layout, all for £726, very good value in the only mildly inflationary 1960s. Like the other 'Sports', it also had radial-ply tyres, lowered front suspension, servo-assisted brakes and a great deal of character. My colleague Graham Robson, who worked in Rootes engineering for some time, used one for business transport for years, and even bought it from the factory when he moved on to different activities.

In the meantime, however, all these Imp derivatives had been overshadowed by competition cars, and these are the cars by which the Imp range will most likely be remembered. Norman Garrad's long reign as supremo of the Competitions Department had come to an end in the spring of 1964, when Marcus Chambers joined Rootes from the motor trade. Chambers, let me remind everyone, had been most distinguished and successful manager of the BMC Competitions Department between 1955 and 1961, where the budgets, if not limitless, were certainly more generous than those which existed at Rootes in the 1960s. Chambers's first job was to oversee the Sunbeam Tiger Le Mans project and to develop the Tigers for use in International rallying, but the Rootes family had already realized that the dear old Sunbeam Rapier had been rendered uncompetitive by the lightweight Ford Cortina GTs (and later Lotus-Cortinas) and that it had to be pensioned off. To replace the Rapier, and to keep a Rootes *saloon* car in motor sport, they commanded that the Imp should be developed instead.

It was a tall order. The Imp handled well, but was far too slow in standard form even to win its (1-litre) capacity class, where the BMC Mini-Cooper 970S and similar cars were supreme. Chambers and his department, in conjunction with Leo Kuzmicki's engine designers and development chief Peter Wilson (who had raced team cars for concerns as distinguished as Bristol and BMC in the 1950s), produced a 'rally special' which changed all that. The 'Rallye Imp' of 1965 was the result.

Working on the basis of the standard car, the team produced a rapid and eventually reliable little car which was even more effective on the circuits than it was in rallying. At first in prototype form and (by 1966) as an homologated 'GT' car, the Rallye Imp featured a bored-out 998cc engine which developed 65bhp at 6200rpm, and well before the Imp Sport (1967 model) was put on sale the Rallye Imp also featured lowered front suspension, servo brakes and other details, including the unique feature, never copied on

quantity-production cars, of a special instrument panel incorporated in the standard car's facia pressing. Cars to this specification were built in batches in a department cheek-by-jowl with Competitions at the Humber Road factory, and were exported to many

traditional Rootes markets in addition to being delivered to British customers. Production figures for the Rallye Imp were never revealed (probably because fewer cars were built than were supposed to have been built to gain sporting homologation), but were probably in the order of 400-500 units.

Getting the team's rally cars into the winner's circle was almost impossible, as even their own special engines rarely produced more than 75bhp in homologated form, or up to about 90bhp when fitted with exotic twin-choke Weber carburettor equipment and similar goodies. The competition (from 130bhp 1275S Mini-Coopers, 160bhp Lotus-Cortinas and similar European projectiles) was just too fast.

Even so, in 1965, the redoubtable Rosemary Smith took advantage of a favourable handicap, the atrocious weather in the French and Swiss mountains, and a great deal of astute team management, to win the Tulip Rally outright. Miss Smith became something of a specialist with the Rallye Imps, albeit with a great deal of cynicism about her own abilities and that of the car (she habitually carried train and airline timetables in her bag—'just in case'), and gained many class and ladies' prizes in the late 1960s.

Peter Harper, Andrew Cowan and latterly Colin Malkin all achieved great things with Rallye Imps. In particular, in 1968, where the regulations allowed the cars to be considerably modified, Malkin won the prestigious *Motoring News* rally championship outright.

It was on the race tracks of Britain, however, and in the advantageous environment of TV-sponsored rallycross, that the Rallye Imp made the most headlines. There had been early private attempts to race Imps before Rootes dealer Alan Fraser tackled the job seriously in 1965. For 1966, when the British Saloon Car Championship was also to be graced with the presence of highly tuned Broadspeed Ford Anglias, Fraser was given the task of beating them in an 'official' team effort. In this series, and in other events, Fraser Imps of 998cc driven by Ray Calcutt, Nick Brittan and Bernard Unett, gained 30 wins, 19 second places and 13 third places. Two British 'free-for-all' championships were won outright, and it was only after a titanic struggle that Unett's Fraser Imp lost the British Saloon Car championship class to John Fitzpatrick's Ford Anglia.

It was much the same story in 1967. As before, FIA 'Group 5' rules applied, which meant that virtually anything could be done to modify the power train and the suspension. The result was that Fraser Imps regularly developed 115bhp at 9000rpm from their 998cc engines (and neither of those figures is a misprint), and were so highly tuned that they were extremely reluctant even to run below about 4000rpm. This, matched to a *five*-speed (Jack Knight) gearbox cluster, 7in-diameter front wheel disc brakes, 13in wheel rims and racing tyres, made the incredibly versatile Imp into a real racing car. Top speed, suitably geared, was well over 120mph, and it was only the fact that the competing Anglias could use fuel injection, 124bhp, and limited-slip differentials which ensured a straight fight.

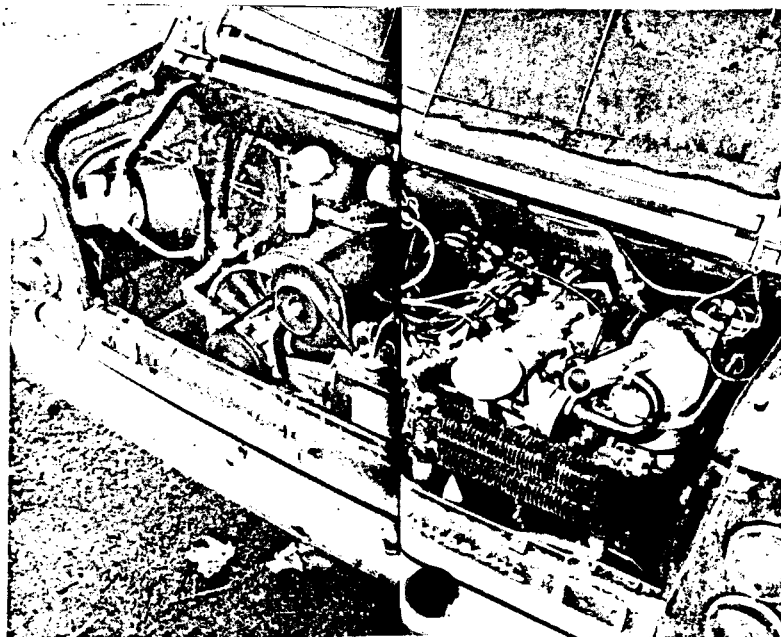
In that year, Unett and Tony Lanfranchi battled throughout the season with the Broadspeed Anglias, and once again the result was in doubt until the end of the year. The Imps won three of the ten encounters, and Unett lost the class by a whisker.

Soon after this, Rootes competition policy changed, the limitations of the Rallye Imp were recognised, and the surprise London-Sydney Marathon success in the Hillman Hunter completed the transformation. For a time, even, the Competitions Department went into suspended animation, and when it reopened in the 1970s the accent was on Avengers. In the meantime, however, there was still time for private engine builders to produce an Imp for Bill McGovern to win the British Saloon Car Championship (on points) on several occasions, and a great young rally driver called Henri Toivonen tackled his first serious events in Imps prepared for his use in Finland.

It was by this time, too, that Rootes finances were in considerable disarray, and their policies changing at dispiriting intervals. To summarize—Chrysler took a 30 per cent stake in Rootes voting stock in June 1964, and converted this to total control in 1967. By 1968 they were planning to bring Rootes and Simca (of France) closer together, and by 1970 the Rootes name was discarded and Chrysler United Kingdom took its place. While all this was going on, Hillman Hunter, Sunbeam Rapier and Humber Sceptre production was moved from Ryton to Linwood, to make way for the new Avenger, and the Imps, sporting or otherwise, had to take their chance in the space that was left.

Quite rapidly, the sporting Imps, which had never made money for the company, were run down. There were no Singers of any sort after 1970, and the last of the svelte Stilettos was built in 1972. Only the Sunbeam Sport (shorn of its 'Imp' middle name) soldiered on, completely neglected, until 1976, when it, and the Sunbeam Rapier,

also died off. Since then, not only has the company name changed again—to Talbot—but there are new owners (Chrysler sold out to Peugeot-Citroën in 1978), and the last vestige of sporting Rootes tradition has been extinguished.

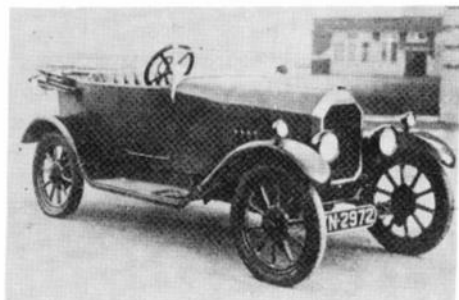


The combination of Rosemary Smith and a 998cc Rallye Imp won many prizes in the 1960s. This is the 1967 Alpine Rally.

Imp Sports and Stilettos with twin carburetors and oil coolers in this engine bay had little space to spare, and cooling was something of a problem.

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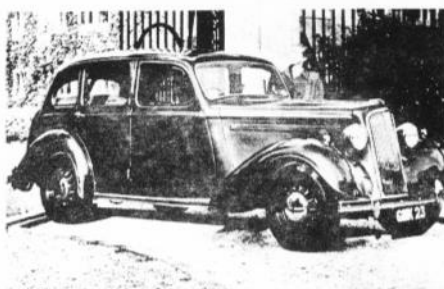
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