

March 1991

The **HUMBERETTE**



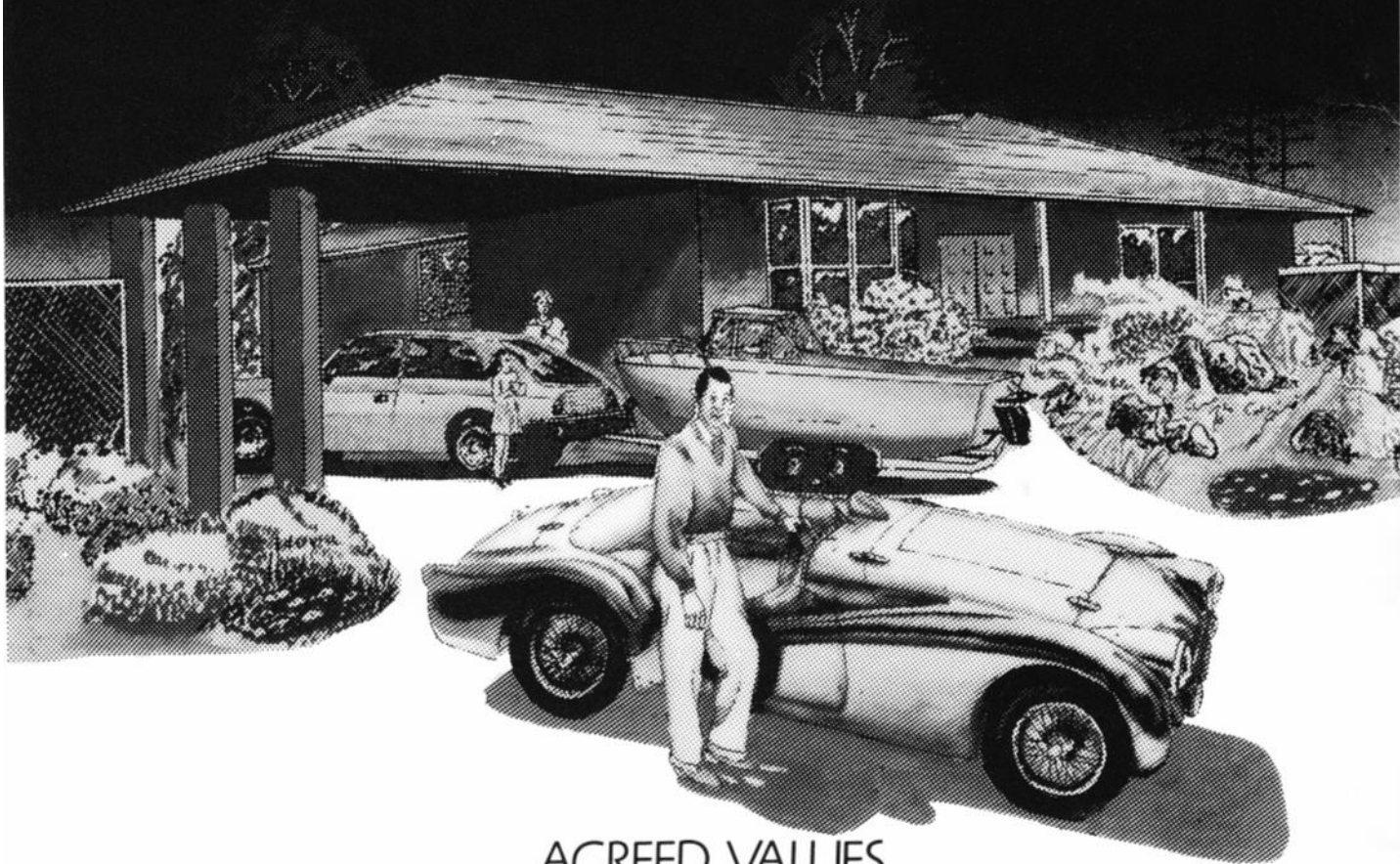
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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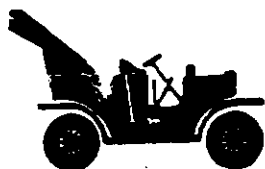
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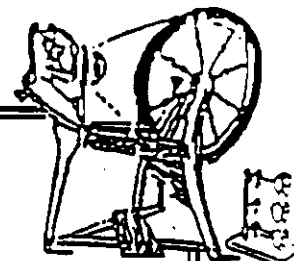
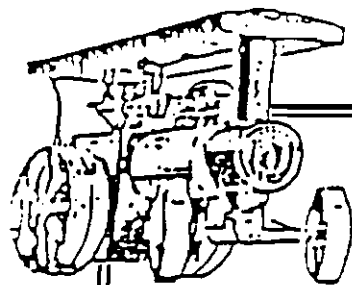


Suite 7, 663 Victoria Street, Abbotsford, Victoria, 3067.

Telephone: (03) 429 5466 Fax: 429 5149

- MARCH 22ND. GENERAL MEETING, DEEPDENE PARK HALL, 8.00PM
FOLLOWING THE MEETING THERE WILL BE A SHORT VIDEO ON THE
HISTORY OF HUMBER. VIDEO SUPPLIED BY NANCY BUTT.
- APRIL 7TH. GEELONG VINTAGE RALLY AND CRAFT FAIR, GEELONG SHOWGROUNDS
FROM 10.00AM. MELWAY MAP 228 F8. BYO LUNCH OR BUY AT
THE RALLY. A SPECIAL DISPLAY AREA HAS BEEN RESERVED FOR
THE HUMBERS. SEE DETAILS ON REVERSE OF THIS SHEET.
WE WILL MEET AT 9.40am AT THE MAIN REST AREA ON THE GEELONG
ROAD AT LARA. MELWAY MAP 222.
- APRIL 14TH. (THIS EVENT HAS JUST BEEN NOTIFIED BUT WE HOPE TO HAVE
SOME REPRESENTATIVES FROM THE HCCV).
SUNBEAM AND ROOTES CLUBS AUTOKANA AT PAUL BUCKHORN'S
PROPERTY, 46 STUMPY GULLY ROAD, BALNARRING. MELWAY 193 D3.
TIME: 11.00 AM ONWARDS.
MEETING PLACE: AT THE PROPERTY WHICH WILL BE SIGNPOSTED.
LUNCH: BBQ AVAILABLE BUT BRING ALL YOUR OWN FOOD AND
HOT/COLD DRINKS.
COST: THERE MAY BE A SMALL ENTRY FEE FOR THE AUTOKHANA.
ENQUIRIES: DIRECT TO BOB STEWART (SATOC CLUB) 878 4138.
- APRIL 26TH. MONTHLY GENERAL MEETING AT DEEPDENE PARK HALL, WHITEHORSE
ROAD, DEEPDENE. (MELWAY 46 A7). A SPEAKER ON CAR TRYES
HAS BEEN ARRANGED FOR THIS MEETING. 8.00PM SHARP START.
- MAY (TBA) 19th. LEISURELY DRIVE AND PICNIC DAY TO THE BRIARS HOMESTEAD
AND TOURIST CENTRE, MORNINGTON.
- MAY 26TH.
(SUNDAY) GENERAL MEETING AND FAMILY SOCIAL DAY AT THE CLUB-ROOMS,
DEEPDENE PARK. IT IS PLANNED TO HAVE SOME TECHNICAL
DEMONSTRATIONS AT THIS MEETING. MIDDAY FOR PICNIC LUNCH,
FORMAL MEETING AT 2.00PM.
- MAY 31ST - JUNE 1ST. VINTAGE DRIVER'S CLUB SWAP MEET SPECTACULAR AT THE
FLEMINGTON SHOWGROUNDS.
- JUNE 8TH - 10TH. POSSIBLE LONG WEEKEND TRIP TO THE ECHUCA STEAM RALLY.
PLEASE NOTIFY PRESIDENT (435 6354) A.S.A.P. IF YOU ARE
INTERESTED.
- JUNE 16TH. JOINT OUTING WITH WOLSELEY CAR CLUB TO THE HARRY-HAWKER
(MOORABBIN) AIRPORT. MORE DETAILS LATER.
- JUNE 28TH. GENERAL MEETING AND SPEAKER. DEEPDENE HALL. 8.00PM.
- JULY (TBA) MONTHLY OUTING TO BE DECIDED.
- JULY 26TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- AUGUST 4TH. SMORGASBORD LUNCHEON AT WESTERNPORT PUB, HASTINGS
FOLLOWED BY A TECHNICAL AFTERNOON AT "THE KENNEDY'S",
LANGWARRIN.
- AUGUST 25TH (SUN). FAMILY SOCIAL DAY AND GENERAL MEETING. DEEPDENE HALL.
INCLUDING A LIBRARY AND VIDEO AFTERNOON.





1991 GEELONG VINTAGE RALLY & CRAFT FAIR

GEELONG SHOWGROUNDS
SAT 6th & SUN 7th APRIL '91

10.00 am to 6.00 pm

VINTAGE SWAP, "SHOW & SELL", SAT 6th.

TRADING FROM 10.00 am

DEMONSTRATIONS & DISPLAYS OF

- Blade and Machine Shearing, Spinning and Weaving and Other Crafts.
- Wood Turning.
- Vintage Machinery, Tractors and Stationary Engines.
- Vintage and Veteran Motor Cars, Commercials and Cycles.
- Vintage Tractor Pull Competition.
- Harness Horse Displays, Wagon and Hay Rides.
- Hand Milking, Cream and Butter Making.
- Church Service, Sunday 10.00 am.
- Cottage Kitchen. Bread and Damper Making, Billy Tea
- Food And Refreshments Available - Free Parking.
- Commemorative Badge, Collectables Display.
- Exhibitors B.B.Q. Sat. Evening - Camping On Site.
- Period Costume Welcome.
- Admission Charges: Adults \$4.00, Children \$1.00, Pensioners \$2.00, Family \$8.00
- CONTACT: Geelong A & P Society, 79 Breakwater Rd East Geelong (052)211707.

*Including This Year:-
Military Display and Memorabilia.*

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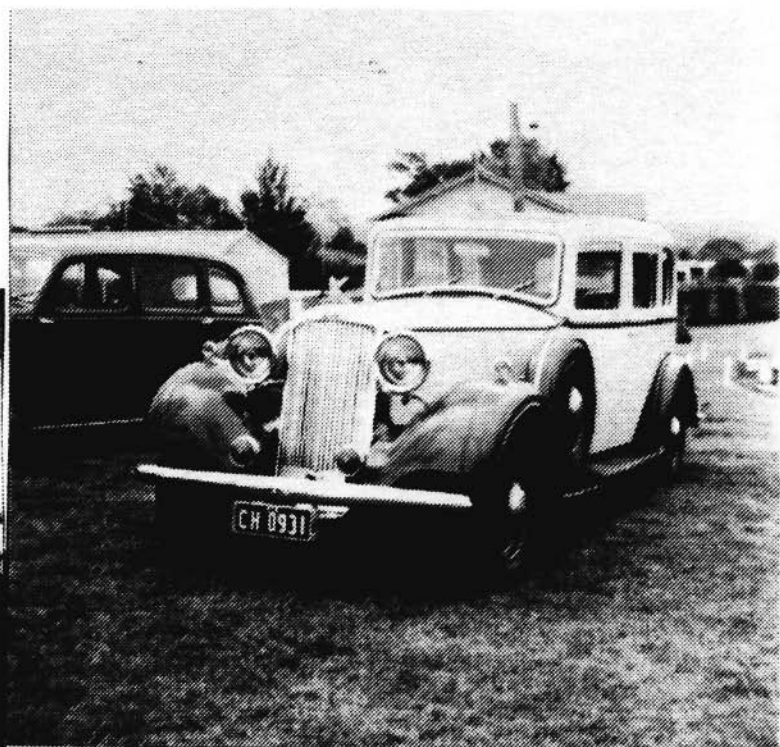
THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE

PRESIDENT	:	Margaret Willimott	435 6354
VICE PRESIDENT	:	Bob Kennedy	789 5119
SECRETARY	:	Ian Foreman	
TREASURER	:	Brian Parkinson	
MEMBERSHIP SECRETARY	:	Graeme Finn	497 4231
EDITORIAL COMMITTEE	:	Barry Bosnich	(057) 83 1899
	:	Nancy Kennedy	789 5119
EVENTS DIRECTOR	:	Mike Dupla	390 2211
LIBRARIAN	:	Dave Denner	874 7016
REGALIA	:	Vic Wilson	478 9352
TECHNICAL ADVISORS	:		
- Vogues	:	R. 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	(054) 27 1217 (B/H)
	:		(054) 27 1411 (A/H)

ALEXANDER FOREMAN WITH DAD'S
"NEW" SERIES 4 SUPER SNIPE



BOB KENNEDY'S 1934 HUMBER SNIPE

On behalf of your Committee of Management, I would like to present the following report:

We have again successfully completed another year with membership increases and a satisfactory cash position given the funding requirements of the club. I would like to formally express my thanks to all Committee members for their contributions this year, and in many cases over previous years. I would also like to express my thanks to the many members who have assisted throughout the year, the ladies who have prepared supper, and to members who have assisted in Club outings and events such as the running of the Club Concourse.

The constitution provides that at our Annual General Meeting we must formally:

1. Confirm last years AGM.
2. Receive reports.
3. Elect Officers to the Committee.
4. Determine the joining fee and annual membership subscription.

I therefore recommend that the joining fee and membership fees remain unaltered as last year, and this matter must be voted on later in the meeting.

I would also advise all members that the matter of taxation on part of the clubs income is still unresolved with the taxation department. I do not consider the amount involved to be material, but would draw members attention to a possible liability.

Thank you to all members for your support during the past year, and we look forward to the coming year and new committees ideas with anticipation - another year continuing the Humber Car Club of Victoria.



MINUTES OF GENERAL MEETING

Held on Sunday 25th February 1991 at Deepdene Hall.

The meeting was opened at 2.02 pm by President Geoff Webb.

PRESENT: Approx 25 members per attendance book.

APOLOGIES: Frank Stockwin, Kevin Magee, Pam Batten, Dave Denner, Peter Davenport, Ian Wild, Ian & Michelle Foreman & Brian Parkinson.

MINUTES: Minutes as printed in the January 1991 edition of the Humberette were accepted as correct. Moved by Ray Webster, seconded by Vic. Wilson.

BUSINESS ARISING: None

CORRESPONDENCE: James Kent, Casterton Motor Club, Community Activities Co-ordinating Committee, City of Footscray, Shannons Corporation, Ralph Moore Autoglass.

CLUB MAGAZINES: Wolseley Car Club, Austin A40 Club of Australia, Classic & Historic Automobile Club of Aust. Sunbeam & Talbot Owners Club, Casterton Motore Enthusiasts Club, The Daimler Lanchester Club of Vic. The Austin Motor Vehicle Club of Vic. The Humber Car Clubs of New Zealand, New South Wales, Western Australia and South Australia, and the Rover Car Club of Australia.

TREASURERS REPORT: To be incorporated in the Annual General Meeting Report.

EDITORS REPORT: 224 Magazines were sent out this month, which is a new record.

SOCIAL SECRETARY: Margaret Willimott reported on the Picnic at Hanging Rock and reminded members of coming functions including the Rootes Group Get Together on March 3rd, and the Casterton Rally on Labour weekend. Mention was also made of the National Rally for 1992 which is to Broken Hill and will be hosted by South Australia. Members should book soon for this event.

HALL REPORT: Peter Shelden reported that the hall has been booked for 3 Sunday meetings this year and that the oval should be available for the Concours this year.

A.O.M.C. REPORT: Next meeting is in March from where details of new Club Plate regulations will be obtained.

TECHNICAL OFFICERS: Nothing to report.

CARS FOR SALE AND WANTED: Anthony Williams is looking for parts for his Mk III Imperial. Anthony is also looking for garage space for same. Bob Kennedy mentioned 5 & 5A windscreens for \$280 from S.A. and 2 x SIII's and a SIV at \$1100 the lot in Albury. Barry Bosnich has a heavy duty diff. to give away.

GENERAL BUSINESS: A thank you was extended to Noel Roberts for parts for the Trading Table. A special presentation was made to Adelaide Underwood in appreciation of her many years of service to the Humber Car Club of Victoria

The meeting closed at 2.35pm to be followed by the Annual General Meeting.

MINUTES OF ANNUAL GENERAL MEETING

Held on Sunday 25th February 1991 at Deepdene Hall.

The meeting was opened at 2.26 pm by President Geoff Webb.

PRESENT: Approx 25 members as per attendance book.

APOLOGIES: Frank Stockwin, Kevin Magee, Pam Batten, Dave Denner, Peter Davenport, Ian Wild, Ian & Michelle Foreman & Brian Parkinson.

MINUTES: Minutes of the previous AGM as printed in the March 1990 edition of the HUMBERETTE were read out by Graeme Finn and accepted as a true record on the motion of Vic Wilson and seconded by Mike Fitchett.

MATTERS ARISING: Nil.

PRESIDENTS REPORT: Geoff Webb presented the Presidents Annual Report in which he summarised the position of the club thanked members who have assisted during the year and wished the club well for the coming year.

TREASURERS REPORT: The unaudited annual statement was presented by Geoff Webb in the absence of the treasurer and was accepted subject to audit on the motion of Mike Fitchet seconded by Peter Shelden.

ELECTIONS: President: Margaret Willimott nom. Vic. Wilson sec. Bob Kennedy.

The outgoing President Geoff Webb then vacated the chair for the incoming President.

Vice President: Bob Kennedy nom Keith Willimott sec Vic Wilson.
Secretary : Ian Foreman nom Bob Kennedy sec Mike Fitchet.
Membership Secretary: Graeme Finn nom Bob Kennedy sec Geoff Webb.
Treasurer: Brian Parkinson nom Vic Wilson sec Peter Shelden.
Editor: Barry Bosnich & Nancy Kennedy as editorial committee nom Keith Willimott sec Bill Holmes.
Events Director: Mike Dupla nom Bob Kennedy sec Barry Bosnich.
Regalia Officer: Vic Wilson nom Bob Kennedy sec Geoff Webb.
Librarian: Dave Denner nom Mike Fitchet sec Vic Wilson.
Extra Committee Members: Joan Holmes nom Bob Kennedy sec Geoff Webb, Anthony Williams nom Graeme Finn sec Geoff Webb, and Bill Holmes (Concours sub committee) nom Bob Kennedy sec Geoff Webb.

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

A.O.M.C. reps. Rob Dunlop to be approached, Anthony Williams & Margaret Willimott.

Hall Committee Reps. Peter Shelden and Graham Hardy.

Tech Officers: No change from last year.

Ian McDonald accepted the the task of club auditor moved by Geoff Webb sec. by Bob Kennedy.

The meeting closed at 3.07 p.m.

KENNEDY'S KLANGERS

First of all I would like to ask everyone if they would like to attend the T.V. show, "Sale of Century". There is no charge involved and whilst entertaining it is also educational. The shows are recorded on one day during the week at Channel Nine Studios, 22 Bendigo Street, Richmond. There are two sessions - 12:45pm or 3:30pm (minimum age is 18 years). Well, there you have it. No dates have been set at this stage. Firstly, we'd like to find out if any club members are interested. Please let me know at the next meeting.

Our "Trading Table" seems to be fading into nothingness! Surely someone has something to donate, I have said it before, your donations do not have to be car related. It can be plants, books, household goods, etc. Let your imagination run riot, get rid of your unwanted bits and pieces. You may not want it but you can bet someone else will want it. Save yourself a trip to the tip and bring it or send it along to fill our club "Trading Table".

Well enough of me for now, until next we meet, chow for now!

Bob Kennedy.

FOR SALE: Series 5A S/Snipe, runs and looks good, offers. Series 5 S/Snipe, give-away car at Tootgarook.
CONTACT: Stewart Haywood, Ph: (052) 59 3263 (RK). Bruce Downton, (059) 85 4729 (RK).

It is a new experience for me to speak to you as "head of the chair" and I look forward to working with the members of the new committee so that together we can meet the challenges of the 1991/92 club year.

Firstly, may I on behalf of everyone express our thanks to retiring committee members and especially to retiring President Geoff Webb for his fine leadership of the club during the past two years. Thank you also to those members of the old committee who have agreed to continue for the next twelve months and a big welcome to new committee members Anthony Williams and Nancy Kennedy.

Nancy has very kindly volunteered to form an editorial committee with Barry Bosnich and will this year be responsible for collation and distribution of the magazine. The Humberette is not only our only means of communication with many club members, it is also a vital organ for the dissemination of current club information and we are fortunate to have the experience of both Barry and Nancy to maintain its consistently good standard.

Anthony, who drives a Series Snipe, has a massive restoration task in front of him with a recently acquired Mk 3 Imperial. Anthony is currently seeking short term garaging accommodation for the Mk 3 and I'm sure would be glad to hear from anyone who can help him out with either parts information or garage space.

To complete the elected committee are Joan Holmes who will head the all important "Supper Gang", and husband Bill Holmes who fills the position of Concours Supervisor for this year. All in all I think we have a great mix of experience, enthusiasm and new blood which, coupled with member support, looks well for a successful twelve months to come.

As promised last month, the REPAIRS & RESTORATION GUIDE should be included with this Humberette. The list is by no means exhaustive but should prove a useful starting point when needing help. Thank you to the members who supplied information for the guide and especially to Keith who was responsible for its compilation. We have tried to cover a full range of likely maintenance requirements and are always keen to receive feed-back on any service so that the list can be periodically amended.

Its gratifying to see the annual membership renewals rolling in - please don't forget yours - \$20 a year (\$15 country) is a small price to pay for the services the club can offer. And who can value the friendships formed?

Membership renewal forms were in the last Humberette but if you have mislaid yours we will accept your renewal with relevant details on a sheet of paper. Please check your membership card if you are uncertain of your financial standing. The MEMBERSHIP UPDATE in the February Humberette was intended as a supplement to your July 1990 Membership List and is not a full current membership roll - sorry for the confusion here!

Planning for the EASTER 1992 NATIONAL RALLY AT BROKEN HILL is already well under way. If you think you may like to attend I have additional EXPRESSION OF INTEREST forms available. Accommodation at Broken Hill is limited so it is as well to get in early. If your Humber is not yet on the road you are still welcome to attend to see and discuss restorations completed.

Finally, a reminder to AOMC DELEGATES that the next meeting will be a special one held at Shannon's premises in Cheltenham - you should receive full details in the post shortly.

I'll look forward to greeting you all at the next meeting on FRIDAY, MARCH 22ND.

Your new (and rather long winded!!) President.

Margaret.

AROUND THE OUTINGS

All who were at the February meeting would have joined in the pleasure of greeting long time member ADELAIDE UNDERWOOD and seeing her accept an inscribed plaque and floral bouquet in recognition of her association with the club. Thank you to son Graeme and daughter-in-law Helen who accompanied Adelaide on this occasion.

On a warm and windy weekend of March 2nd & 3rd some members attempted to trudge the seventeen kilometres of laid out stalls at the BALLARAT SUPER SOUTHERN SWAP MEET. Over 1600 sites covering all aspects of veteran, vintage and classic car/motor cycle scene were laid out on flat ground at the Ballarat Airport. Humberers encountered on the Saturday included Des Judd, Tom McAlpine, Ron Forth and Keith & Margaret Willimott. No doubt there were others whom we missed. Well worth a visit if you haven't been there but take your walking shoes!

Sunday March 3rd saw the ANNUAL ROOTES G-T DAY at Bundoora Park. Both the Singer owner's and the Sunbeam and Talbot Clubs had excellent vehicle displays. These, together with the Rootes Group and our own Humber display covered the wide range of vehicles incorporated in the William Rootes Group of Companies.

Amongst the more interesting cars on display were a Le Mans Singer, a 1929 Singer Sedan, a Singer Hunter, two lovely sleek Talbot 90's, a wonderful array of Alpines, a Series 3A Hillman from Colac, Ron Forth's restored Humber Ambulance.....I could go on and on.

Humbers and Humberers in attendance:-

Vic & Glad Wilson

Ron & Eleanor Forth - Humber Ambulance

Ian McDonald & Alison - Series V S/S

Bob Bruce & Joyce - Series V S/S

Mike Dupla - "Honorary Humber"

Barry & Dianne Bosnich - "Honorary Humber"

Keith & Margaret Willimott - Series II Hawk Estate

Bob & Nancy Kennedy with Ron Hallihan's lovely black Series Snipe.

The April monthly outing is a planned run to the Geelong Vintage Rally and Craft Fair at the Geelong Agricultural Showgrounds. We are hopeful of mounting a Humber Display. The date is April 7th and details can be found on the Calendar Page.

An attempt is being made to mount a COMBINED ROOTES DISPLAY at the ALL-MAKES SWAP MEET, APRIL 27TH & 28TH AT THE FOOTSCRAY FRESH CENTRE. The plan is for each club to arrange their own display and club promotion. It is hoped to accommodate four to six Humbers on each day. More details as they come to hand.

FOR SALES

1964 Vogue, no reg, interior and body fair condition, offers.

Contact: Mr. Erricson, Ph: 528 2343, (RK).

1959 Hawk, running order, good condition throughout, all original, car at Macleod.

Contact: Ken Downie, Ph: 459 9902, (RK).

Series 3 S/Snipe, runs well, interior fair, small rust, car at Geelong, \$600 o.n.o.

Contact: Mathew Owen, Ph: (052) 78 8747, (RK).

Series 4 S/Snipe, 85,000 miles, reg April '91, no r.w.c., need small work, \$1200-\$1400, car at Croydon. Contact: Jenny or Jack, Ph: 873 1426, (RK).

Series 5 S/Snipe, Moonstone, red interior, immaculate in all respects, reg December '91 with r.w.c., five new tyres, plus two other cars for spares, \$5500 neg, car at Lavington (suburb of Albury). Contact: Steve Hepple, Ph: (060) 25 7606, (RK).

Series 4 S/Snipe, no reg, straight body, numerous spares including good motor, gens, starters and diff. Contact: T. Cribbes, Ph: 87 4336.

1954 Hawks (two cars), one good car can be made out of pair, cars at Mulwala, \$100 o.n.o.

Contact: Neil Griffin, Ph: (057) 44 1336, (RK).

Series 2 (two cars), Series 4, all S/Snipes, \$1100 o.n.o. the lot.

Contact: Peter Jowett, Ph: (060) 21 2152, Albury, (RK).

Series 5A S/Snipe, body has some rust, new tyres, runs well, interior good, \$2,500.

Contact: Wesgate Nissan, Ph: (03) 314 1111, (RK).

HUMBER REPAIRS AND RESTORATIONS.

Apart from the suppliers whose services are listed on the cover of the Humberette, the following specialised tradespeople are some of those whose services have been used by members of our own or other car clubs.

While the Club in no way endorses any of these firms, it is worth noting that they do provide the type of services usually sought by classic car owners.

UPHOLSTERY AND TRIMMING SUPPLIES, CARPET ETC.

VY-FAB DISCOUNTS, 12 Bignell Rd. Moorabbin.	(03) 555 9998	Has a wide range of carpets, vinyls & upholstery needs.
W.T. GREENWELL & CO. 274 Langridge St. Collingwood.	429 4498	" " " " "
BILL THOMPSON VILLAGE VINTAGE AUTO PARTS, 148 Maroondah Highway, Ringwood. (New address)	870 1728	Furflex, windscreen rubber, etc.
RARE SPARES, 388-390 Gilbert Rd. West Preston.	471 0733	Bailey window channel.
WERNER OTTE, 18 Holmes Rd. Mooroolbark.	725 4399	Re-polishing and re-veneering of interior woodwork, fascias, etc.
JOHN E. & L.J. NICHOLLS, 21 Chippewa Ave. Mitcham.	874 1329	" " " " "
BOB GRAHAM, 38 Murray Rd. Croydon.	723 3933	Wind-screens
A.A. BEARING & OIL SEAL SERVICE, 8 Rooks Rd. Nunawading	874 1660	Ball joints; tie end rods; universal joints; water pumps etc.
RON BALL 1 Hampton Rd. West Essendon	337 1954	Will cut retaining ring grooves in ball bearings.
AUTO COOLING & INSTRUMENT CO. P/L. (Huntingdale)	543 6255	Radiators; heaters; fuel tanks; coolers; thermostats; water pumps & repair kits; gauges & instruments. New and repair.
(Dandenong)	792 5422	
(Sth Melbourne)	699 1444	
(Footscray)	314 7855	
HYDRAULIC & GENERAL SLEEVING P/L. 248 Hope St. Brunswick.	380 4997 380 8600	Re-sleeving of brake and clutch cylinders, disc calipers etc.
AVIATION WELDING, 4 Leslie Crt. Burwood.	288 0882	Aluminium & general welding. Will repair Series VA front ends.
DROME PATTERN WORKS PTY. LTD. 2 Marshall St. Airport West.	338 1013	Aluminium castings. Contact Mr L J Fisher. Reasonable costs; one off jobs.
D P C COATINGS, 11 Gilby Rd (rear of) Nottinghill.	544 3277	Specialising in coatings for manifolds, door panels, body parts etc.

PITTARD ELECTRO PLATING, 90 Moor St. Fitzroy.	(03) 417 2473	Chromium plating; also plating of alloy parts.
A.G & B.M. BLACKMAN & SONS, 5-7 Clarence St. East Bentleigh.	579 3991 Fax 579 5252	Auto motor trimmers.

SPARE PARTS

AUTOMOTIVE SURPLUS PTY LTD. 34 Thornton Cresc. Mitcham.	873 3566 Fax 874 1485	
ENGLISH SPARES GALORE (Hillman Spares) 178 Whitehorse Rd. Blackburn.	877 4311	
ALL BRITISH AUTO SPARES AND REPAIRS, 209 Sydney Rd. Brunswick.	387 6994	
PISTONS AUSTRALIA - LINDSAY SIEBLER 126 Northern Rd. West Heidelberg.	729 9522	Engine parts centre.

GENERAL SERVICING & MECHANICAL REPAIRS:

PHAST; PENINSULA HOME AUTO SERVICE & TUNE (Des Judd - HCCV member) P.O. Box 35 Frankston.	789 6952	Southern suburbs
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FRANK NEILSON Cr. Henty St. & Kurnai Ave Reservoir.	460 1521	Northern suburbs
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MANUALS, HANDBOOKS ETC.

MOTOR BOOK SHOP, 1015 Burke Road, Camberwell.	813 2127	Repair manuals, general motoring books, motoring magazines
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WOODEND AUTO ELECTRICAL SERVICES (Mike Fitchett - HCCV member) Calder Highway Woodend.	(054) 271 411 Work-shop - (054) 271 217	Auto electrical and general repairs - Woodend area.
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ANDREW DINE ENGINEERS: 511 Melbourne Road, Newport.	391 5436	Snipe front-end repairs, body work, spray painting.
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POWER STEERING REPAIRS ETC.

J.C. HYDRAULIC CYLINDER SERVICE 510 Geelong Road, Footscray.	314 3651	Will supply power steering seals and parts etc.
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DG GEAR-BOX REPAIRS & REPLACEMENT:

LOU MOTORS, 112 -114 Keys Rd. Moorabbin.	553 1299 555 4248	Has spare parts and change-over boxes.
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ELECTRIC CLOCKS:

RON DATSUN, 31 Charles Rd. Lilydale.	735 4458	Repairs & rebuilds electric clocks; quartz conversions, servicing etc.
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TECHNICAL OFFICER, HUMBER CAR CLUB OF VICTORIA INC.

BOB KENNEDY, 7 Grainstore Crt. Langwarrin.	789 5119	Technical advice, spare parts assistance etc.
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MOTOR SECTION

By GARRY BARKER

Thirty mpg in a car that goes almost 90 mph. That's . . .

THE FLYING HAWK

THIS week's road test gave me a chance to renew a friendship I made with the Humber Hawk when it was first announced late last year.

THEN I drove the automatic transmission model and was very impressed with its speed, smoothness and silence. Now I have had a chance to pilot the more sporting version, the overdrive model.

It is as silent as the automatic, unless you really push it through the gears; it has a trifle more punch (to be expected with a manually-operated clutch and gearbox), and it is just as smooth.

It also has every bit as much comfort, style and, indeed, luxury.

The Humber Hawk is a big car with plenty of room for six passengers, or even eight at a slight squeeze. The seats are deep and comfortable, offer good support, and are both fitted with centre arm rests.

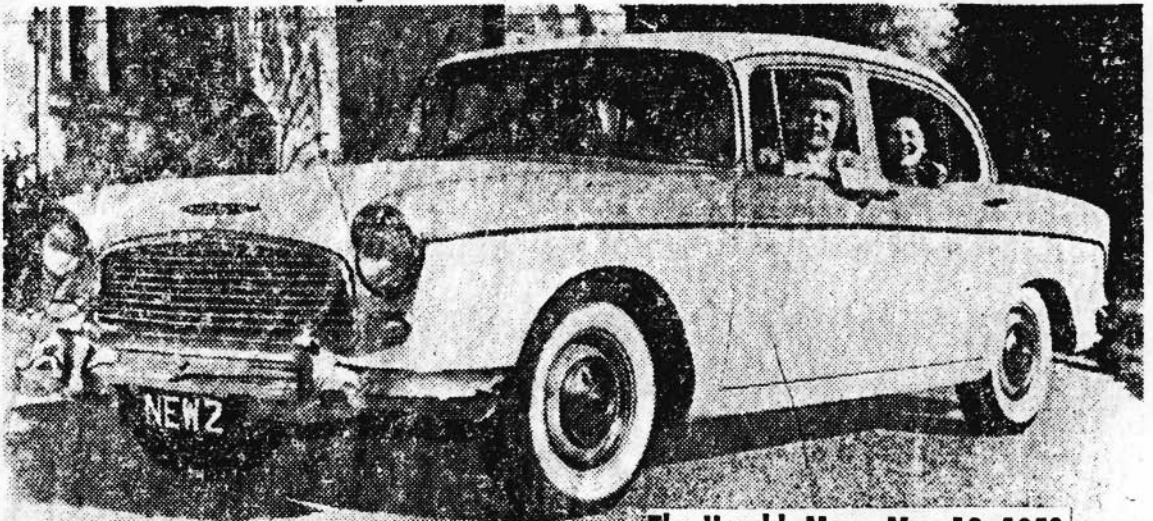
Fittings inside the car are well and tastefully made; finish throughout the car is honest and good.

The Humber Hawk handles well. It is nicely balanced, and, although the tyres can be made to squeal on a hard corner, it shows a marked reluctance to break away.

The steering is first class. The gearing is not too low and there is a strong self-centring action. At high cruising speeds it is light, positive, and sensitive enough to make driving the car a pleasure without demanding too much of the driver's energy.

Driving position, too, is comfortable with the pedals well-placed. The spring on the throttle pedal could be a shade heavier for my taste. The hand brake is on the right side of the driving seat. A little less width on the seat would make it easier to reach.

Minor knobs and controls are grouped on the panel behind the steering wheel and, like the instruments, are well-placed for easy use.



Handy idea

Plain, round, black-faced instruments are used and are most effective. Dial lighting is controlled by a dashboard switch, which is a handy idea, although a dimmer switch would be even handier.

The Humber has a wrap-around windscreen, but unlike American screens of this type, there is no overhang to pulverise the kneecaps of passengers entering or leaving the front seat.

In fact, it is a very easy car to enter. The doors are wide and the seats front and back leave plenty of leg room.

The engine is a 78 bhp four-cylinder unit of 2267 cc. It has overhead valves and a compression ratio of 7.5 to 1. And it goes like a train.

Understandably, many people think the Hawk is a six cylinder car because it's definitely no slug-gard.

On test it covered the standing quarter-mile in 22 sec., accelerated from rest to 30 mph in six seconds, and showed a maximum speed of almost 90 mph.

These figures are excellent, especially considering that some were taken on a windy and fairly unpleasant day.

Given time to wind up I expect the maximum speed would be nearer 95, or perhaps a little more, but the test track was not long enough to extend the car fully in overdrive.

Column shift

The gearshift (on the steering column) by which the car's four forward speeds are selected was a little heavy on the test car, but generally pleasant enough to use. The overdrive (it works on top only) cuts in at the flick of a switch mounted on the column.

The car gives a very smooth ride, even on Melbourne's roads. The suspension handles roughness and undulations capably, insulating passengers from road shocks while remaining stable. There is no pitching.

Last but certainly not least, the Hawk is exceptionally economical for its size. A well-tuned, stock standard Hawk driven at a steady 50 mph in overdrive top will give 30 mpg.

Harry Firth and Russell Lane, driving a well-prepared overdrive model in the last Mobilgas Economy Run turned in an average of 33.64 mpg on the run to Adelaide.

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CHARLES SMITHERHAM
and AMELDA ROWE
And Huge Staff
Teaching All Rhythms.
8 till 11 p.m. 4/-.

The Herald, Mon., May 12, 1958

Story in figures

ENGINE: 4 cyl., ohv, of 2267 c.c., rated at 16.4 hp, develops 78 bhp at 4400 rpm on comp. ratio of 7.5 to 1.

TRANSMISSION: Four-forward-speed gearbox controlled by steering-column lever; overdrive, electrically controlled, on top gear.

SUSPENSION: Independent by coil springs and swinging links at front; semi-floating back axle suspended on semi-elliptic springs; telescopic shock absorbers all round; stabiliser bar at front.

DIMENSIONS: Overall length, 15ft. 4 1/4 in.; width, 5ft. 9 1/2 in.; height, 5ft. 11 in.; ground clearance, 7 in.; turning circle, 39ft.; weight, 27cwt.

FRAME: Mono-construction body.

PERFORMANCE: Maximum speeds: 26 mph in first, 36 mph in second, 62 mph in third, 87 mph in top, and top overdrive.

Acceleration: Standing 1/4-mile, 22 sec. Through gears: 0-30, 6 sec.; 0-50, 13.5 sec. In third gear: 20-40, 6.3 sec.; 30-50, 7.5 sec.; 40-60 10 sec. In top gear: 30-50, 9.5 sec.; 40-60, 10.5 sec.; 50-70, 15 sec.

Steering: 4 turns, lock to lock.

Braking: From 30 mph to stop, 31ft.

Fuel consumption: 30 mpg at steady 50 mph.

PRICE: £1431, plus £364/18/1 sales tax, a total of £1795/18/1.

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Special Family Week

Rock Hudson In

"BENGAL BRIGADE"

William Powell In

"TREASURE OF LOST

CANYON"

When Volvo Cars of North America found out its cars were specially reinforced and competitive cars weakened during a photographic shoot, the advertising agency resigned its \$50m account and the advertisements were withdrawn from the media. Automotive News found the man who blew the whistle

Volvo withdraws advertisement, pays for investigation but says 'no wrongdoing'

DETROIT: When Mr Dan White went to the Texas Exposition and Heritage Centre in Austin, Texas, on June 12, he hoped to pick up some Volvos for mechanical salvage.

Instead, he ended up blowing the whistle on one of the most respected companies around, one noted for its safe and reliable vehicles — Volvo Cars of North America.

It was just chance that Mr White — car buff, automotive mechanic, former welder, University of Texas graduate with a degree in government — started a conversation with a man who had a camera.

The man, Mr Pat Horne, turned out to be the father of one of Mr White's friends.

The retired Mr Horne, visiting from California, wandered around the centre with Mr White for most of the morning.

They were on the rough side of the arena when they heard what Mr White called "the unmistakable noise of a saw cutting steel".

The men walked over to the arena's west side where sparks were flying.

"A fellow in a welder's get-up was cutting B-pillars on some cars with the saw," Mr White recalled in an interview with Advertising Age, a sister publication to Automotive News.

"We saw three cars being cut, and when we broke for lunch at noon, we saw that all the B-pillars on all the cars had been cut."

Mr Horne snapped some photographs of a Ford Maverick — no relation to Ford Australia's 4X4 — and a brown Granada.

Attorney stunned

By then, Mr White thought something phoney was going on.

Nevertheless, he had errands to run and left for most of the afternoon.

Meanwhile, Mr Horne stayed and photographed all that he could.

While on his errands, Mr White ran into an attorney friend at Big Steve's Gym.

Mr White told the lawyer what he thought was happening.

He asked the attorney whether he should alert the Federal Trade Commission, but the lawyer said to try the State Attorney-General's Office instead because the trade commission "wouldn't do anything".

When Mr White returned to the centre, he still wanted a crack at buying the Volvos, and he was ready to talk terms with Mr Jesse Spindler, of International Promotions.

Three used Volvo wagons were filmed.

Early in the day, before Mr White arrived, a non-reinforced wagon was crushed during a trial run, court documents show. Mr White decided to check out the two other Volvos.

He took a closer look at one wagon because welders were "putting the finishing touches on a framework made of steel C-channel" inside the car.

Mr White spent the next several hours photographing with the film production technicians — talking shop — joining in on the free dinner for the crew.

"I struck up a conversation with a local film professional at the shoot, and he agreed with me about the

gross fraudulence of welding steel 'cages' inside the Volvo and cutting B-pillars," he said.

Mr White even took a look at the commercial's storyboards and thought to himself how utterly "preposterous" was the concept of a Volvo surviving the "monster truck" ordeal.

As the shoot drew to a close, Mr White said he spotted the third Volvo wagon, with a 0.6m-by-1.2m wooden framework constructed inside for support and painted black.

That car would be featured in the print advertisement.

On June 13, he made some phone calls and found out the junkyard locations of all the three Volvos and the other cars in the competition.

He called the Attorney-General's Office in Austin that day, insisting on speaking to an attorney.

Mr White finally linked up with attorney Ms Lisa Hazel, and gave her three reasons he thought the commercial was deceptive:

MONSTER trucks of two different weights were used: One was 3600kg pounds and the other was 4500kg.

B-PILLARS of competing cars had been cut.

VOLVOS had been reinforced.

At first sceptical, Ms Hazel alerted two other staff attorneys — an assistant attorney-general and the assistant chief of the consumer protection division, Mr William Goodman, and an assistant attorney-general, Mr William Hunt.

Mr Goodman would lead the investigation, assisted by Mr Hunt, and the office's investigation team.

The next day, Messrs White and Horne went to the Attorney-General's Office and spent eight hours completing affidavits and going over the photographs in a conference room.

The attorneys decided they should buy the Volvos used in the commercial.

By the end of the day on June 15, two were in the office's possession. Photographs were taken, and Mr White said the lawyers told him to stay in touch and keep his mouth shut.

Mr Hunt said that at the time, the Attorney-General's Office was stunned and found it hard to believe the modifications had been done in front of so many people.

The attorneys told Mr White to alert them if he saw the commercial in print or on television.

As it turned out, Mr Horne spotted the advertisement first — a spread in Forbes Magazine in late September, Mr Goodman said.

On October 24, Volvo received notice of the office's intent to file suit in the State district court in Austin.

On October 30, executives from Volvo and advertising agency Scall, McCabe, Sloves, in New York, were dispatched to Austin to meet with State officials.

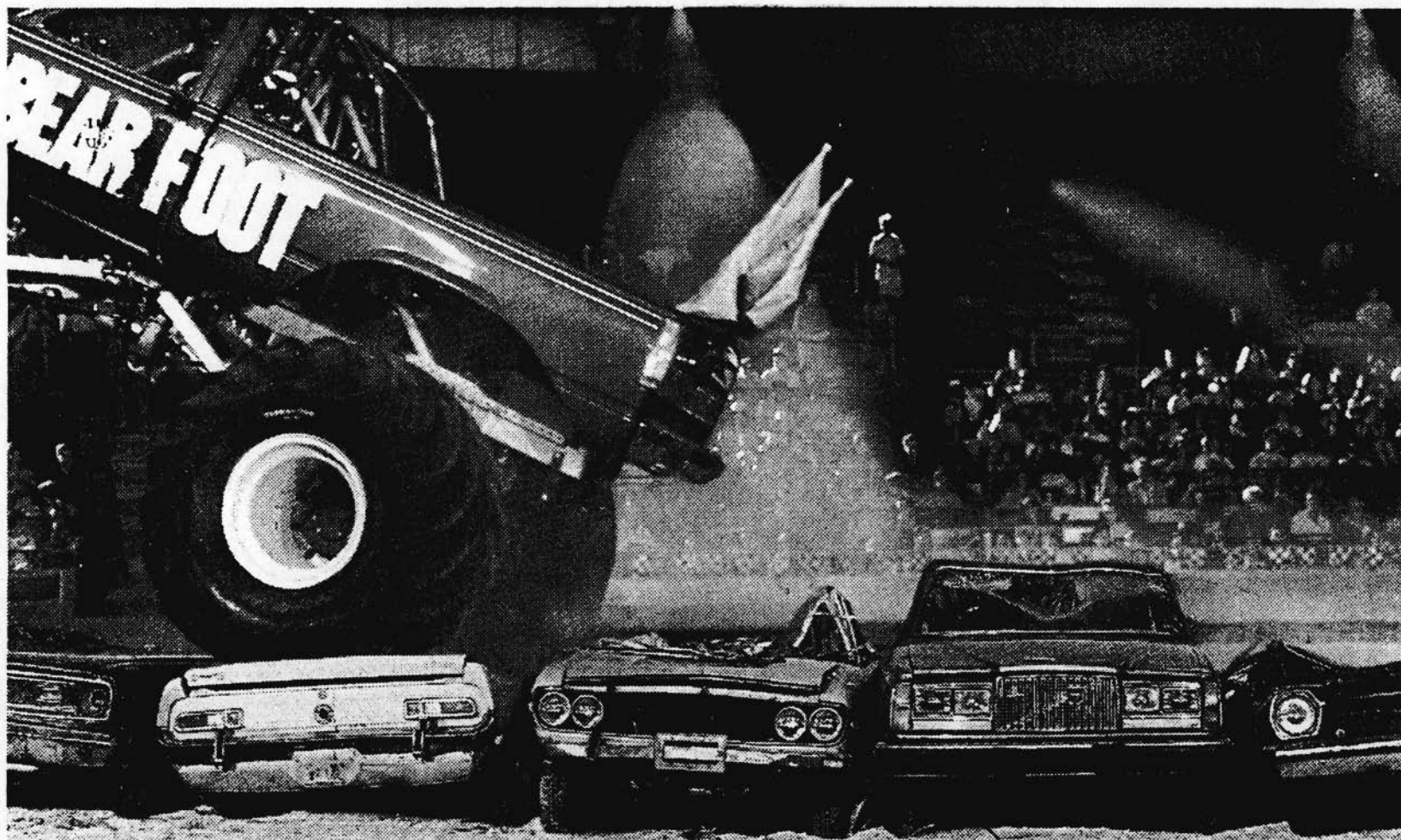
The Attorney-General's Office won't discuss details of the settlement negotiations, except to say Volvo was co-operative from the start.

On November 5, the State filed suit against Volvo in Travis County district court.

At the same time, a mutually agreed-on final judgment with permanent injunction was filed to "avoid the expense of protracted litigation".

In the settlement, Volvo admitted no wrongdoing but agreed to withdraw the allegedly fraudulent advertisements, run corrective advertising and pay the State \$US318,250 (\$410,000) in investigative costs.

How a car buff exposed a cover-up



The allegedly fraudulent advertisement Volvo withdrew from publication . . . concept 'utterly preposterous'

The Humber armoured cars were numerically the most important types produced in the United Kingdom, for production eventually reached a total of 5,400. The type had its origins in a pre-war Guy armoured car known as the **Tank, Light, Wheeled Mk I**, of which Guy produced 101 examples by October 1940. In that month it was realized that Guy's production facilities would be fully occupied producing light tanks, so production was switch-

ed to the Rootes Group and Karrier Motors Limited of Luton in particular. There the Guy design was rejigged for installation on a Karrier KT 4 artillery tractor chassis, Guy continuing to supply the armoured hulls and turrets. Although the new model was virtually identical to the original Guy design it was subsequently re-named the **Armoured Car, Humber Mk I**.

The Humber Mk I had a relatively short wheelbase, but it was never man-

oeuvrable and used a welded hull. The turret mounted two Besa machine-guns, a heavy 15-mm (0.59-in) and a lighter 7.92-mm (0.31-in) weapon. The type had a crew of three: a commander who acted as his own wireless operator, a gunner and the driver in the front hull. The first production batch ran to 500 vehicles before the **Armoured Car, Humber Mk II** introduced some improvements, mainly to the front hull which had a pronounced

slope. The **Armoured Car, Humber Mk III** had a larger turret that allowed a crew of four to be carried, while the **Armoured Car, Humber Mk IV** reverted to a crew of three as the turret housed an American 37-mm (1.45-in) gun. An odd feature of this vehicle was that the driver was provided with a lever which raised a hatch covering an aperture in the rear bulkhead for use as rear vision in an emergency.

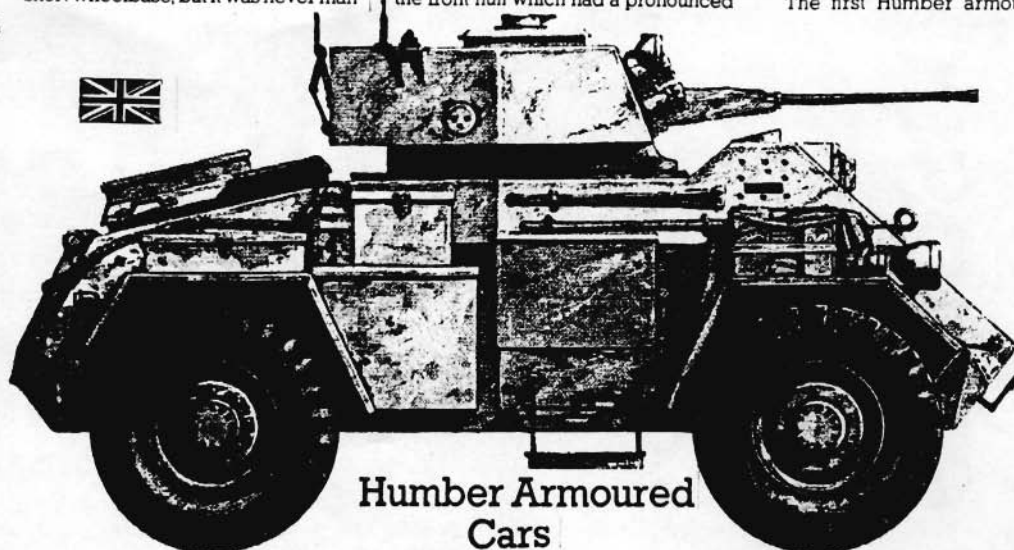
The first Humber armoured cars

Humber Armoured Cars (continued)

were used operationally in the North African desert from late 1941 onwards, while the Humber Mk IV did not see service until the early stages of the Italian campaign, but thereafter all four marks were used wherever British and Allied troops fought in Europe. A version was produced in Canada with some changes made to suit Canadian production methods. This was known as the **Armoured Car, General Motors Mk I, Fox I**, and the main change so far as the troops in the field were concerned was that the main armament was a 12.7 mm (0.5-in) Browning heavy machine-gun plus a 7.62 mm (0.3-in) Browning medium machine-gun. There was also an extensive conversion of the Humber Mk III as a special radio carrier known as a **Rear Link** vehicle. This had a fixed turret with a dummy gun. Another radio-carrying version was used as a mobile artillery observation post, and numbers of Canadian Foxes were converted for this role. A later addition to many Humber armoured cars was a special anti-aircraft mounting using Vickers 'K' machine-guns that could be fired from within the turret; this mounting could also be used with Bren Guns. Smoke dischargers were another operational addition. A more extreme conversion was made with the **Armoured Car, Humber, AA, Mk I**, which had four 7.92-mm (0.31-in) Besa machine-guns

in a special turret. These were introduced during 1943 at the rate of one troop of four cars for every armoured car regiment, but they were withdrawn during 1944 as there was no longer any need for them.

After 1945 many Humber armoured cars were sold or otherwise passed to other armies. Some were still giving good service to armies in the Far East as late as the early 1960s.



Humber Armoured Cars

Specification
Armoured Car, Humber Mk I to IV
Crew: 3 (4 in Mk III)
Weight: (in action) 6.85 tonnes (Mk I) or 7.1 tonnes (Mks II to IV)
Dimensions: length 4.572 m (15 ft 0 in); width 2.184 m (7 ft 2 in); height 2.34 m (7 ft 10 in)
Powerplant: one Rootes 6-cylinder water-cooled petrol engine developing 90 bhp (67 kW)

A Humber Armoured Car Mk II, one of the few armoured vehicles to use the 15-mm (0.59-in) Besa heavy machine-gun as its main armament. Originally known as a wheeled tank, these vehicles gave sterling service in many theatres through the war.

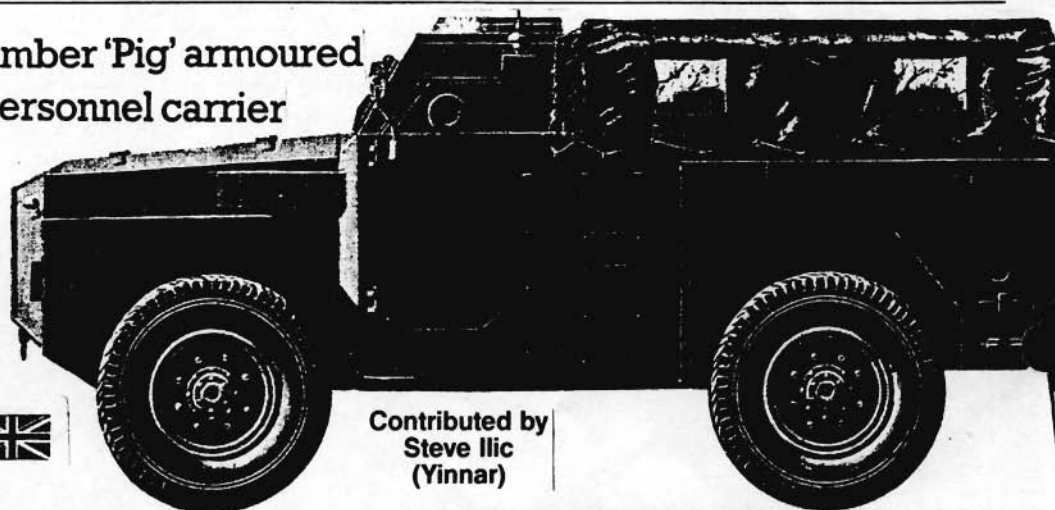
Performance: maximum speed 72 km/h (45 mph); maximum range 402 km (250 miles)

When World War II was over, the British army drew up its requirements for a complete new generation of wheeled military vehicles including a 1-ton truck which was eventually produced by Humber/Rootes. In the early 1950s the Alvis Saracen 6x6 armoured personnel carrier started to enter service, but as there would clearly be insufficient of these to go around it was decided to build an armoured personnel carrier on the Humber FV1600 series truck chassis. This armoured personnel carrier was not designed to operate with tanks, but rather to transport the infantry from one part of the battlefield to another, where they would dismount and fight on foot. About 1,700 vehicles were eventually built, the bodies being provided by GKN Sankey and the Royal Ordnance Factory at Woolwich. By the 1960s the FV432, also designed and built by GKN Sankey, was entering service in increasing numbers so the Humber 'Pigs' were phased out of service and placed in reserve or scrapped. The flare-up in Northern Ireland in the late 1960s meant that many of these vehicles were returned to service, and in 1984 these remain in use with the British army in Northern Ireland.

Many of the Pigs in Northern Ireland have now been specially modified for use in the internal security role, being fitted with additional armour protection to stop 7.62-mm (0.3-in) armour-piercing rounds and barricade-removal equipment at the front of the hull.

The basic armoured personnel carrier model is the FV1611, and normally carries six or eight men in the rear with the commander and driver sitting at the front to the rear of the engine. Both the commander and driver are provided with a door in the side, and there are twin doors in the rear. A total of six firing ports/observation blocks are provided in the rear troop compart-

Humber 'Pig' armoured personnel carrier



Contributed by
Steve Ilic
(Yinnar)

Above: The FV1609 model of the Humber one-ton armoured personnel carrier entered service in the early 1950s. With an open top, capacity was two crew and up to eight troops.

ment, (two in each side and one in each of the rear doors). The ambulance member of the family is the FV1613, which has a two-man crew and can carry three stretcher or eight seated patients, and the radio vehicle is the FV1612. The anti-tank version was called the **Hornet/Malkara**, or FV1620, and had two Malkara long range anti-tank guided missiles in the ready-to-launch position. This model is no longer in service with the British Army.

Specification
FV1611 'Pig'
Crew: 2+6 (or 2+8)
Combat weight: 5790 kg (12,765 lb)
Powerplant: one Rolls-Royce B60 Mk 5A 6-cylinder petrol engine developing 120 bhp (89 kW)

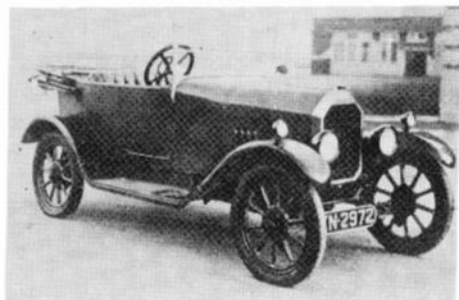
Dimensions: length 4.926 m (16 ft 2 in); width 2.044 m (6 ft 8.5 in); height 2.12 m (6 ft 11.5 in)
Performance: maximum road speed 64 km/h (40 mph); maximum range 402 km (250 miles); trench not applicable



The 'Pig', as it has come to be known, had been withdrawn from service but heightening civil disorder in Northern Ireland required its return. Some 500 are still in use in the internal security role in Ulster.

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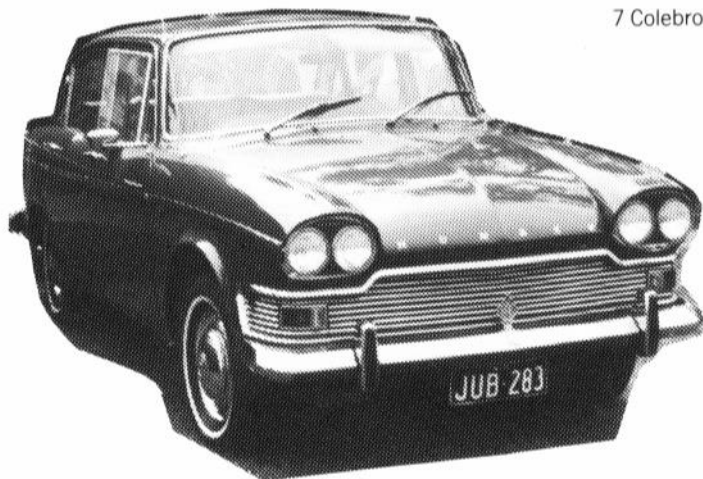
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