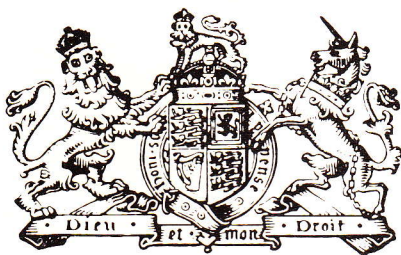


May 1984

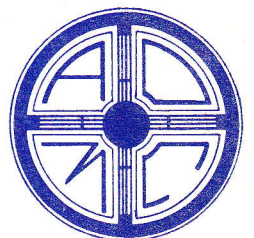
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

P.O. BOX 35, FRANKSTON, 3199
23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1984/85

PRESIDENT	Bill Holmes	397 7836
VICE PRESIDENT	Lloyd Hughes	877 3208
SECRETARY	Margaret Willimott	435 6354
ASST. SECRETARY	Keith Willimott	435 6354
TREASURER	Peter Sheldon	818 5829
SOCIAL SECRETARY	Cara Brown	870 8109
ASST. SOCIAL SECRETARY	Pat Daly	528 1473
EDITOR	Barry Bosnich	460 4505
ASST. EDITOR	Lloyd Hughes	877 3208
TECHNICAL OFFICER	Tom McAlpine	(051) 27 4755
LIBRARIAN	Paul Carter	568 8437
PUBLICITY OFFICER	Jack Waring	725 9884
MEMBERSHIP REGISTRAR	Nancy Kennedy	789 5119

GENERAL MEETING DATES 1984/85

March 23rd	April 27th	May 25th
June 22nd	July 27th	August 24th
September 28th	October 26th	November 23rd
January 25th	February 22nd (Annual General Meeting)	

The Club meets on the Fourth Friday of the month (except December) at 8.00 p.m., in the Deepdene Park Hall, Whitehorse Road, Deepdene.

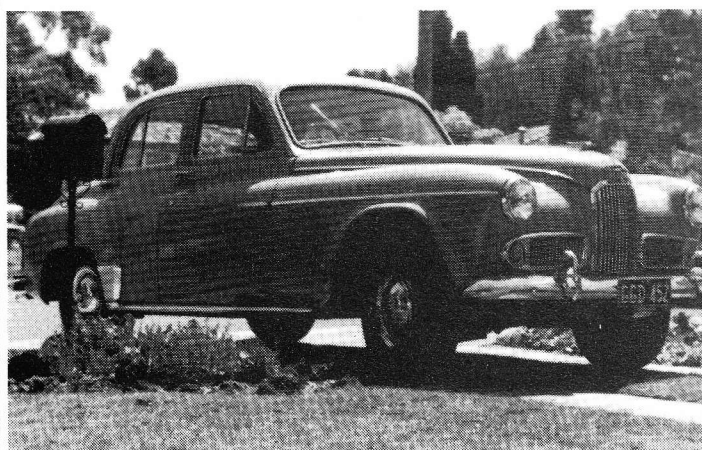
SOME OF OUR CLUB CARS



1. Nancy Batt's Series IV Super Snipe — outright Concours winner 1982.



2. Keith Willimott's Series II Hawk Estate Car.



3. Nancy Kennedy's Mark IV Super Snipe.



4. Ross Bromley's Series III Estate Car from Launceston, Tasmania.

CALENDAR

- MAY 20th. TECHNICAL DAY. PHILLIP MORRIS COMPLEX, LOWER
DANDENONG RD. , BRAESIDE. 1.PM. MELWAY 88A7.
- MAY 25-27th. VINTAGE DRIVER'S CLUB, SWAP MEET & "SPECTACULAR".
MELBOURNE SHOWGROUNDS.
- JUNE 9-11th. QUEEN'S BIRTHDAY WEEKEND. BENDIGO TOUR.
- JULY 27th. 7.00pm. -8.00pm. GENERAL MEETING.
8.00pm. -10.30pm. GAMES & AUCTION NIGHT.
DEVONSHIRE SUPPER. \$1 PER HEAD.
- AUGUST 12th. SMORGASBORD LUNCH , TALHOF RESTAURANT, WARBURTON.
- SEPT. 9th. DAY RUN TO MOE.
- NOV. 4th. CONCOURS D' ELEGANCE. BELLAM PARK, FRANKSTON.
- NOV. 17-18th. BENDIGO SWAP MEET.
- NOV. 30th. PRESENTATION DINNER. LA BRETAGNE RESTAURANT,
KEW. 7.30 PM.
- DEC. 9th. CHRISTMAS BREAKUP.

*** URGENT NOTICE. ***

THIS IS THE LAST NEWSLETTER FOR THOSE WHO HAVE
NOT PAID THEIR 1984 SUBSCRIPTION.

IF YOUR NEWSLETTER CONTAINS A RENEWAL FORM YOU
ARE UNFINANCIAL. LAST DAY FOR PAYMENT WITHOUT \$5 RE-JOINING FEE
IS FRIDAY , JUNE 15TH.

NEXT GENERAL MEETING: FRIDAY, MAY 25th AT 8.00 PM.

NEXT COMMITTEE MEETING: WEDNESDAY, JUNE 13th 7.45 PM. AT
2 GLAN AVON RD. HAWTHORN.

CORRESPONDENCE: PLEASE ADDRESS ALL CORRESPONDENCE TO;
SECRETARY, HCCV.
23 HIGH ST. , WATSONIA. 3087.



HANK PAMA DRAFTING SERVICES PTY. LTD.

DESIGN CONSULTANTS

PRINCIPAL: HANK PAMA (M. Aust. I.S.C. & M.I.D. Aust.)

10 ATHOL STREET, WODONGA 3690 VIC. AUST PHONE (060) 24 3405

The Secretary,
Humber Car Club of Vic.,
P.O. Box 35,
FRANKSTON, 3199. Vic.

Dear Mrs. Willimott,

Please find enclosed cheque in payment of '84 Subscription plus \$2.00 for tickets (butts herewith).

And I wonder if the Club has Carbadges available at this stage. I like to report that General Automatics (Albury-Manager Ron Golding) has 5 change-over auto boxes for Humber Series 3 (1963) available still and I found their service very good.

In Humbers used by the Government in the '60's, the bonnet had a special fitting in the centre to insert a small flag, does anyone know where I can obtain one.

As I design motels throughout Victoria, my Humber (in daily use) covers over 1000 miles per week! It is always in immaculate condition, polished and with its blackened windows and bright chromework a sight to behold.

Its comfort on these long trips is unsurpassed and having spent an estimated \$6,500.00 on my initial \$4.14 purchase it has added dignified prestige to my profession!

Yes, I must admit it now, I have fallen in love with that Grey Lady and I wipe the door-handle with my handkerchief when I "exit" from the limousine.... (Is that normal?)

Lo and Behold, as I came to a halt at the traffic lights (... you don't just stop with a snipe!...) there was her sister right beside me ... (Please send me an application form for membership!) as the lights changed, the traffic behind us sounded their numerous horns, while we, in plural, at the wheels of our Snipes, gulped and stared at each other's automobile in sheer admiration!

A gentle pedestrian knocked on the windscreen, and broke the spell and we sped in duplicate through the amber lights!

You may publicise my letter as it may be of interest to our mutual pride: "The Humber".

Every now and then, I do intend to send you listings of deserted Humbers in my district to assist some Members with used parts.

With/kind regards,


HANK PAMA

PRESIDENTS REPORT

The trip to Leisureland Fair at Langwarrin was held on what turned out to be a cold and windy day. When the project is completed it should be very good and will be a good place to take children when the weather is better.

Our trip to Dubbo at Easter was very successful. I'm sure that the members who were able to attend will agree that we Victorians put up a good show. Although the weather started off badly it improved to make a very enjoyable weekend. Bob Kennedy is going to report on the events and vehicles.

Don't forget our Technical Day on May 20th so be sure to be there if you want to know more about your car.

The Speaker at our last meeting was Mario Vita who spoke on "Slick 50". He gave us all something to think about - especially those of us who have early model cars that aren't used everyday.

Gary Rowlands is home from Heidelberg Hospital and I believe he is walking many miles around Reservoir. To all other members who are sick I hope you get well soon and can attend our next outing or meeting.

Once again I wish to express my special thanks to Barry, Bob and Nancy for their help and support in the preparation of my Estate car for the concourse. Also to Joan for putting up with my "back-seat driving" when she really was a good chauffeur.

BILL HOLMES

ATTENDANCE DETAILS HUMBER NATIONAL RALLY DUBBO 1984.

HAWKS	VOGUE	S. SNIPE
2 MK VI	3 MKII	1 SER II
1 SER 11	2 MKIII	1 SER 111
1 MK IV		11 SER IV
		6 SER V
PULLMAN	SCEPTRE	3 SER VA
1 MK I	1 MK 1	1 MK II
		1 MK III
IMPERIAL	S.S. ESTATE	(4 MK IV
1 SER V	1 SER 11	INCLUDING
1 SER VA	1 SER V	ONE DROP-
		HEAD)

VICTORIAN PARTICIPANTS

Bill and Joan Holmes, (Concours winners series section) Ron and Elenor Forth, Bob and Nancy Kennedy, Peter Davenport, Bob Bruce, Barry Bosnich, Keith and Marg Willmot, (Runners up Concours Grand Champion) (2nd Vogue and Sceptres Section).

MINUTES

Minutes of General Meeting of H.C.C.V. Held on 27/4/84 at Deepdene Hall, Deepdene.

The President opened the meeting at 8.15 pm and welcomed the 28 people present including Club Technical Officer from Moe, Tom McAlpine and new member Gordon Peace (Series V Snipe).

APÓLOGIES: Paul Carter, Harold Underwood, Ian and Daphne Fazackerly
Rob, Barb and Melissa Dunlop, Garry Rowland.

MINUTES: Minutes of the last meeting were read and accepted as correct.
Moved Jack Lhuede, seconded Bob Bruce.

CORRESPONDENCE: IN:-

Frankston Historical Society: confirm booking, Bellam Park
4-11-84.

Lake Goldsmith Steam Preservation Society: Autumn Rally
Bruce Nicholson (Bairnsdale), S. Young (Bentleigh): cars for sale.
J. Stewart (Frankston): Sub and amended car model.
H. Pama (Wodonga): Sub and letter.
D. Shone (Beeac): Sub and letter.
J. Foreman (S.A.): request for spare parts.

OUT: Queensland Rally Committee

Bendigo Caravan Park re: Queens Birthday Booking.
Bendigo Motor Inn.
2 Membership application forms.

NEWSLETTERS:

Rover; Daimler/Lanchester; Wolsley; Austin M.V.C.;
C.H.A.C.A.; Humber Clubs of NSW/QLD & S.A.

Bob Kennedy moved, Tom McAlpine seconded that the correspondence
be received.

TREASURERS

REPORT:

Peter Sheldon reported a current bank balance of \$845.87 plus
\$126 petty cash in hand. Magazine costs are approx. \$150
per issue or \$1 per magazine. This is similar to the costs
incurred two years ago.
Accepted Bob Kennedy, Seconded Bob Bruce.

SOCIAL SECRETARYS

REPORT:

Margaret gave a brief account of the day visit to Leisureland
on April 8th. This proved to be a day ideally suited to a
family outing. All raffle ticket butts should be returned
before May 20th when the raffle will be drawn at our Technical day.

EDITORS

REPORT:

149 Newsletters had been set out this month. Paper bags will
be used for postage once the current supply of envelopes runs
out.
Report accepted Peter Davenport, seconded Keith Willimot.

MINUTES cont.

TECHNICAL
OFFICERS
REPORT:

Tom indicated he was pleased to help members at any time. Information could be sought by either writing to him at 36 Canberra Street, Moe on telephoning (051) 274 755 A.H.

Tom reported he had inquiries from Col Williams re. Series V power steering and also re. purchase of a MK VI Hawk from Steve Macgill of Sale.

GENERAL
BUSINESS:

National Rally: Bob Kennedy reported on the 3 days of events and Social activities at Dubbo including concours and Pride of Ownership events; Saturday morning Street Parade, Club Dinner, visit to Western Plains Zoo, the Sunday evening Presentations and discussion forum.

Bill Holmes was congratulated on his win in the concours, series class.

A good selection of cars present ranged from 1946 MK 1 Pullman to Series VA Snipes.

Thanks: President Bill Holmes expressed his thank to those members at Dubbo who helped with the preparation of his Estate Car.

Technical Day: Members were reminded that this starts at 1pm at the Philip Morris Complex in Braeside.

Bendigo Tour: Secretary reported on progress with van bookings and weekend activities.

For Sale: Bob Kennedy has details of a '66 manual vogue for \$200. Imperial Limousine advertised in The Age is in very poor condition. Would need approx \$4000 - \$6000 spent on it.

The meeting closed at 9.10pm after which supper was served and Mr Mario Vita presented an interesting demonstration on 'Slick 50" and answered members questions.

NEWS AND NOTES:

The minimum age for vehicles eligible for limited registration has been reduced to 25 years.

The complete details of this overdue legislation should be available for members in our June Newsletter.

New Arrival: Club members send their congratulations to Bev and Les Lindorff of Ballarat on the birth of a baby son, Anthony.

Thanks: To Edna Huxstep of Research for her donation of a beautiful hand made doll for a future club raffle.

NEWS AND NOTES cont.

Congratulations: To Bill and Joan Holmes on their well earned win in the Series Class at National Rally, Dubbo.

Best Wishes: To Ian Fazackerley for a speedy recovery from his hand injury.

Ian and Daphne wish to thank Keith Willimott for help in repairing their Series IV Snipe recently.

Wanted: Donations of new saleable articles of any type for the club "Cent Auction" night in July. This is a great way to dispose of those unwanted or unused gifts. Anything from soaps, toiletries, books, games, stationery, knick-knacks, household items, toys, jewellery, non perishable foods, car jacks and spare windscreens will be acceptable. We hope to include in the auction a British Motoring Show souvenir badge and a presentation set of the recent vintage car stamps.

Information Required: Max Heazlewood seeks any information on an old Humber Ambulance found in Tasmania bearing Vic Registration No. IVP 868. Engine/Chassis no B8280220 W50. According to a repair sticker on the brake booster it may have seen service in Albury/Wodonga area. It is currently painted dark green.

Max writes:-

"My guess is that it was an imported estate car that was converted here in Australia. The roof and rear doors are aluminium, four doors are retained with the rear ones converted to sliding glass. A false floor has been added to give stretch space from back of front seat rearwards. Mechanicals seem to be standard Series IV save the rear springs which have boosters added."

Anyone with any knowledge of the above could contact Max at 6 Woodward Ave., Hillcrest, Tasmania 7320.

Peter Noonan's article on Humber codes and numbers printed in Humberette Feb 1978 and Feb 1983 clearly identifies Max's ambulance as a Series IV sedan which came to Australia in C.K.D. form "Completely Knocked Down Kit" and assembled in Australia. Reprints of this info sheet are now available on request to secretary.

Editor.

Members please note that Hillman Spares, 209 Sydney Road, Brunswick are now trading as 'All British Auto Spares and Repairs'.

SECRETARY'S NOTES

April and May have seen two important months in the Club Calendar. As I write this the Technical Day on May 20th is still before us. May I commend these days to all Humber owners who are interested in learning more about what goes on under the bonnet of their Snipe, or Hawke, or Vogue - and that should be all of us!

All avid 'Age' hunters of Humber bargains will have noticed of late how few humbers appear in the Saturday 'For Sale' columns. This makes it even more important that we should keep our cars in tip-top running order so that at least they will not be lost to posterity.

SECRETARY'S NOTES cont

The durability and reliability of the marque will be acclaimed by any of the 100 odd Humber buffs with 43 cars who attended the Easter National Rally - now well established as an important bi-ennial event of the Humber Car Clubs of Australia. All the Queensland, South Australian and Victorian participants at Dubbo would have covered at least 1,200 miles on the Rally run with the only mishaps being a broken windscreen on one of the S.A. Cars and a failed clutch slave cylinder which our Vogue suffered at West Wyalong.

Apart from that one small set back we were delighted with the Vogue's performance, clocking up some 1423 miles during the 8 day trip. Average cruising speed was a comfortable 55-58 m.p.h. The home made bug screen Keith knocked up before we left proved it's worth, warding off flying insects, road metal and scores of grasshoppers at various times.

Bill Holmes brought back our only National Concours trophy - a handsome sash for his win in the Series Section - but we all returned the richer from the worthwhile experience gained, ideas exchanged and contacts made during the course of the rally.

A full report on Rally events has been prepared by Bob Kennedy so I will confine myself here to a brief summary of the discussion forum which followed official closure of the Rally.

It was the first time a meeting such as this had been held at National Rallies and Peter Noonan from New Zealand performed the difficult task of chairman most capably.

The topics listed for discussion ranged from Club amalgamation, jointly published Newsletters, formation of a National Body and future rallies to a number of down-to-earth suggestions involving, primarily, better communication lines and greater co-operation between clubs at the grass roots level.

General consensus regarding full amalgamation and a joint National newsletter recognised the problems these would impose due to the sheer distance, time and increased work load involved. A number of members spoke of the impracticability of such a situation suggesting co-operation and co-ordination in club activities as a more approachable aim. "Bigger does not always mean better".

The alternative suggestion was of a National Association or Federation of Humber Clubs, such a body, if established could play a co-ordinating (but in no way binding) role somewhat in the manner of the A.O.M.C. in Victoria. Suggested areas where a Federation may possibly concern itself covered National rallies, uniform Concours, judging, the compilation and dissemination of information and the encouragement of greater co-operation between clubs.

What it really means is that there would be a more direct line of contact between clubs than in the past.

Further topics discussed included location and format of future rallies, judging procedures for both concours and Pride of Ownership events and the possible formation of a National Humber Register and a National Part Register.

Two resolutions (not motions) were passed at the meeting - the first that clubs discuss the pros and cons of forming a Federation of Humber Car Clubs and the second that Club Membership lists be exchanged (if willing) on a register to register level between states.

SECRETARY'S NOTES cont.

Minutes were kept of this meeting and it is to be hoped that a copy will be forwarded to each state club.

Every so often there occurs a spate of Humber or Humber-related items in the published hobby car magazine. Current copies of both Restored Cars and the British Classic and Thoroughbred Cars are well worth reading and contain information for those seeking manuals and parts books, sources for enamel badge repairs, also windscreen rubbers (R.C. P.50).

The article by Ken Williams in Classic Cars featuring Series Snipes and Hawks is particularly interesting and will be available for borrowing at our next club meeting.

Hank Pama's letter was the cause of some amusement at the April meeting, I hope you enjoy reading it.

I must end this month's notes with a plea - please is there any member (or friend) who would like to join our Queen's Birthday Bendigo Tour on June 9th & 10th. I still have 2 empty 6 berth vans at Rodgers Bendigo Caravan Park (\$18 nightly for 2, \$3 extra adult, \$1.50 child). Details were in March Newsletter or contact me on 435 6354. However I will need to know by May 31st.

Until next meeting, Happy Humbering.

Margaret.

H.C.C.TAS

On Easter Monday 2 Hawks and 5 Snipes left their droppings in Cornwall Square car park at Launceston and flew west to Rutherglen Holiday Village Hadspen. They left Launceston in glorious sunshine and came to roost at Hadspen in pouring rain and howling wind.

The flock was further increased by another 8 birds all having their plumage some-what ruffled by the appalling conditions.

After milling, mingling and munching, the head Snipe called the flock together to discuss their next roosting rendezvous, it was decided that the faithful flock (along with some wingless wonders) would descend upon the historical convict penal settlements at Port Arthur for a weekend roost on 28-29 July.

I have been in touch with the Tasmanian Government Tourist Bureau, they suggested we try the Inkeepers Fairway Lodge Nubeena. The cost for a family of 7 is about \$60 for a one night stay, they have very good recreation facilities and restaurant. They have log cabin style units. If you are interested in going down for the weekend you can let me know by phoning 003 39 2939 or write to R. Bromley, 7 Magnet Street, Launceston 7250 Tas., as soon as possible. If we do not get enough people interested in going to Port Arthur there will be other arrangements made to have a day trip to New Norfolk or somewhere else down south.

Also for those people who want to be club members and haven't paid their \$20 could you please send it to me within 7 days of receiving the Newsletter, Thank you.

H.C.C. TAS cont.

The sample TShirt supplied by the H.C.C. Vic was displayed to members and it was agreed that the existing club logo would be used with Tasmania replacing the word Victoria.

This would be displayed on the front of the T Shirt with the Snipe emblem on the back. A quote is being sought for the printing of these and also the club logo to be printed onto caps. There is also the possibility of having some windcheaters done depending on price. Further details will be in the next newsletter.

Anyone wishing to place adds contact myself or contact Ron Chapman on 002 62 2446.

Keep on humbering.

Ross Bromley

WANTED TO SELL (Tas)

Two Series III Heads complete, \$50 each o.n.o. Ph: 003 39 2939

Series V S. Snipe \$800 o.n.o. contact Moonah Auto Wreckers.

MK VI 1955 Hawk, Top condition, original leather, new exh, reg August 84, grey exterior, red int.
David Yaxley 004 28 4106. Also car for spares.

Humber Hawk MK VI 73000 original miles, ex duco, Radio-Stereo Cass.
\$1000 - R. Chapman P.O. Box 51, Richmond 7205. Ph: 002 62 2446.

MK I Humber Sceptre, good reg., fitted with Hillman motor, original motor is available and spares \$500 o.n.o.. Jim Allen, C/- Police Station, Queenstown Tas. PH: 004 71 1877.

WANTED TO BUY (Tas)

One Bond Minicar (To carry in trunk of my Hawk). Also Hawk or Snipe (Series) B. Lee Ph: 004 24 6778.

One reflectorised (red) petrol cap to suit Series Humber, also front windscreen rubber, new or good secondhand to suit 52 MK III S. Snipe.
M. Heazlewood Ph: 004 31 2894.

WANTED TO SELL (Vic)

1966 Vogue-Manual - off white, red int, No. Reg. \$200 - Brent Panton. Ph: 859 5799.

Slick 50 engine treatment. For purchase or information contact M & W Viti, 174 Biggs Street, St. Albans Vic 3021. Ph: 366 0828.

WANTED TO SELL (Vic) cont.

1955 MK V H/Hawk. Good original condition inside and out. Manual with overdrive near R/W no Reg. \$150.00. Ph: 387 4404 - 4405.

1961 S. Snipe Series II. Charcoal, reg. 8.84, 2 owners, very good condition all round. \$850, Wangaratta. Ph: 057 21 4055 After 6pm.

1949 S. Snipe MK II, Restoration started, \$1000, G. Cleveland Ph: 469 2511.

1949 MK II S. Snipe Chassis Body cut up, all sections there, all mechs available except radiator and grill, very very cheap. G. Zappia, Ph: 737 9510. Mt Evelyn.

D.G. 150 Auto Trans. Suit Hawk Series I, Free Ph: 460 4505 Reservoir.

2 1956 S. Snipe gear boxes, 1 51 Hawk G Box. \$35.00 each, Rob. Ph: 480 3466 Preston.

Super Snipe Series VA: Body and interior generally good, jade green duco, grey upholstery. Tyres V.G. condition, 120,000 miles. Two owners, no registration, engine has probable broken piston, transmission and diff reconditioned, all other systems working well. Includes spare engine (also with a broken piston) chrome tow bars and a workshop manual. \$200 the lot. Bruce Nicholson, 19 Turnball Street, Bairnsdale, Ph: 051 52 3814.

1948 Snipe gear box (may not be intact, condition not verified. Reg. Douglas, Northcote, Ph: 489 0638.

1953 Hawk gearbox. Alf Butt, Springvale Ph: 546 8413.

Series III Hawk, Automatic transmission, grey duco with white top, complete \$100. Contact H.C.C.V. member Bob Bruce. Ph: 059 961983.

Imperial Sedan don't be silly with price,
don't mind it being a bit run down, Bob Kennedy. Ph: 789 5119.

DUBBO 1984

The Kennedy family arrived in Dubbo on 'Good Friday', we took our Ser. V Estate Car up with us, travelling up, we stayed overnight at Yanco with some relatives, this gave us the chance to wash most of the white clay mud off the 'Estate'. The D.M.R. of N.S.W. had decided to cover the highway half way between Jerildere and Narrandara with white clay before resealing the surface. This was alright until it rained and became very slippery and unsafe. We learnt later that this section was closed after we went through and up to forty accidents occurred on this stretch leading up to the closure.

Once we had settled into our van it was wash up time again for the 'Estate' plus getting to know everyone from the other clubs that were staying at the park. Some of the people had gone out to 'The Western Plains Zoo' and others went for a look around Dubbo. Friday we got together to have a B.B.Q. in the caravan park and to meet the various members.

Saturday another spit and polish of all the Humbers in readiness for the parade through the main streets of Dubbo then onto the river flats grassed area where we set up for the concourse.

Once we had all settled down the judges began the inspection of the Concourse entrants. I was one of the judges, the area I looked at was under the vehicles.

DUBBO 1984 cont.

I was amazed at the condition of some of the cars, on the outside they looked a treat, but down under the dirt (not fresh dirt) oil and grease was fairly thick, some people had even painted over this dirt. Exhaust systems held together with putty, bandages, wire and other strange things.

One car had a rubber sling around the hot exhaust pipe while another had welded support brackets to the pipe then bolted the other end to the car with no insulators at all.

Home made exhausts with odd bits of pipes, missing brackets, missing dust excluders on backing plates, odd tyres, one car had three different brands on, retreaded tyres, some retreads lifting, wrong parts fitted, wrong colour paint on painted parts. Aluminium polished when it should have been left natural, the list goes on and on, too many people only think of the top section of their cars but underneath is where the points are lost and when entering a concourse the vehicle must be as near if not better than the day it came off the showroom floor when new.

People told me they could not get original parts, this is wrong as parts are still around though some of the older cars do pose a problem and I am the first to admit I have had my share of trouble finding some parts. On the later models there is no excuse as people like "Hillman Spares" can supply brand new parts, they have all colors of furflex that goes around doors. Failing to buy over the counter you can pick up all sorts of things at swap meets, so there is no excuse for vehicles not being in 100% condition for concourse inspection.

Saturday night we all met at the Dubbo R.S.L. Club for the Rally Dinner, this was a well set-up affair where we all had a good meal and a good talk. Sunday morning saw everyone going in all directions including the Zoo and also to visit the Wellington Caves.

Dubbo being my hometown, I took my family around town then out to the farm we used to work years ago.

That night we all met again at the R.S.L. for another get together, plus the presentations to the winners of the different classes judged at the concourse.

Monday a lot of us departed for our hometowns in the various states, we went home the same way we came staying over at Yanco near Leeton then onto Melbourne the following day.

At the section of road that had been dug up we found the graders had removed all the white clay mud 'thank God'.

All of the Easter weekend was a well planned and pleasant time and I feel the Qld club should be justly proud of their effort in running the rally and it will certainly be a hard act to follow as they say in 'Show Biz'.

I for one will look forward to the 1986 Rally that N.S.W. will be running contrary to what people have been saying. Their '86 rally will be N.S.W.'s first, as the rally at Hilston N.S.W. was a N.S.W. & Vic joint effort and 3 Vic went to Hilston early in 1978 to organise the rally.

I leave you to ponder over my writings, please remember what I said about the concourse vehicles and as I will be looking again at our concourse I hope these notes will be of help to those entering.

Happy Humbering.
Bob Kennedy.

HUMBITS

The 4 cylinder 12 H/P Humber of 1902 became so popular over the following years that at one time the company ran out of space at their coventry works and as soon as their chassis had wheels on they were pushed into the street where the assembly line continued and the major units were fitted.

During the cycle boom of the 1890's customers paid 30 pounds for a Beeston-Humber pushbike, when the common or garden bicycle could be bought for 10 pounds.

The 1939-45 war production figures of the rootes factories records that they built one of every seven british bombers, sixty percent of armoured cars and thirty percent of scout cars, as well as 50,000 aero engines and assembly of 20,000 imported vehicles.

Financial whiz kids are nothing new. They were about the place in late Victorian times, too and such kids came no whizzier than Terah Hooley, who looked at the cycling boom of the 1880s and saw in it the possibility of rich pickings for himself.

Sure, the world wanted cycles, fast as they could be made. But to satisfy the demand, factories had to grow rapidly, invest in more machinery, take on more men and all that called for more money in large quantities. From where was it all to come?

Terah Hooley had the answer! Float a public company and issue share certificates as though they were '5p off!' baked-bean vouchers! And, of course, this was a perfectly legitimate way of raising the wind: except that if Terah had anything to do with it a sizeable proportion of the incoming cash managed to find its way into his own pocket.

One of the Small concerns on which Hooley laid his sticky fingers was Humber, based at Beeston, just south of Nottingham, which had been founded by old Thomas Humber back in 1870 with the laudable object of building the finest quality penny-farthings it was possible to make. With one stroke (or rather, with several strokes) of his pen, Hooley turned Humber Ltd. into a very big company indeed: and there were those who said that he had salted away a private fortune of £ 365,000 while so doing.

COOKS CORNER

BANANA AND CARROT CAKE

Take 90g butter, one cup brown sugar, firmly packed, one large egg, one cup coarsely grated carrot, one cup mashed banana, one-and-a-third cups plain flour, one level teaspoon bicarbonate of soda, three-quarters teaspoon EACH cinnamon and salt, half teaspoon ground nutmeg, half cup chopped walnuts, optional.

Cream butter and sugar until as light as possible. Add egg and beat well. Stir in carrot and banana. Sift flour with soda and spices and fold into the mixture with the nuts.

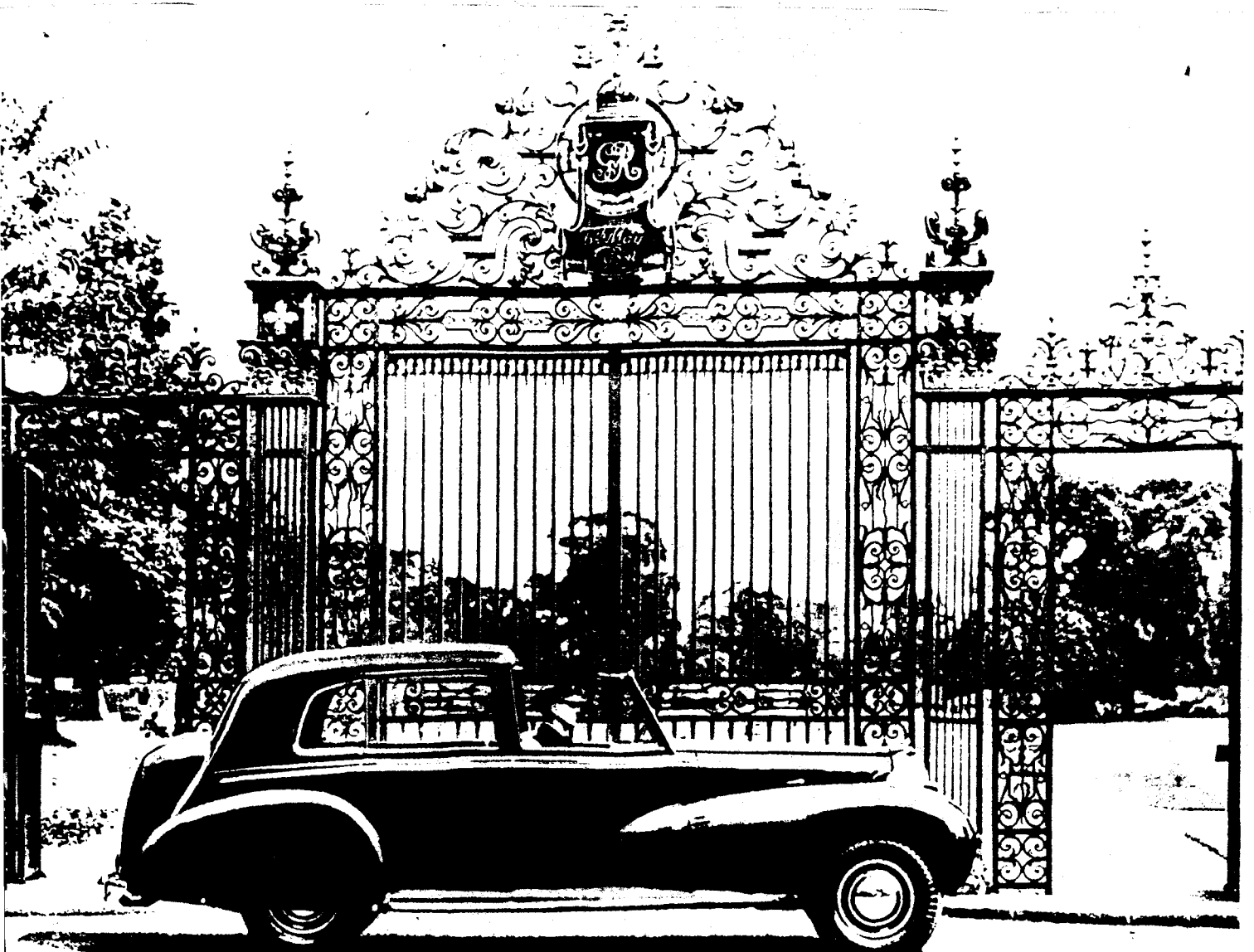
Mix well and spoon into a greased and paper lined loaf tin. Bake at 180 deg. C for about one hour. Cool for a few minutes then turn on to a rack to cool. Serve sliced with butter.



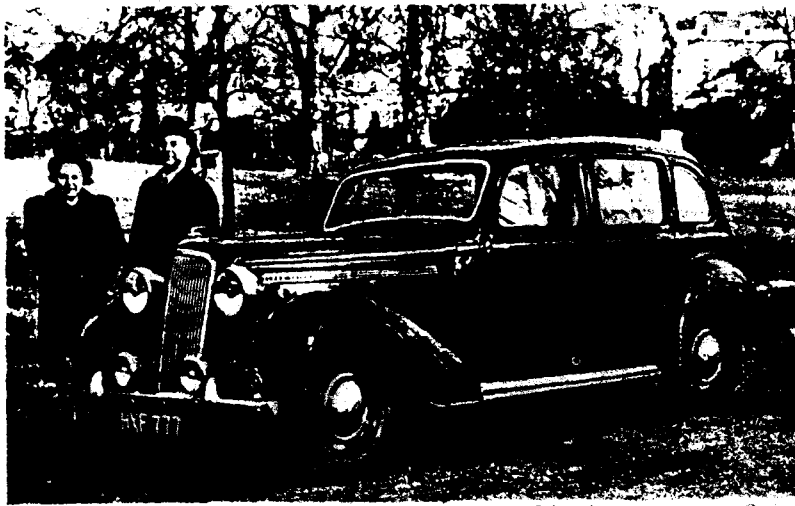
50B Humber Pullman

50B/51: **Humber** Pullman with special luxurious Sedanica De Ville coachwork built to special order by H. J. Mulliner & Co. Ltd. for Rootes Ltd. With the main exception of the radiator grille, all the bodywork was different from the regular Pullman Limousine. It is shown here with the front compartment roof section removed and installed.

The Motor wrote "The bodywork is a good example of compromise between British and American styling, the car having flowing lines without over-exaggeration". The price of the car was £2300, plus PT (November 1946).

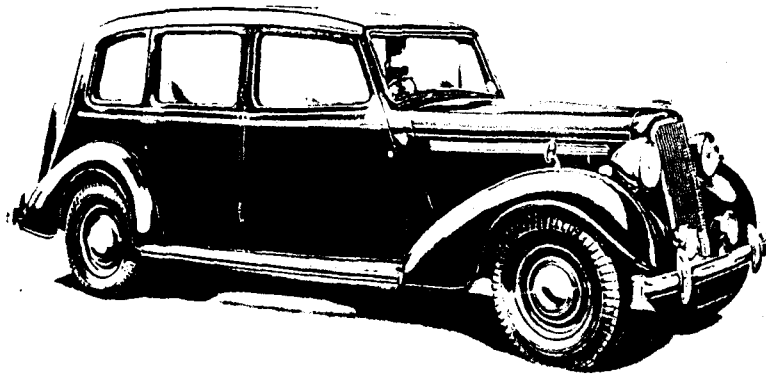


51 Humber Pullman Sedanica De Ville by Mulliner



49A Humber Super Snipe

49A: **Humber** post war range comprised three five-seater saloons: the new 14 HP Hawk, the 18 HP Snipe and the 27 HP Super Snipe. In addition there was the seven-passenger 27 HP Pullman Limousine. Shown is a Super Snipe, belonging to Sir Graham and Lady Cunningham. This model, fundamentally the same as in 1940, was known as the Super Snipe Mark I. It had a 100-bhp 4-litre side valve six-cylinder engine and was in production from August 1945 to September 1948.



50A Humber Pullman

50A: **Humber** Pullman was mechanically similar to the Super Snipe, but had 12-in v 11-in Lockheed hydraulic brakes and 10 ft 7½ in v 9 ft 6 in wheelbase. It could carry seven passengers and driver. The 4-litre side valve Six engine developed 100 bhp at 3400 rpm. All Humber had IFS with wishbones and transverse leaf spring.

49B: **Humber** Super Snipe with attractive Estate Car coachwork. This was not a regular production body style but a special vehicle bodied by Thrupp & Maberly. Note the 'boot scrapers' below the doors.



49B Humber Super Snipe



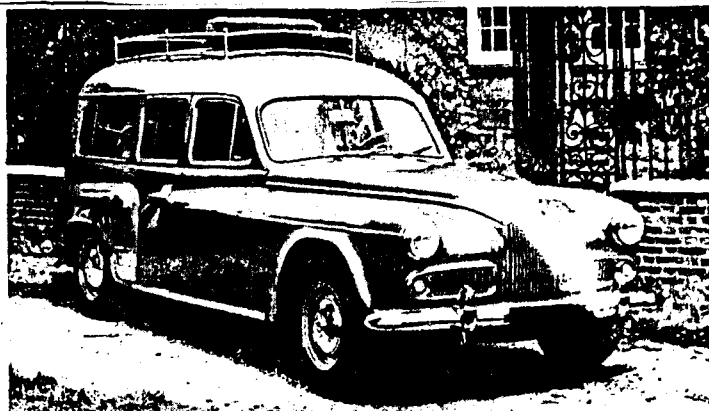
Humber Cars of the early 1950's - contributed by Barry Bosnich.

55A Humber Hawk

1954

55A: Humber Hawk Mark VI Saloon. Introduced in June 1954 this model had an OHV version of the 2267-cc engine with a 7.0:1 compression ratio, which increased its output to 70 bhp (preceding side-valve version produced 58 bhp). Other modifications included bigger brakes, better interior trim, raised rear wing line, larger rear lamp units and a chrome strip along the front wings. Shown is a brace of Hawks with owners Signor Bruscantini (left) and Mr Ian Wallace—stars of the Glyndebourne Opera Co.—in Edinburgh in 1954.

55B: Humber Super Snipe Mark IV. Super Snipe models were continued with only minor changes. Shown is an impressive custom-built estate car based on this chassis. The Super Snipe was discontinued in 1956 but was revived again in the late 1950s.

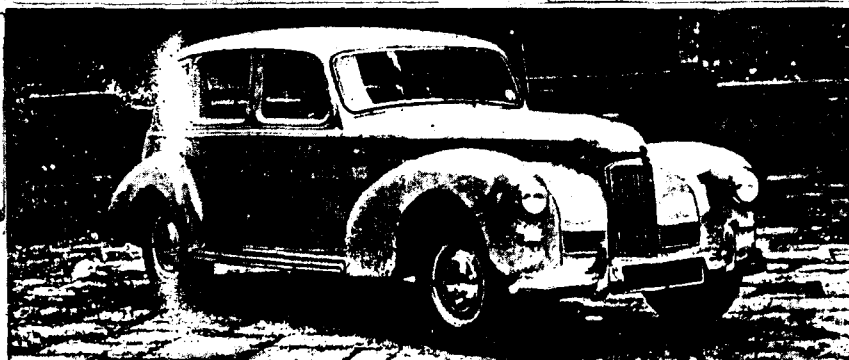


55B Humber Super Snipe



31B Humber Pullman

31B: Humber Pullman Mark III (shown) and Imperial Mark III were similar in most respects. Wheelbase was 10 ft 11 in, engine a 100-bhp 4-litre OHV Six. Both were eight-seaters, bodied by Thrupp & Maberly. Other contemporary Humbers were the Hawk Mark IV and Super Snipe Mark III.

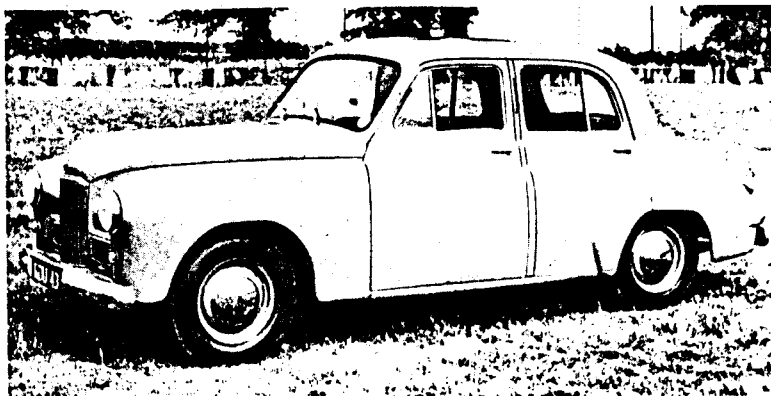


9A Humber Super Snipe

9A: Humber Super Snipe Mark II Saloon. Fitted with the 4086-cc, 100-bhp engine (also used with the Mark I Super Snipes) and a four-speed gearbox, this six-seater model (first introduced in October 1948) incorporated detail changes for 1950 (announced in August 1949) including separate sidelamps below the headlamps. A Humber Imperial Mark II Saloon was launched late in 1949 and was virtually identical to the Pullman Limousine of that time but without the central partition.

19B: **Humber Hawk Mark IV**, 4-door saloon, which replaced the Mark III for the 1951 model year, featured an increase in cylinder bore diameter (capacity became 2267 cc v. 1944 cc) plus various other engine improvements, a new high-geared steering arrangement and bigger tyres (6.40-15 v. 5.50-15).

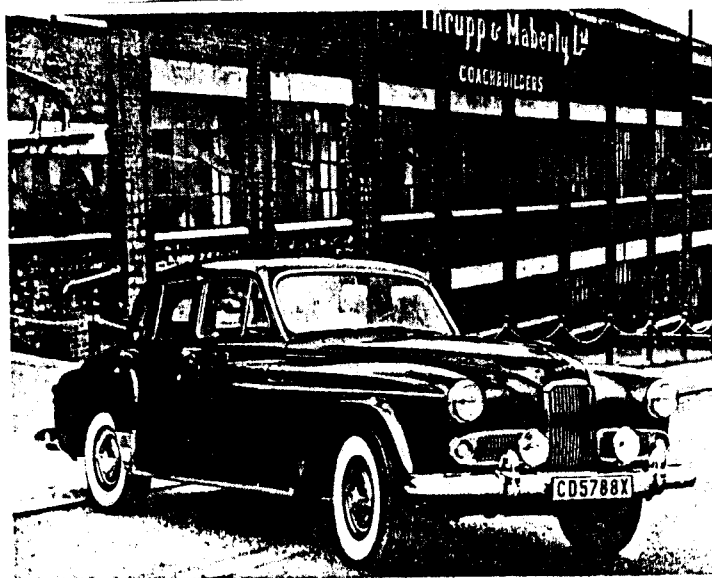
19C: **Humber Pullman Mark III** superseded the 1948-50 Mark II and had a revised suspension system—made smoother by doubling the leaf width of the front transverse spring and halving the number of leaves. Although mainly produced in eight-seater limousine form, a Warwick Estate car bodied version (shown) was also available.



19B Humber Hawk



19C Humber Pullman



40D Humber Super Snipe

40D: **Humber Super Snipe Mark IV** Saloon for 1953 featured a completely redesigned body of the full-width type, a new chassis with coil spring and wishbone IFS, and an entirely new 4-litre, six-cylinder OHV engine which developed 113 bhp at the unusually low speed of 3400 rpm. Shown is HRH The late Duke of Windsor's special Super Snipe leaving the works of Thrupp & Maberly Ltd (coachbuilders) before departing for Paris—May 1953.

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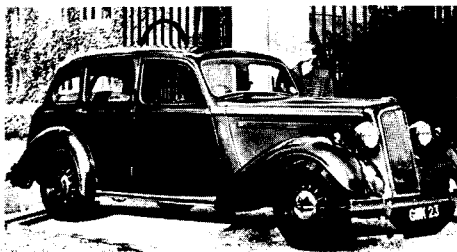


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