

May 1987

The **HUMBERETTE**



By Appointment to
The Royal Family

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

Affiliated with the
Association of Motoring Clubs



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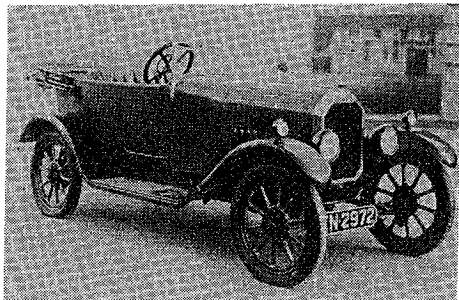
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Monday to Friday: 8.30 a.m. to 5.30 p.m. Saturday: 8.30 a.m. to 12.00 noon

CALENDAR

MAY 24TH. (SUNDAY)

GENERAL MEETING AND FAMILY "AT HOME" SOCIAL AFTERNOON. DEEPDENE HALL. COME FOR LUNCH ANY TIME AFTER 12 NOON, B.Y.O. FOOD, TEA & COFFEE SUPPLIED. GENERAL MEETING COMMENCES AT 2.00PM.

CHOCOLATE ORDERS AVAILABLE FOR PICKUP ON THIS DAY. THERE ARE PLENTY OF SPARE $\frac{1}{2}$ -CARTONS (CONTAINS 15 BARS) AVAILABLE AT THE MEETING IF YOU WISH TO HELP IN THIS SALES CAMPAIGN.

REMEMBER THAT EACH CHOCOLATE WRAPPER CONTAINS A \$2.00 DISCOUNT VOUCHER ON PIZZAS PURCHASED AT ANY PIZZA HUT FAMILY RESTAURANT.

THERE ARE PRIZES TO BE WON BY THE TOP 6 SELLERS IN THIS CAMPAIGN.

MAY 29TH-30TH.

VINTAGE DRIVERS CLUB "SPECTACULAR" AND SWAP MEET AT THE MELBOURNE SHOW GROUNDS, ASCOT VALE. FRIDAY 29TH 5.00PM-10.00PM. SATURDAY 30TH OPENS 8.00AM.

JUNE 6TH-8TH.

QUEEN'S BIRTHDAY WEEKEND IN MOE. TWO BOOKINGS AVAILABLE FOR SATURDAY NIGHT AT THE NEWBOROUGH MOTEL. CONTACT SOC. SECRETARY.

JUNE 7TH.

SUNDAY DAY RUN TO MOE AND WALHALLA.
FOR DETAILS SEE END OF THIS PAGE.

JUNE 20TH.

NATIONAL BI-CENTENARY CONCOURS D'ELEGANCE TOUR AND DINNER MELBOURNE. SEE MARCH HUMBERETTE FOR DETAILS.

JUNE 26TH.

GENERAL MEETING. DEEPDENE HALL. 8.00PM.
(SPEAKER FROM SHELL OIL CO. ON MODERN OILS AND FUELS.)

JULY 24TH.

GENERAL MEETING. DEEPDENE HALL. 8.00PM.

FORWARD PLANNING:

NATIONAL BI-CENTENNIAL HUMBER RALLY. SWAN HILL. EASTER 1988. APPLICATION FORMS AVAILABLE FROM RALLY SECRETARY, 23 HIGH STREET, WATSONIA. 3087.

NEXT OUTING:

DAY TRIP TO MOE AND WALHALLA. SUNDAY JUNE 7TH.

MEETING POINT:

PRINCE MARK HOTEL/MOTEL, PRINCES HIGHWAY DANDENONG.
MELWAY MAP 90 J/11.

TIME:

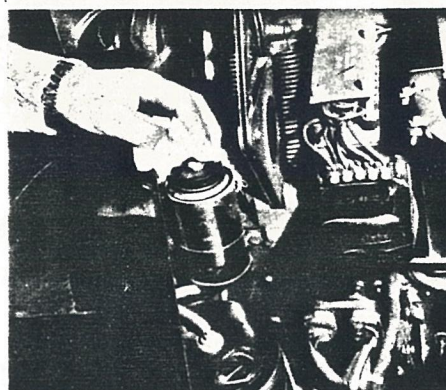
9.30AM. BYO PICNIC OR BBQ LUNCH. GIPPSLAND MEMBERS MEET AT 11.15AM AT TOM McALPINE'S HOME. 36 CANBERRA ST. MOE.

brake bleeding

Do not neglect
the symptoms
that tell
you your brakes
need attention

By **PETER MERRITT**

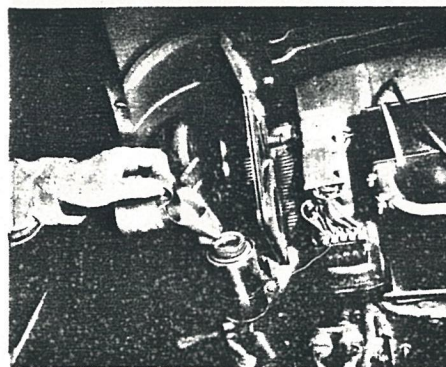
Contributed By: David Barker



1 Wipe the cap of the reservoir or master cylinder clean before removing it.



2 Before attaching the rubber tube wipe away the dirt from the bleed nipple.



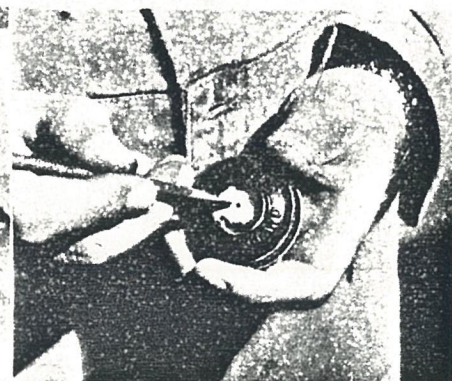
3 While bleeding the brakes keep the reservoir filled with hydraulic fluid.



4 The end of the rubber tube must be completely submerged in the fluid.



5 Periodically, depress and release the brake pedal until all air is expelled.



6 Make quite certain the air vent in the filler cap is not obstructed.

BRAKE bleeding is a job that in itself is quite simple—providing it is carried out systematically. There are two main symptoms that signify the need for bleeding. One, excessive pedal travel or the need to pump the brake pedal to get good braking results, secondly, a spongy brake pedal.

Once air has found its way into the hydraulic fluid the firmness of the fluid is lost and air bubbles acting like miniature balloons absorb a large percentage of the pressure applied on the pedal. How the air gets into the system is another matter. Usually it will be found that the fluid level in the reservoir is so low that the air is introduced through the feed hole. The question then arises of how the fluid became that low. One of two things can answer this. First is lack of maintenance and the fact that it has never been topped up, the other a slight leak in the hydraulic system.

At the first sign of a low fluid level check all the connections, unions and pipes throughout the braking system. This includes the slave-cylinders in each wheel—leaks here will be apparent at a glance.

When all connections have been tightened, checked and wiped clean, and you know the slave cylinders are in sound condition, adjust the brake shoes manually by the mechanical means provided.

Once this has been done a start can be made on bleeding the system. The only equipment needed is a length of rubber tubing, approximately 16in. long, and of the correct diameter to suit the bleed nipples on the backplates of the car in question, a clean jam jar, a spanner to fit the nipple, and a quantity of the correct hydraulic fluid. Stick to the manufacturer's recommended brand of brake fluid.

Cleanliness is an essential part of the job, so before removing

the reservoir cap wipe it, and the surrounding area completely clean to prevent dirt entering the fluid reservoir or cylinder. Remove the cap and fill up with fresh fluid.

Starting with the fluid line farthest away from the master cylinder—on a R/H drive car, the nearside rear, L/H drive, offside rear—attach one end of the tube to the bleed screw. The free end of the tube should then be submerged in a small quantity of fluid in the glass jar.

The help of a friend is now needed. While one of you works the bleed screw on the wheel and observes the flow of fluid into the jar, the other works the brake pedal. The bleed screw is released one full turn, and the brake pedal depressed so forcing the fluid through the tube into the jar. "Pump" the brake gently until the fluid flows with no sign of air bubbles. The chap working the pedal must also keep his eye on the fluid level, never letting it fall below the half-way line in the reservoir.

The brake pedal should now be depressed slowly and on the down stroke of the pedal the bleed screw tightened. Once tightened up, remove the rubber tubing, wipe the bleed nipple dry and depress the pedal to make sure there is no sign of fluid weeping from the nipple.

This operation is carried out on all four wheels, taking them in their respective order according to their distance from the master cylinder, the order being N/S rear, O/S rear, N/S front, O/S front. This is applicable to a right-hand drive car, for a left-hand drive vehicle reverse the order of N/S and O/S wheels.

One final word of warning, never use the fluid in the jar for topping up. It will need to stand for some time to clear it of the air bubbles that will be present.

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1987-88

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



Series V S/Snipe owned by Bob Worley, Ocean Grove.



Bob Worley's grandson Craig with "his" car.

PRESIDENT'S REPORT (Kennedy's Klangers)

In my last report I mentioned a trip up to N.T. now that the road is sealed all the way up and I feel a trip up for the Clubs would make sense. Time away would be about two, maybe three weeks if this type of trip goes ahead, we would have to be looking at 1989 and the time of the year depends on the weather up top.

Sightseeing along the way up would make the trip interesting and could make the trip up there four to six days. About seven days at least in Darwin and maybe about four to five days back to Adelaide and then home again.

I realise a trip such as this is not everyone's "cup of tea" but with the other states joining in, I feel a different and enjoyable trip could be had by all. I'm sure Jim Yates in Darwin could raise a smile at the idea. What do you say Jim, save us a couple of snapping crocs to play with please?

Well, I'll leave it for now but I would like to hear member's views on the idea.

You will notice that in the wanted ads, I have inserted an ad for two MK 4 S/Snipes. These are needed urgently so if anyone from interstate has any for sale, please step forward. You can contact Maurie via the address on the ad or if you like you can contact me direct about it. If you have one or two for sale, please don't offer them if they are "heaps". These cars are to be used sensibly in everyday traffic. If they are registered in another state, that's O.K. providing they are in good condition.

Well, I'll keep this short because I have done my back in and it hurts like hell sitting up. So till the next meeting, I'll sign off.

Bob Kennedy

MINUTES OF GENERAL MEETING OF H.C.C.V. INC
HELD AT DEEPDENE HALL ON FRIDAY 24TH APRIL, 1987

The meeting opened at 8:20pm with President Bob Kennedy welcoming the 28 members and visitors present. A special welcome was extended to Ray and Carol Wright (attending their first meeting), visitor Reg Webster who has a MK VI Hawk, Frank and Eily Copping who have recently purchased a Series VA Super Snipe and Tony Hall who, with his father, arrived in a very smart MK IVA Snipe. (It was established later in the evening that Tony's car had previously belonged to ex-member David Powney of Kilmore).

APOLOGIES: Des Judd, David Dunlop, Robert Smith, Arnold Goldman, Nancy Kennedy.

MINUTES: Minutes of the previous meeting as printed in the April Humberette were accepted as correct. Moved J. Waring, seconded Geoff Webb.

BUSINESS ARISING FROM MINUTES: The Hall Committee Meeting on April 2nd was attended on the Club's behalf by Keith and Margaret Willimott. Decisions re each Club requiring a joint Public Liability Insurance cover for \$2,000,000 to be held in conjunction with the Hall Committee, were deferred until the June Meeting. A representation from Camberwell Council Finance Department will attend this meeting to discuss the matter.

CORRESPONDENCE: IN: (1) Trevor Marshall, Qld, offering to swap old catalogues. (2) Emmanuel Cargakis, E. Brighton, asking about Club membership. (3) Deepdene Park Committee of Management informing us of a meeting. (4) H.C.C.QLD. inviting members to book space at the 1988 Bi-Centennial Concours at Toowoomba through them. (5) H.C.C.TAS. discussing the proposition that they may in the future, print their own magazine. Also asking for information on badge makers and enclosing a cheque for \$15.00 for a new member (Louise Gibson, 2 Scott Street, Burnie, Tasmania, 7320).

OUT: (1) Application forms to John Allen, Emmanuel Cargakis and Reg Murphy. (2) Referral to the N.S.W. Club to R. Sharp of Orange plus an application form. (3) Acceptance of resignation to Ray Wellman of Derrinallum. (4) Thanks for photo and details of Hawk for sale and referral to the H.C.C.QLD. to D. Mackay of Currumbin. (5) Information on dashboards to P. Gordon of Griffith, N.S.W. (6) Request for updated Humber Aid information to the H.C.C.A., H.C.C.QLD and the H.C.C.S.A. (7) Thanks for details of catalogues available for swap to T. Marshall of Yelarbon, Qld. (8) Details of Humber Aid to Stan Paley. (9) Information on Club badges to H.C.C.TAS.

EXCHANGE MAGAZINE: H.C.C.A., H.C.C.Q., Austin A40, Wolseley, Standard/Vanguard, C.H.A.C.A., Daimler/Lanchester, A.M.V.C.

TREASURER'S REPORT: Presented by Brian Parkinson.

Trading Account	Receipts 27/3-24/4	\$1076.44
	Expenditure	644.96
	Current Balance	1397.05
Investment Account	Current Balance	3120.00

Treasurer's report was accepted on the motion of B. Bosnich and seconded R. Dunlop.

EDITOR'S REPORT: Presented by Barry Bosnich. 184 Copies of the Humberette were distributed this month. Some interesting features are coming up in future magazines. In response to a question from the Chair, Club Historian, Peter Davenport replied that reprints of Humber articles from State Library research are currently delayed due to new library restrictions on photocopying.

EVENT'S REPORT: Presented by Margaret Willimott. Members were reminded of arrangements for the social outings in May, details of these appear in the Humberette. As response to the Queen's Birthday Moe Tour was very limited, members were asked to indicate whether a Sunday trip would be preferable. Ten members showed their support and it was decided to arrange a day trip as an alternative to the weekend. Members were asked for their support in a Chocolate Sales Drive during May and June. A profit of \$500 from the sale of the full 40 cartons will off-set Swan Hill National Rally expenses.

LIBRARIAN'S REPORT: Presented by Keith Willimott. A variety of technical manuals, handbooks etc are available on a monthly loan basis. The Club is trying to acquire a manual for 1933 Humber Pullman; any offers of a loan of this manual for photocopying would be greatly appreciated.

TECHNICAL OFFICER'S REPORT: Presented by Bob Kennedy. When adding extra equipment to electrical systems, care should be taken to see that they are not overloaded. This can cause dimmed lights, flat battery etc. Choose a good battery of sufficient size, use correct fuses and install relays where necessary.

A.O.M.C. REPORT: A number of A.O.M.C. 10th Anniversary Badges are still available at \$5.00 each. (These have since all been sold). Rob Dunlop requested that A.O.M.C. delegates be notified of date of next meeting.

FOR SALES AND PARTS WANTED: Frank Copping requires body parts, especially door panels and linings for a VA; Eric Timewell needs a diff for Series V; Graham Hardy needs boot lid for a Vogue Sports; Rob Dunlop has Vogue 1600 cast iron head engines available; Peter Davenport is in need of an old lamp glass chimney, 4" diameter base and 12 1/2" long; Bob Kennedy has details of MK II & MK III Snipe parts, also panels available from Beaconsfield; Keith Willimott has a 640/15 x ply tyre, new, for sale at \$50 also red Series Hawk seats (front and rear) available for free. Both seats are in excellent condition.

GENERAL BUSINESS:

1. The president thanked Margaret Willimott for taking minutes of this evenings meeting in the unavoidable absence of the Secretary.
2. Peter Sheldon notified members of a source of cross ply and radial tyres suitable for Snipes available from Avon Tyre Services, Canterbury Road, Surrey Hills. Details are being sent to the Secretary.
3. Carol Wright reported on their trip through Shepparton where they visited Robert Cane and viewed his recently restored MK II Snipe.
4. Barry Bosnich enquired whether there was any Japanese car gear box which would be adapted to a Humber Vogue or Sceptre?
5. Norm Watt notified members of Valvoline X4D oil currently available at Target stores for \$5.95 (4 litres).
6. The president reminded members that the next Meeting would be Sunday afternoon, May 24th and not the usual 4th Friday evening.

The meeting closed at 9:10pm and was followed by a video on the History of cars, 1940's and 50's. Supper concluded the evening.

SECRETARIES SECTION

Greetings all!! Since my last report a few things have come to my notice which may be of interest to some members. One of our members, Peter Sheldon, has tracked down a supply of tyres that is so obvious that I am annoyed I didn't find it myself some months ago. It is AVON TYRES MOTORSPORT (VIC) at 93 Kavanagh Street, South Melbourne. They have regular supplies of English made Avon tyres in a wide range of sizes in radial and cross-ply. The sizes that probably concern Humber owners are the 15 and 16 inch sizes that are difficult to find. The sizes available are Turbosteel 185 HR 15 (radial ply) and 670V15 6-ply cross-ply to suit the Series Snipes and Hawks and a range of 16 inch light commercial steel radials as fitted to Range Rovers. The prices offered to Club members are a considerable saving over Michelin XVS tyres which were all I could find last October. So if you are in the market for tyres, contact Chris Neal or Andrew McIntyre on (03) 62 6261 or (03) 62 7070 for a good deal.

During April, I had reason to visit New Zealand and was fortunate to have a weekend to look around Auckland. There are many English cars from the 1950's and 60's on the roads in models that I have never seen before. For example, an Armstrong Siddeley Utility. I saw two Humbers, a Series III Snipe and a Series V Snipe pulling a trailer with another Humber shell on it. Unfortunately, this second Humber owner was driving along on an unlit country highway at night with the unlit trailer completely obscuring the cars rear lights. My travelling companion took great delight in observing that it was all one could expect of a Humber driver.

At the time of typing this we have two new members to welcome to the Club this month. Anthony Hall of Mill Park who owns a 1957 Super Snipe and Bob Chrystal of Jumbunna who owns a MKVI Hawk, a Series IA Hawk and three Series II Hawks.

For tips on maintaining the old Humber, this month I don't have anything that springs to mind. I have been busy with other matters. However, if anyone has any good ideas on sealing up minor oil leaks without a major overhaul, I would very much like to hear from them.

Now a reminder to those members who have not renewed their membership subscription. Do it now so that your name is not removed from the mailing list. The new membership will be produced after the June meeting for general distribution. Make sure your name is on it.

Arnold Goldman

SOCIAL SCENE

Hello everyone! How fortunate we are so far to have had such beautiful weather for our May activities, but have all the Humbers already gone into hibernation?

We were out numbered more than three to one at the combined Standard/Vanguard Club outing on May 3rd. Many thanks to the eleven members and four Humbers who "waved the Club flag" on the day. New member Tony Hall's MK IVA Snipe with it gleaming black duco and stunning white wall tyres was the source of much admiration as was Bill & Joan Holmes gracious 1938 model participating in its last outing before going into "dry dock" for a thorough overhaul.

The light Humber range was represented by Cameron Webb's 4 cylinder Series II Vogue (being driven by father Geoff under Cameron's watchful eye!) and our own "Heavy Harry" Hawk. Together with an array of Vanguards, Triumphs and the lone Standard from the Standard/Vanguard Club, we formed an impressive convoy as we made our journey from Denny's in Albert Park to the Maritime Museum at Gem Pier and then to the Railway Museum at Williamstown.

Imagine our surprise while wandering around the Railway Museum when we were approached by a Tasmanian Humber Club member who was participating in a family birthday celebration at the museum. Ted Crofts, Series V owner from Hobart had identified us by the Humber gear that Bill & Joan Holmes were wearing. Ted is a regular visitor to Victoria as his daughter lives in Melbourne and may even make it to Swan Hill for the National Rally next Easter.

Please remember that our May meeting is on Sunday afternoon May 24th instead of the Friday evening. Chocolate orders will be ready to pick up on this day. If you read the reverse of your chocolate order form, you will know that the top chocolate salesperson receives free Club membership for 12 months as well as a \$30 cheque to fill up your hungry Humber petrol tank (or to take your family to McDonalds if they need filling up more!)

Humbers in the news this month include the MK IV Snipe (ex Bob Kennedy) which graced Government House lawns in a Classic Car Display during the Asthma Gala Day. This car has now joined Barry Bosnich's Series II at his Reservoir "stable".

As a result of a recent phone call, Keith and I have made contact with a MK I Sceptre owner in Wodonga. This car has had a recent extensive renovation and I believe is soon to come on the market. We have the details if you are interested.

You may remember recently the Rootes Group Car Badges that Barry Bosnich had for sale. They belonged to a former Rootes Group agent and relative of Barry's. It was a very big thrill this week to have the proceeds of these sales donated to the Club's National Rally Fund and I would like to record our sincere thanks for this most generous gesture.

This month we say "au revoir" to our Tasmanian Club readers who will from now on be producing and publishing their own Club Newsletter. May we express our appreciation for your magazine contributions and support throughout the last few years and wish you all success in your new Club venture.

This will also be the last newsletter for Victorian Club members who have not renewed their subscription. If you are in this category, a reminder slip is included in this Humberette. See you at the next meeting.

Margaret.

FOR SALES

Series 5 Super Snipe, blue, white roof, red interior, no reg, damaged left side otherwise in good condition, wants offers.

Contact: Neil Thompson, Ph: (Home) 547 1583 (Work) 523 8133. (Bob Kennedy).

1965 Vogue, reg August '87, olive green, good condition, r.w.c., \$800 o.n.o.

Contact: Don Slade, Ph: (058) 58 2775. (Bob Kennedy)

Series 5 Super Snipe, blue, restoration started on body, mech good, no reg, new brakes.

Contact: Bill, 7 Newton Avenue, Baxter, Ph: (059) 71 3598 after 5:00pm. (Bob Kennedy).

1955 MKV Super Snipe on blocks for past 4 years, good restorer, negotiable.

Contact: R. McMahon, 53 Alfreda Avenue, Bulleen, Ph: 850 3273.

1959 Singer Gazelle, one owner, 91000 mls, green with grey flash, \$1500.

Contact: Mrs. W. Scott, Brighton, Ph: 598 3386.

1964 Series IV Super Snipe, genuine 57000 miles, current owner has full details of the cars' history.

Original paint work (colour not stated), good mechanical order, first rate appearance, \$3500.

Contact: C. Woodford, 535 Royal Esplanade, Manly Brisbane, Qld, 4179.

Series 3 Super Snipe, 10 months reg, 4 new radials, new brakes, interior good, blue with white roof, two owners, \$1500.

Contact: J. Hunt, Fitzroy, Ph: 419 0558.

1963 Series 3 Super Snipe, good original condition, grey, \$4350 o.n.o. Also Series V Super Snipe, no reg, \$1000.

Contact: Ph: 578 0636, South Caulfield.

1960 Super Snipe, auto, 4 months reg, good tyres, grey paint, radio, red upholstery, needs tune up and brake work, \$700 o.n.o.

Contact: Ph: (Work) 555 0955, (Home) 598 5923.

Mobile Home - Size 23 x 22ft. Sep lounge with archway to kitchen, gas stove with rangehood, fridge, plenty of cupboards and large pantry, serving bar and dining room, two bedrooms with b/robes, complete bathroom (shower over bath, vanity basin, closet, toilet and exhaust fan). Included is phone, washing machine, curtains and berber carpet, light fittings, connected to sewerage, \$24,500 neg.

Contact: Ph: 781 3809.

**** WANTED WANTED ****

Two Super Snipes, MK 4, 4A or 4B, good condition, reg please if possible.

Contact: Maurie of Moloney Aviation P/L, Main Terminac Building, Essendon Airport, 3041, Ph: 379 2122, (Bob Kennedy).



THE HUMBER CAR CLUB OF TASMANIA

6 WOODWARD AVE., HILLCREST, BURNIE, TAS. 7320 TEL: 004-312894

THE HUMBER CAR CLUB of VICTORIA Inc.

23 HIGH STREET

WATSONIA 3087

6th May 1987

To the Members and Committee,

I am writing this letter on behalf of myself and the Tasmanian Club. As of May this year we have decided to discontinue the present arrangement of magazine sharing with your Club and have decided to go it alone in the production of our own magazine. We feel this has become necessary in attaining our true identity as a completely independent Club. We shall continue to liaise with your Club as indeed we do with all the other Humber Clubs, we certainly shall look forward to regular and meaningful dialogue between our respective organisations after all I believe we all share the same basic aim do we not and that is enthusiasm for the Humber marque

If some of the members of long standing will cast their minds back a few years and remember what it was like to be in at the beginning of a newly founded club, they will realise what we here feel in Tasmania. Even though the Tas. Club got under way in Jan. '84, it was not until Jan. this year that we were duly set up as an independent Club. We are looking to the future with renewed optimism.

Pamela and myself are looking forward to Easter '88 the date of the National Rally in Swan Hill and hopefully we shall persuade enough Tasmanian Club members to form a sizeable contingent at this most important Rally. As you must realise, this will not be a cheap excursion but we intend to make the trip worth every cent it takes.

"Sam", our 1947 MKI Super Snipe shall be conveying us to Swan Hill in style with little or no problems, we hope. Gradually the 'bugs' are being ironed out and we should have a very reliable rally car. We shall be looking forward to renewing old acquaintances and making some new ones, so ROLL ON '88!!!

In finishing I would like to thank all those Victorian members who have helped us in the past with Club matters and look forward to helping each other in the Future.

Yours Humberly,

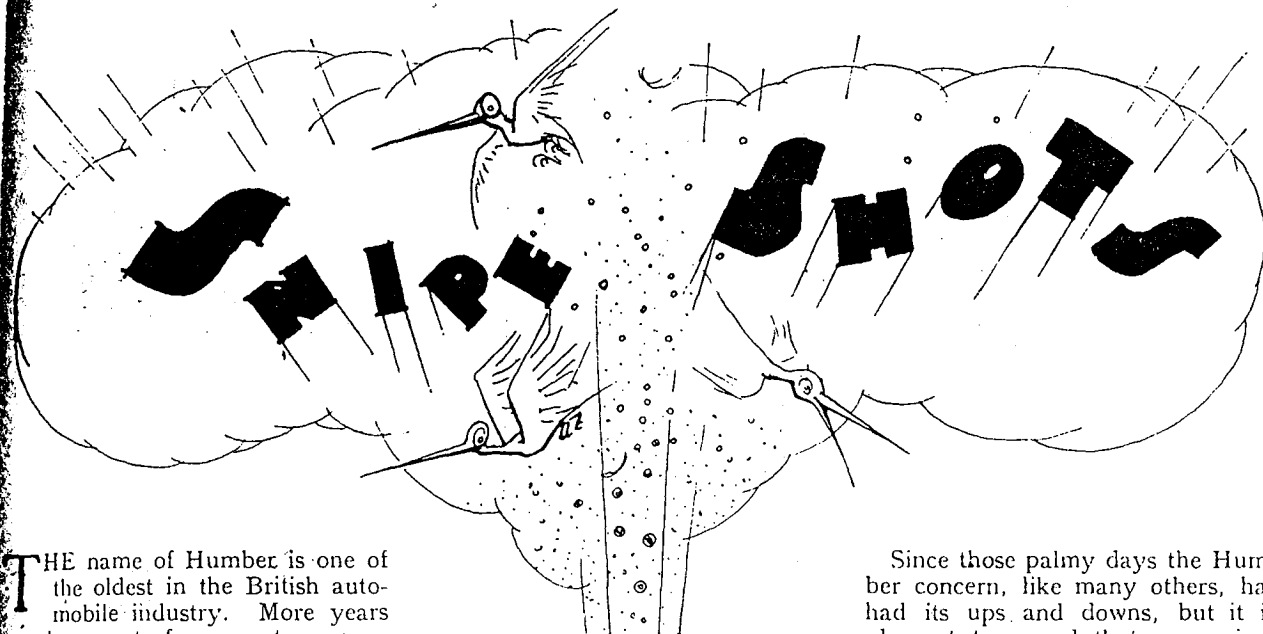
Max Heazlewood.

PRESIDENT H.C.C.TAS.

*P.S.

I shall be retaining my Victorian Club membership as I consider my enthusiasm for Humbers to go beyond state borders.

M.H.

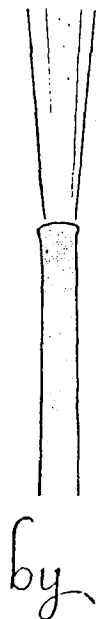


THE name of Humber is one of the oldest in the British automobile industry. More years ago than most of us care to remember Thomas Humber was a famous maker of bicycles in Nottingham. As is the case with quite a number of important motor car-making firms, Humber bicycles gradually became merged with Humber cars. The cycles are still made in very large numbers, but the organisation is completely separate from the car-making plant, and, except for this little historical note, the bicycle does not come into our picture.

Many years ago the old Beeston Works, near Nottingham, were given up, and the whole organisation was transferred to Coventry. It is now about a quarter of a century since the Humber firm flung a bombshell into the motor industry by offering the famous 10-12 h.p. four-cylinder model at a price which at that time created a sensation. It was probably one of the most successful models ever produced by any firm, and so great was the vogue for it that the cars were literally assembled in the street, owing to the impossibility of finding sufficient space in the shops.

There is a good story told that the Coventry Corporation threatened to charge rent and rates for the street workshop, and that the late Walter Phillips, who was then in charge, replied that nothing would please him more than to pay these charges, provided the Corporation would put a glass roof over the street.

Views of the Making of a Very Modern Car by a Pioneer British Firm.



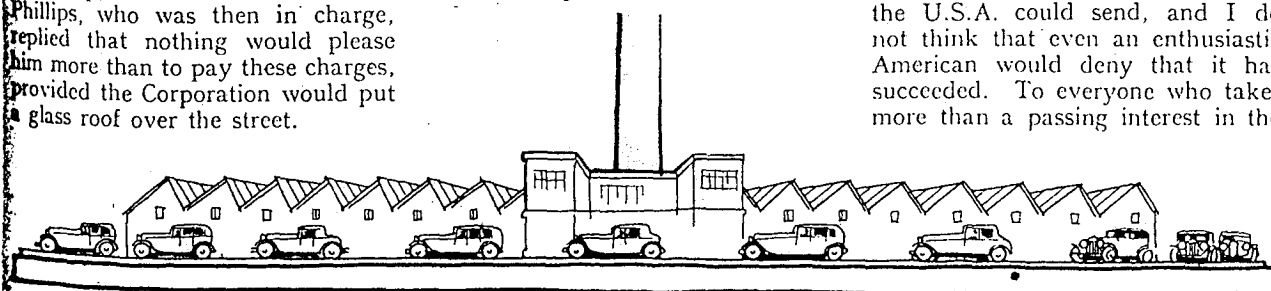
MAURICE SAMPSON.

Illustrated by F. GORDON CROSBY.

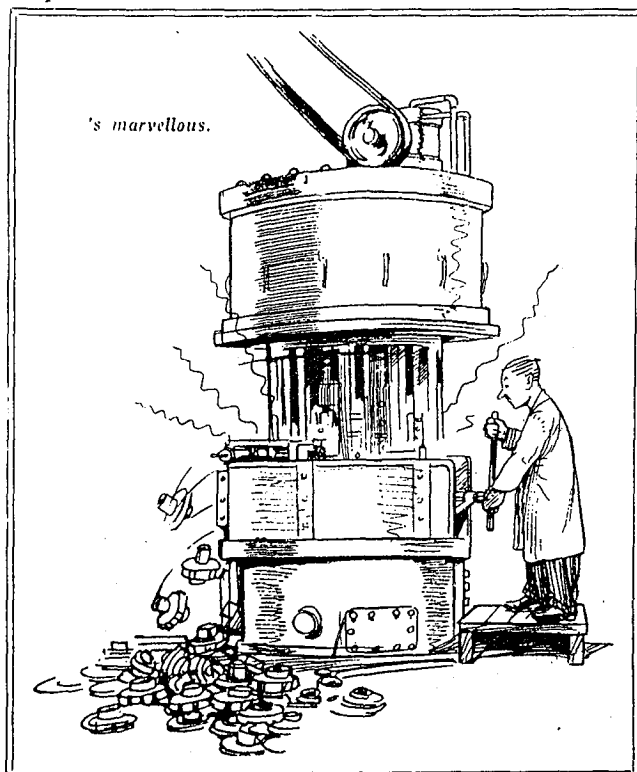
Since those palmy days the Humber concern, like many others, has had its ups and downs, but it is pleasant to record that 1930 gives every prospect of being a peak year in production. Indeed, in the week preceding my recent visit the Humber output was actually the largest ever recorded in a single week in the whole history of the firm, and an output figure of about 200 cars a week is looked for in the very near future.

Why is this? For a motor car to sell in large quantities to-day, especially when the price is round about a "monkey," it must needs be very good, very smart, very up to date, and have an undeniable performance. All these attributes may fairly be said to be embodied in the new Humber Snipe. If ever a car was happily named, it is this most recent Humber. Everyone who has shot at them knows that snipe are about the quickest thing on the wing imaginable. The name was applied in the War to one of the fleetest service aeroplanes, and whoever thought of calling the present 25 h.p. Humber a Snipe had an undoubted brain-wave.

The car is extraordinarily fleet, handsome and comfortable, and its acceleration is remarkable. It definitely stepped into the market to compete on all points with the best the U.S.A. could send, and I do not think that even an enthusiastic American would deny that it has succeeded. To everyone who takes more than a passing interest in the



Snipe Shots.



British automobile industry there is a great measure of satisfaction in seeing these very old-established firms keeping right up in the van of progress. The Snipe, of course, is not the only Humber bird. There is very much to the fore, and also, like the Snipe, very quick on the get-away, the 16-50 h.p. All that follows applies just as much to the 16-50 h.p. model as to the Snipe.

The present-day Humber works are immense, and are employing about 3,000 people. The most impressive features of the place are the machine shop, which measures some 180ft. by 210ft., gigantic body shop, and a really spectacular foundry. Let us deal with these in order.

The machine shop is notable for the number of new and highly ingenious tools which have been quite recently installed, and for the decentralisation of the various processes. For instance, all work on gear boxes, on back axles, on steering gears, on engines and other main components is kept rigidly each to its own compartment, and these are, in effect, miniature factories.

It is impossible in the space available to deal fully with many of the extremely clever tools in use, but perhaps the most interesting of all is a Bullard "multautomatic." This extraordinary machine costs £6,000, and is quite small, but it tackles

six consecutive operations automatically, the parts dealt with being such items as hubs or differential cases, for example.

A hub blank, for instance, is placed on the machine and is turned externally and internally, and on all the faces necessary. The machine is so arranged that the blank passes round a small circle, and at intervals is taken in charge by a fresh cutter which deals with some specific surface. At the present time a hub can be dealt with completely

in three minutes per operation, but arrangements are already being made whereby this time will be reduced still further.

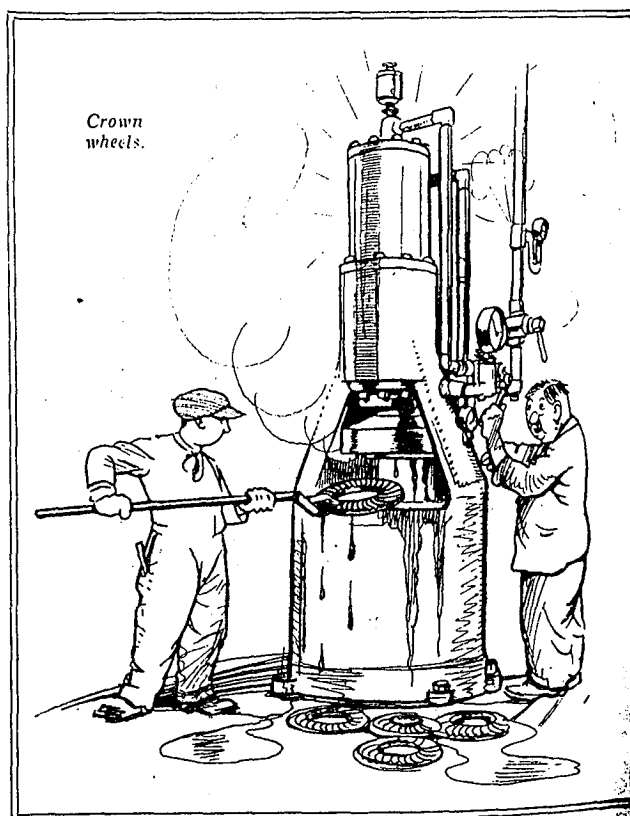
The metal roller conveyor system

is used throughout the machine room for the engine and gear box erection, the track taking the form of a number of rollers, along which the unit is pushed from operator to operator. By this means a complete Snipe engine and gear box unit is erected in remarkably short time and with the expenditure of a minimum of human energy. After test, to which I will allude later, the unit is passed to the chassis assembly line.

The chassis erecting shop is arranged on the now almost universal conveyor system whereby what appears to be nothing but a frame gathers its axles, engine, gear box, dashboard, steering gear, and electrical equipment in an almost incredibly little while and in a very short distance. Arrived at the end of this shop, the chassis goes on test, and, provided all is well, passes into the coachbuilding shop to receive its appropriate body.

Extraordinary care is taken in examination and test of all the materials supplied from outside, and samples even of the wool used in upholstering the seats and the squabs are periodically examined for quality and consistency.

The spectacle of rows upon rows of saloon bodies travelling slowly along their respective conveyors as job after job is carried out on them is remarkably impressive. There were over 300 bodies in various stages of completion when I visited the shop, and it was all the more remarkable that the flow was so even and continuous when every now and then I came across some special order in the way of an ultra-luxurious saloon-landaulet with everything about it unusual, such as trimmings and fittings, and I



could not help reflecting that, however much the sales organisation may like to see these particularly beautiful creations going out of the works, the production engineer must groan at the necessary slow down, however slight, these occasional de luxe types involve in his programme.

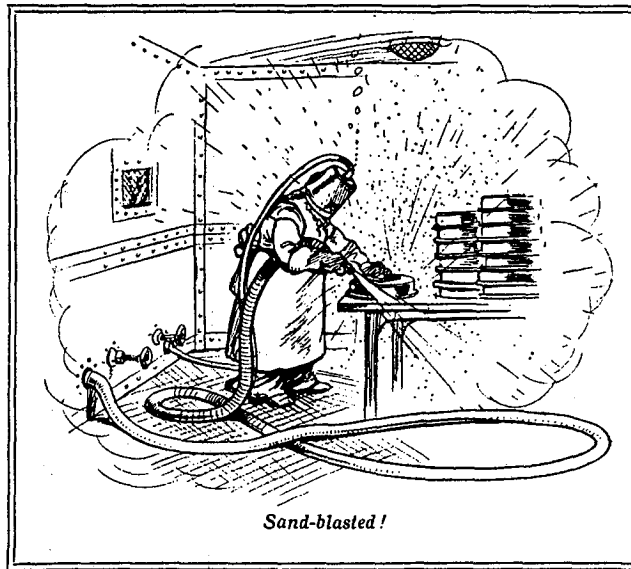
However much production of coachwork may be speeded up, there is no doubt that the Humber firm does not intend any drop in quality and high finish to be permitted.

Every now and again the final O.K. goes on to a car, the doors to the stock room open, and it is pushed through. It does not join its brethren; there is probably none there; nor is it allowed to await its owner. He, or his representative, is awaiting it, for it is the fact that in this great plant, making weekly nearly two hundred large cars, fairly expensive as prices go to-day, you will be lucky if you see a dozen complete vehicles in the stock room.

Now, having taken a look at the big machine and body shop, let us walk a little way in the open. Never mind if it is chilly out of doors; it will be warm enough where we are heading for. Let us go and look at the great cupolas which melt the pig iron that it may pour in brilliant rivers of spluttering flame into the crucibles and thence to the moulds where the cylinder blocks and other cast parts are produced.

The pouring of white-hot, molten metal is always picturesque, and the Humber foundry loses nothing as a spectacle in comparison with other great foundries.

The huge cupolas begin to heat up every working day early in the afternoon, and by five o'clock in the evening the iron is sufficiently hot to be poured. The whole picture is



very impressive. The intense high lights and shadows, and the strange "Neon" lights high up in the roof, the glow of the white-hot molten metal, and the weird shadows cast on the men Gordon Crosby has very cleverly caught in his picture which is reproduced in photogravure.

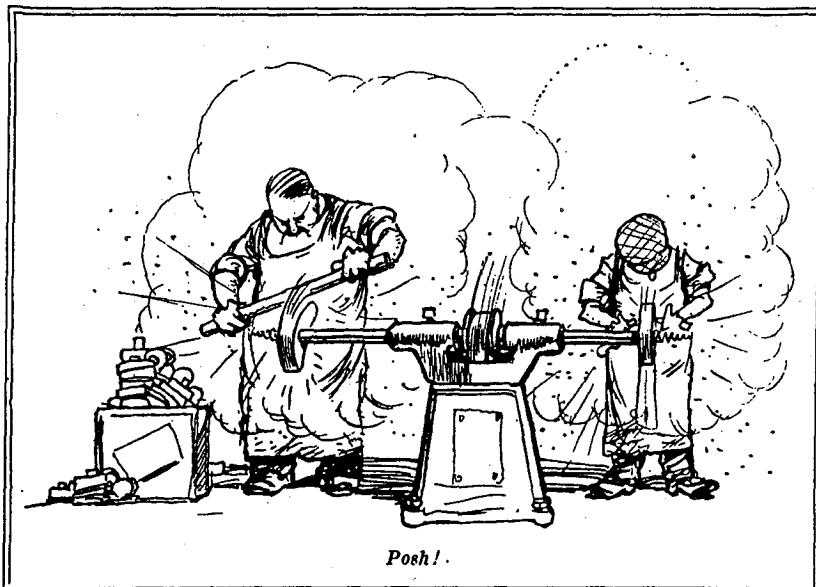
Five o'clock has struck. A travelling crane, running the whole length of the huge foundry on rails carried far up overhead, lets down a steel cable with hook attached, snatches up a great clay-lined crucible, and lowers it with perfect precision before the pouring tap of the cupola.

A Dante-esque figure takes a long iron rod, gently removes the clay plug from the mouth of the cupola and, in a wild blaze of dancing sparks, spluttering like white-hot stars, the molten iron rushes out.

a lesser volume into the other end from the hand crucible. Perhaps three blocks have been cast, and then the crucible travels back to the cupola to be replenished.

As the moulds are filled they present an impressive sight, for, apparently, they burst into flames. This is caused by the gases, formed inside the mould by the flaming metal, catching alight and escaping through the air ways in the cores. These gases burn spectacularly, and it is a nervy sort of job watching the men toying with molten metal with these blazing gases playing all around them. It will be 2 o'clock the next morning before the castings are sufficiently cool to be knocked out.

But, while we admire the skill and apparent daring of the moulders on the floor of the foundry, let us not forget that wizard all by himself on the crane, far above our heads, who with extraordinary dexterity swings that immense crucible of blazing metal so accurately on its course from the cupola to the moulds. His is a job which does not permit errors; on his judgment depend, perhaps, the very lives of two score of men working under the crane. I take off



Snipe Shots.

my hat in homage to the Humber overhead crane operator in the foundry when the cupolas are discharging their lava-like streams.

Now, I would like to call your attention to one or two smaller, but extremely important, departments of the works. First of all, let us look at the case-hardening and heat-treatment processes.

Metals always seem to me to have curious natures. They are very perverse, in that they want such a lot of heat in the hardening process, but having had it they often try on cooling to adopt some shape other than that proposed. Take, for instance, a crown wheel of the now almost universal spiral bevel type. It starts life as a blank, is honoured by having an astoundingly clever Gleason cutter to shape its curious teeth, but, owing to a persistent desire on the part of those teeth to become straight instead of spiral after heat treatment for hardening them, the teeth have to be deliberately over-spiralled in the initial cutting.

The heat treatment takes place in an electrically heated Wild-Barfield muffle working at a temperature of 830° C. This gives our friend the bevel a cherry-ripe coloured complexion in just over five minutes, and then the Humber people, by means of another highly ingenious and novel Gleason tool, put the bevel finally and firmly in its proper place. It may not generally be known that the distortion during heat treatment may easily amount to a definitely measurable amount.

A Modern Miracle.

If a spiral bevel distorts even as little as 0.002in. it will be responsible for a noisy final drive. Distortion up to 0.001in. is permissible, but not more. So this Humber-Gleason final fixer for spiral bevel crown wheels deserves special notice, for by its use no distortion exceeding 0.001in. has ever occurred, and to its use the very quiet Humber final drives are due.

Briefly, the tool consists of a ram which not only forces the hot crown wheel back into truth, but hardens it simultaneously by floods of whale oil directed by cunning channels round every tooth evenly and at the same time. The whole operation only takes a few minutes, and the expensive tool means, in effect, that once a Humber back axle is erected it is quiet and, what is more, remains so, for once case-hardened the crown wheel "stays put," so to speak.

Adjoining this little department of the works is a physical laboratory where tests are made of the hardness, or the toughness, or the breaking strains, of samples of all the various steels used in the chassis. Here you may see a mild steel bolt pulled out till its centre becomes almost a piece of wire in thickness, or a diamond point pressing relentlessly into a piece of steel so hard that it seems as though the irresistible force of the diamond is meeting the immovable body of the steel. The diamond always wins.

A Lonely Life.

Another pretty little piece of work is the spinning of the white metal into the connecting-rod big-ends, while anyone wanting rather a bizarre sensation should on no account miss the hooded, shrouded and masked workman who "sand" blasts a fine finish on certain iron and aluminium parts, with fine shot or sand driven at great pressure through a spray gun. He works in a sort of armoured caisson, and must lead a lonely, hermit-like life in the midst of a sandy tornado.

Then, again, there is the specialist who electrically rivets the spring pads to the rear axle casing. He has a delightful little self-contained plant all to himself, and does in an hour what would have been a day's work in the old hand-riveting times.

Now may I go back to the point where the engine was ready to meet its chassis. I allowed it to do so earlier in my narrative for the sake of continuity, but before it is dropped into its chassis each engine has to spend a busy and useful eight hours being run-in. The running-in is arranged in batteries of four engines at a time, each coupled up to belt-

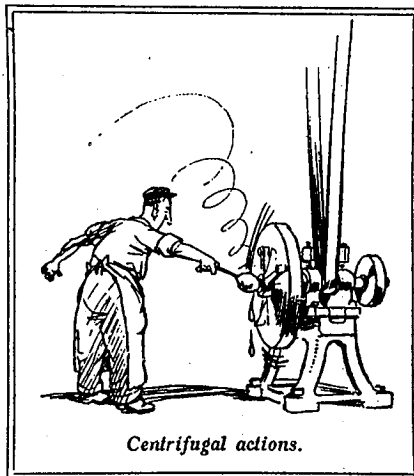
carrying drums, which in turn are coupled to a large dynamo. Then the quartette of engines are not only being tested, but are definitely producing current, which is fed back to the shops for power and light purposes and acts as an auxiliary to the supplies taken off the mains.

Each engine is run all the time on filtered oil, the draining plugs in the crank cases being removed and the oil allowed to run out into a pan. The oil passes thence by large-diameter pipes to an electrically driven Sharples purifier, and is next sent back to the engine, where it pours in by the filler orifice from a tap controllable for rate of flow. Not only is every engine run-in on perfectly clean oil, but all swarf is carried away through the open drain plug and arrested from further circulation by the Sharples purifier. The duration of the engine test is eight hours—four hours light, two at half throttle, and two on full throttle. This department is working night and day, the full capacity being the passing of approximately fifty engines during each twenty-four hours. The shop is well lighted, very clean, and notably free from fumes.

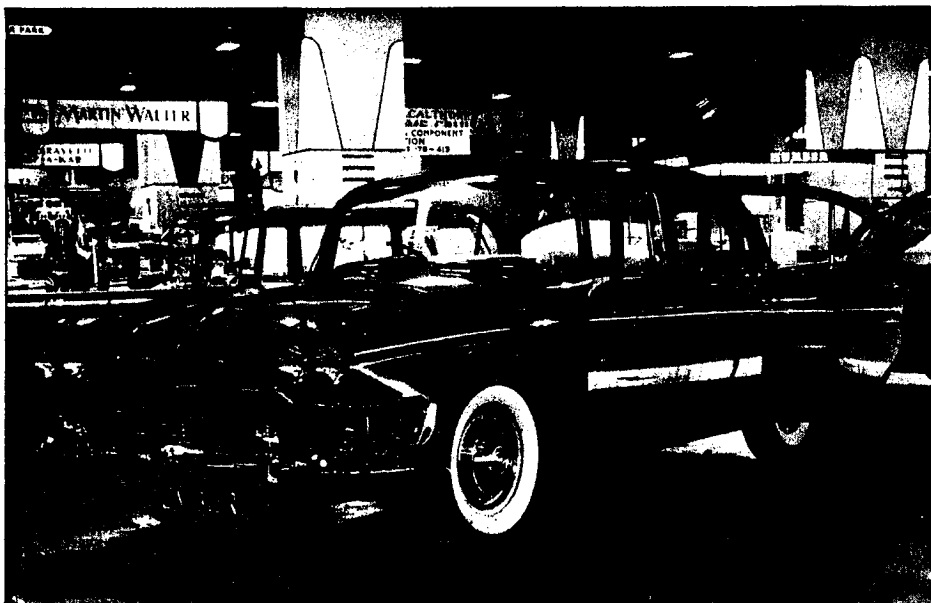
The Information Bureau.

Now, let us suppose that a finished Snipe is awaiting us at the entrance to the factory, ready to bear us away to Town. The time is winter, the weather is uncertain; gales have been blowing, and maybe road conditions are a trifle difficult. Let us just step into a little office and find out if there is any reason to expect the Snipe will have anything but a fast, unimpeded passage, as befits its speedy name. They have a system at the Humber works for the benefit of those taking delivery, of receiving, every few hours reports on the state of the main roads. You may learn if there is a tree down near Northampton across the highway, if there is an impassable watersplash near Bedford, or snow at Doncaster.

This seems an admirable and useful development, for, even if our Snipe can flit along the road at quite remarkable speeds, it cannot fly over obstructions. Perhaps one day we shall have winged cars which need not rely on *terra firma*. When that time does come, I'll warrant the Snipe will take a bit of catching. It does now, on its proper element! Some of these old firms are regular Johnny Walkers! Born 1868 and still going very strong.



Centrifugal actions.



New at the 1960 Earls Court Motor Show was the Series III Super Snipe, with fashionable twin headlights and a new grille

HUMBER'S LAST FLIGHT

The last 'real' Humber to be marketed by Rootes was the Super Snipe, introduced in 1958. John Mullins traces the car's history and provides tips for the prospective purchaser

Humber, a pioneering name in Britain's motor industry, built their reputation by producing robust, luxurious cars. Such a model was the Super Snipe and it is perhaps fitting that when the Snipe died in 1967, Humber effectively came to an end too. True, the Humber marque continued with the Sceptre, but as that was nothing more than an upmarket badge-engineered Hillman Hunter, many see the Snipe as the company's swansong.

Humber, along with Sunbeam, finally died in 1976 in the wake of the Chrysler engulfment of the ailing Rootes Group.

One of Britain's oldest car companies, Humber automobiles date back to 1898. In the twenties the Coventry based firm established a reputation for good quality, well mannered models. In 1929 came a takeover by the Rootes brothers and Humber soon became integrated in the expanding Rootes Group. No four-cylinder models were produced after 1936 with only sixes prevailing and the first Super Snipe, a 4-litre 'six', appeared for 1939; Snipe had been a Humber model name since 1930.

Super Snipe revived

The post-war Super Snipe closely followed the pre-war type and gained overhead valves for 1953, the 4.1-litre Mark IV remaining available until 1956, thereafter the model was in temporary abeyance. A four-cylinder Humber, the Hawk, based on the Hillman 14 of pre-war days, appeared in 1945. It retained side valves until 1954, and as the 2.2-litre Mark VI remained in production until 1957.

The Hawk was then completely re-designed and in 1957 appeared as a new four-door saloon with monocoque bodywork. This model retained the earlier model's 2267cc four-cylinder engine. Of distinctive trans-Atlantic appearance, this robust car turned the scales at 27cwt despite the absence of a chassis frame! It was this body that formed the basis of the new Super Snipe, revived after a two year absence in 1958.

A somewhat smaller car than the discontinued Mark IV version, it had a new 2.6-litre six-cylinder engine that was also to see service in Commer commercial vehicles and later, following the Chrysler takeover of Rootes affairs, Dodge vans. Commer had been bought by Humber in 1926, and thus were absorbed into the Rootes Group in 1929.

The engine had been designed for Rootes by Armstrong Siddeley, the latter taking on Sunbeam

Alpine production for the Group at their Parkside factory as they wound down their own car making operations. Not surprisingly, the Snipe's engine bore a striking resemblance to that of the Sapphire 346. The unit was of 'square' dimensions, with an 82mm bore and stroke, and had inclined overhead valves at a 63 degree included angle which were operated by cross pushrods from a sidemounted camshaft. It developed 105bhp at 5000rpm. The model was offered with a three-speed gearbox, though an overdrive unit that operated on the top two gears was available at extra cost. Borg-Warner DG automatic transmission was an optional extra at £172.

The Super Snipe's interior was well finished with leather seats, burr walnut dashboard and door fillets while the folding picnic tables were a pleasing refinement for rear passengers. There was also the option of Reutter adjustable front seats which could be fitted in place of the bench type usually employed. Hydro-steer power assisted steering was also available at extra cost. Inevitably this 90mph plus car was heavier than the Hawk — by some 3cwt — and cost £1493, £232 more than the four-cylinder models. Limousine versions with division and estate car versions were also offered.

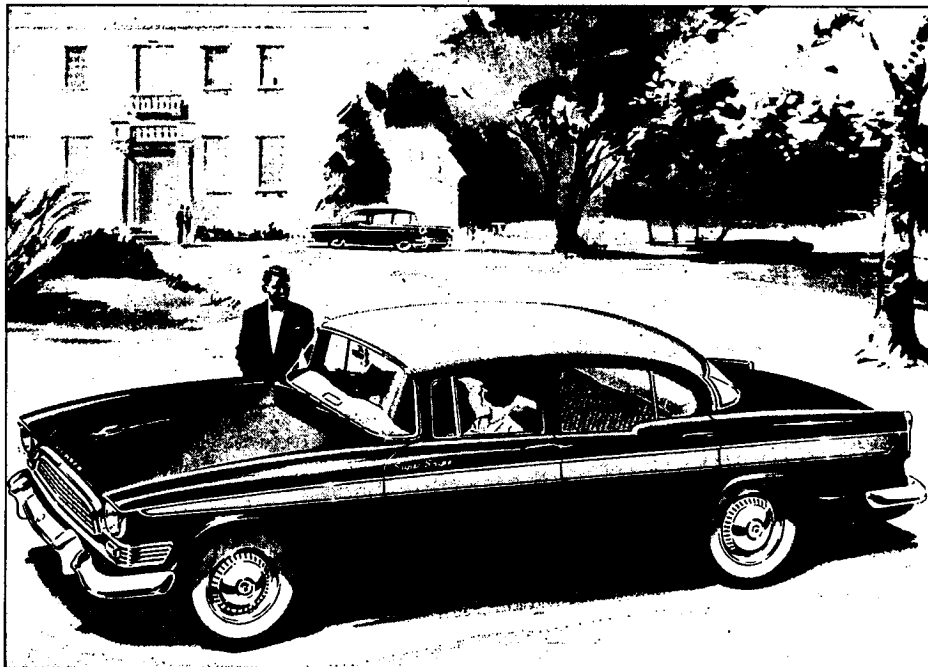
Series II appearance

The model remained in this form until 1960 when the Series II car appeared with the engine upped to 3-litres by increasing the bore size to 87mm. At the same time the original Stromberg carburettor was replaced by a Zenith unit and output was increased to 121bhp. This modification coincided with the arrival of front disc brakes.

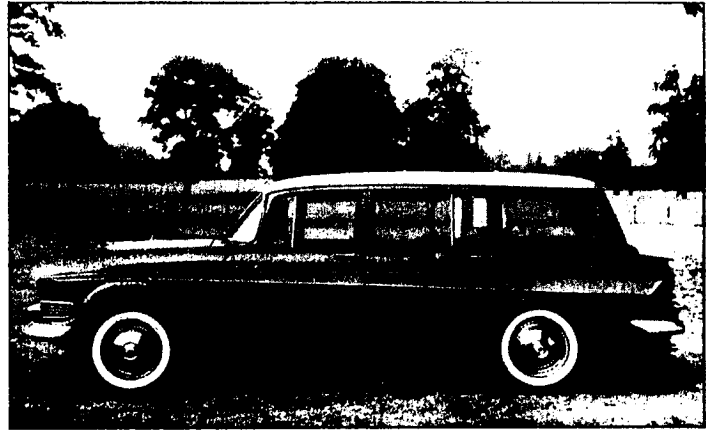
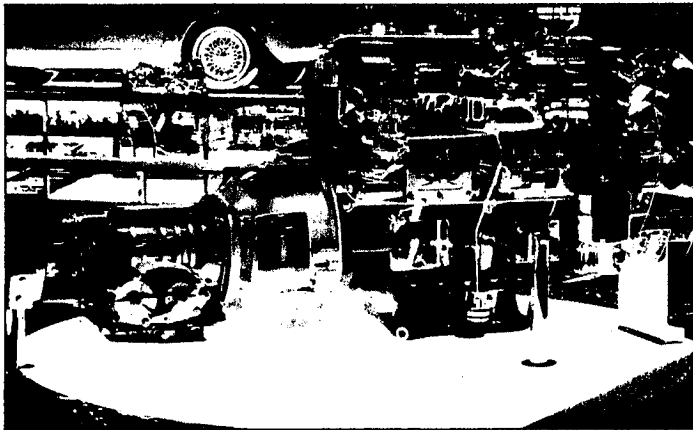
For 1961's Series III car there were mainly styling changes, most notable of which were fashionable new twin headlamps with the original egg crate type radiator grille replaced by one with slim, wrap around horizontal bars. The following Series IV cars saw a small increase in horsepower.

The next major event in the Snipe story was a major facelift for 1965, the cars undergoing a radical re-style above the waistline. The original, but dated, wrap-around rear window was replaced by glass with a flatter profile. This necessitated the introduction of a new rear quarter light, which on the Snipe could be opened, a refinement that the Hawk did not enjoy. At the same time the Zenith carburettor was replaced by twin Zenith Stromberg CD units and power was increased to 128bhp, while power steering was standardised.

These styling changes coincided with the introduction of a luxury version of the Super Snipe, the Imperial which cost £1795, some £284 more than the



Typical fifties advertising brochure hyperbole described the Series II 3-litre Super Snipe as 'a magnificent possession'



This sectioned engine shows that the inclined valves were operated by cross pushrods

New for the 1960 season was this estate version of the Super Snipe, using the 3-litre engine

saloon on which it was based. Externally identifiable by its black PVC roof, the Imperial was fitted with automatic transmission and Selectaride adjustable rear dampers as standard, along with reading lamps for rear passengers and red warning lights on the edges of the doors. There was a heated rear window and an alternator replaced the standard car's dynamo. This conversion work was undertaken by the in-house London based Thrupp and Maberly company.

As the Chrysler involvement with the Rootes Group dated from 1964 there were thoughts about re-engining the Hawk/Snipe with a 5.1-litre V8 engine through the offices of the American company. However, a total Chrysler take over of Rootes in 1967 resulted in the project being shelved as the new management had decided to discontinue the big Humber saloons virtually immediately.

During the body shell's ten year production life around 50,000 cars had been built with a 20,000/30,000 breakdown in favour of the six-cylinder cars over the fours.

So if you're faced with buying one of these sound, well finished saloons, just what sort of shortcomings are there to worry about? Let's start with the bodywork. This, as we've seen, is an all steel monocoque and the most likely area for rust damage is around all four wheel arches, so be on the lookout for signs of bubbling paint and for indications of repair work. Then the sills can also show signs of corrosion, particularly around their rear ends and also at the point on the car's underside where the transverse reinforcing members meet them. Also check for rusting at the jacking point, which you'll find around

halfway down the car recessed into the sill. Other danger points are the bottoms of the doors, caused by blocked up drain holes (more often than not) and the rear valance below the back bumper.

The engine, by contrast, is a remarkably long lived, robust unit and mileages in excess of the 100,000 figure are by no means uncommon. Yet if the engine is badly worn it will fume excessively while an oil pressure gauge reading below 40 to 50 psi should be viewed with suspicion. You shouldn't experience any major difficulties with the three speed manual gearbox, apart from whine caused by worn layshaft bearings though if you've got one of the pre-1966 automatics with a Borg-Warner DG unit then be prepared for overhaul bills in the £400 to £500 region. The subsequent Type 35 unit is, by contrast, considerably cheaper to overhaul. Expect a 17 to 24 mpg petrol consumption figure.

Regular maintenance essential

The coil and unequal length wishbone independent front suspension is viceless enough but regular maintenance is essential. The Super Snipe has no fewer than 27 grease nipples and over 20 of them are on the front suspension and require greasing at 1000 mile intervals. Fortunately, the units were employed on the commercial vehicle range until very recently. The brakes don't present any major difficulties and the handbrake is an efficient unit. However, you might experience problems with the steering gear as the Metakastik bush at the idler end of the centre track rod can wear badly and this can result in MoT test failure. This doesn't apply to the cars fitted with

power steering though replacement rams come expensive at £150-175.

Fortunately, spares don't present a major problem with the Super Snipe, at least on the mechanical front. Practically everything is available from R. J. Grimes Ltd of Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey CR3 2YE and Lynch Brothers of Willows Lane, Accrington, Lancashire.

Replacement trim parts and body panels are virtually unobtainable, unfortunately, though you might find the occasional new wing or replacement door skin at an autojumble or the like. If you've got one of these cars then it's well worth joining the Post Vintage Humber Car Club which caters for all Humbers from 1931 until 1976. The club has recently initiated the production of panels for the almost inevitably rusted Snipe wheel arches and they also offer a re-conditioning service for wear in that vulnerable centre track rod. Write to membership secretary Allan Barnes of 81 Gordon Road, Herne Bay, Kent CT6 5QX for details.

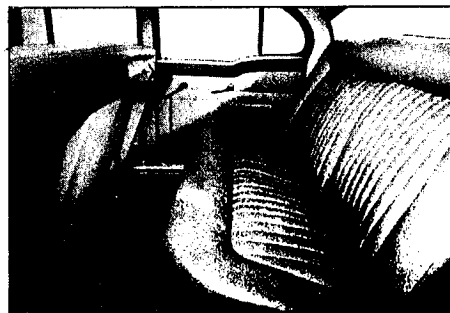
What would you expect to pay for one of these well appointed cars? One in average condition may fetch £500 to £600 while an example in a good state of repair might be £900 and a pristine, low mileage Super Snipe could go for as much as £1500.

PRODUCTION FIGURES

	Unavailable
Series I and II	7257
Series III	6495
Series IV	1731
Series V	2325
Imperial	



Typical fifties dash with plenty of gauges and burr walnut



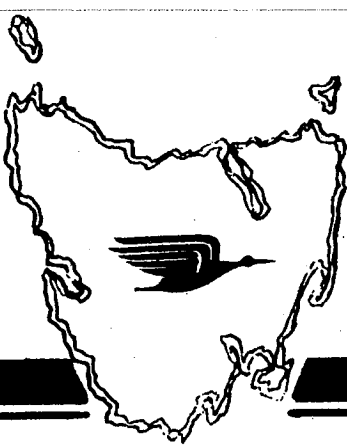
Beautifully finished interior, complete with picnic tables



Raymond Baxter even rallied a Super Snipe with success



Dignified is the best word to describe the car's styling. This is a 3-litre Super Snipe in Series V (flatter rear window) guise



THE HUMBER CAR CLUB OF TASMANIA

2/205A CHURCHILL AVE., SANDY BAY 7005 TEL: 002-253837

THE COMMITTEE 1987-88

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

MINUTES OF MEETING HELD AT ROSS FOOTBALL CLUBROOMS ON SUNDAY 26th APRIL 1987.

MEETING OPENED: By the President at 1:00PM.

APOLOGIES: Received from Pam Heazlewood, Bill Pierce, Eddy Storace, Leah Revell Louise Gibson (Sick), Chris Cripps (Sick).

NEW MEMBERS/VISITORS: Nill.

CORRESPONDANCE: INWARD-H.C.C.W.A. Apology for late mail and newsletter.

" " " " " Newsletter (Feb.)

H.C.C.V. - Concerning Tas. Newsletter.

H.C.C.A. - Concerning Club Rally.

H.C.C.Q. - Bi-Centennial Concours 1988.

Phil Williamson-H.C.C.S.A. Club opinion on Nat. Rally.

OUTWARD- Ross Council re permission for use of grounds.

" " " Cheque \$30.00 as payment for use of grounds.

" " " Thankyou letter for allowing the Club the use of their facilities.

TREASURERS REPORT: Balance as at 1st April \$298.87 BALANCE AT MAY 1st \$402.73

Deposits since:-

Membership renewals \$100.00

Ross meet.cover charge \$12.00

Tea & Coffee sales \$1.50

Total income:- \$412.37

Expenditure since Apr 1st

Government Duties \$00.34

Cheque No.1657 paid to

Terry Styles for add in

Mercury:- \$9.30

Total expenditure:- \$9.64

Meeting of the 26th April (Cont.)

GENERAL BUSINESS: CONSTITUTION; Club members present read through the proposed draught of the Constitution. D.Viney proposed; T.Styles seconded; that the draught with amendments be implemented as the official Constitution of the Humber Car Club of Tasmania. All present agreed. If members were unable to attend and wish to obtain a copy of The Constitution, would they please send an S.A.E. to the Presidents address, it would be most appreciated.

MAGAZINE; It has been decided by a majority of the membership present, that the Humber Car Club of Tasmania should cease to incorporate it's Tasmanian content in the H.C.C.V. magazine "The Humberette" as of the May'87 edition and begin to produce it's own magazine. After lengthy discussion it was decided to produce a substantial magazine after each quarterly meeting the months of Feb., May, August, November. Each quarterly meeting shall be preceded by a brief newsletter informing of the location, time etc of the next meeting and including any other news of events and topics of interest. The Motion was moved by B.Revell and was Seconded by T.Styles.

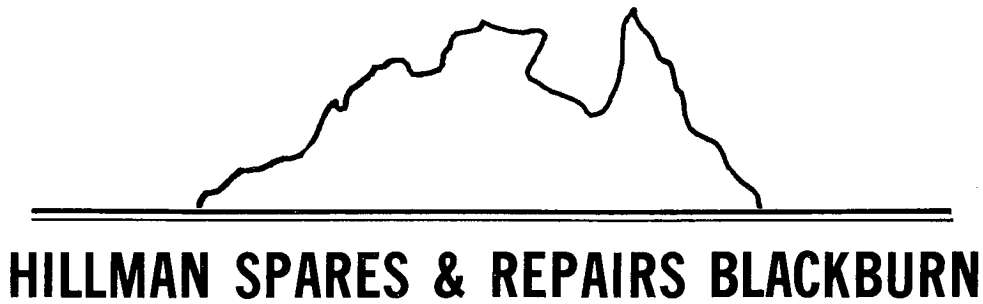
INCORPORATION; B.Revell gave a run down of information he had received from the corporate affairs office. after lengthy discussion, it was Moved by M.Heazlewood and Seconded by M.Vialle, that the issue of Club incorporation needed further discussion before it's implementation.

CLUB BADGES; The base design submitted by M.Heazlewood has been accepted. T.Styles submitted a coloured version of the same design which gave those present a better idea of the finished product. The Tas. map would be in mid green, the sea background in pale blue, the badge periphery in black, the same for the centre bar, all relief edges in chrome as would be the snipe motifs. The word Humber would be in ruby red with raised chrome edging and the words car club and Tasmania in plain chrome. It was unanimous amongst those present that this design would be very attractive and most distinguished. M.Heazlewood said that he would send samples and ask for quotes to LEGA Pty.Ltd., 13 Hinkler St., Mordialloc, Vic. 3195. It was agreed, Moved by M.Vialle, Seconded by B.Revell.

THE NEXT QUARTERLY MEETING OF THE HUMBER CAR CLUB SHALL BE AT POWELLS HOTEL
CAMPBELLTOWN ON SUNDAY THE 26TH OF JULY AT 11:00AM. COUNTER LUNCHES, THEN ADJOURN
TO THE MEETING. PLEASE MAKE IT YOUR BUSINESS TO ATTEND!!!

* THOSE MEMBERS WHO HAVE NOT RENEWED THEIR MEMBERSHIP ARE REMINDED THAT THIS IS *
* YOUR LAST MAGAZINE UNLESS RENEWALS ARE MADE POST HASTE!!! *

HUMBER SPARES



ENGLISH SPARES GALORE

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

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

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

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

Contact FTG yard.

MAIL ORDERS

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

HILLMAN SPARES AND REPAIRS

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

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

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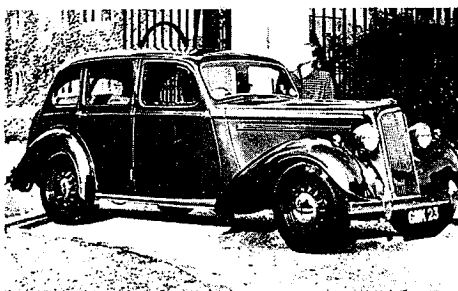
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