

May 1988



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The Royal Family

Official Newsletter of the  
Humber Car Club of  
Victoria Inc.

Affiliated with the  
Association of Motoring Clubs



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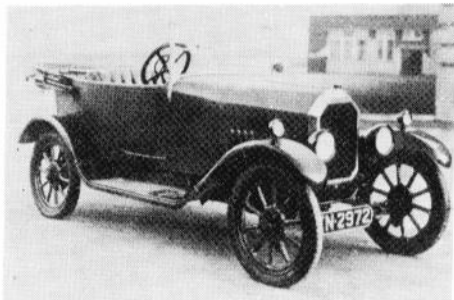
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Monday to Friday: 8.30 a.m. to 5.30 p.m.      Saturday: 8.30 a.m. to 12.00 noon

- MAY 23RD. A.O.M.C. DELEGATES MEETING. 8.00PM. CARNEGIE PROGRESS HALL, TRUGANINI ROAD, CARNEGIE. MELWAY MAP 68 H4.
- MAY 29TH. \*\*\* (SUNDAY) GENERAL MEETING AND FAMILY DAY AT THE CLUB HALL, WHITEHORSE ROAD, DEEPDENE.  
INFORMAL BYO LUNCH BEFOREHAND, COMMENCING 12.00 NOON. TEA AND COFFEE AVAILABLE FROM THE HALL.  
MEETING COMMENCES 2.00PM. TRADING TABLE INCLUDING PARTS, ERIC A BRAC ETC, AFTERNOON TEA.
- JUNE 3RD-4TH. VDC SWAP MEET "SPECTACULAR" AND DISPLAY AT THE MELBOURNE SHOWGROUNDS, LANGS ROAD, ASCOT VALE. ADMISSION \$3.00, CHILDREN (U 16) FREE. FRIDAY 5.00PM - 11.00PM, SATURDAY 8.00AM - 5.00PM.  
HCCV WILL HAVE A DISPLAY OF HUMBERS AT THIS EVENT.
- JUNE 12TH. DAY OUTING TO LEN LUKEY MEMORIAL MUSEUM AND GARDENS AT PHILLIP ISLAND.  
MEET AT PRINCE MARK HOTEL, PRINCES HIGHWAY, DANDENONG. (MELWAY MAP 90 J11) AT 10.30AM. BYO PICNIC OR BBQ LUNCH  
THERE IS A KIOSK AT THE MUSEUM. ADMISSION \$5.50 ADULTS / \$2.00 CHILDREN. GROUP CONCESSION AVAILABLE.  
SEE LOCATION MAP IN THIS HUMBERETTE.
- JUNE 24TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- JULY 16TH. STANDARD/VANGUARD CLUB ANNUAL DINNER DANCE. ELTHAM NORTH COMMUNITY CENTRE. (MELWAY MAP 11 K12). 7.30PM - MIDNIGHT. \$20.0 PER HEAD INCLUDES 3-COURSE BANQUET AND COMPLIMENTARY PRE-DINNER DRINKS. BYO OTHER COLD DRINKS.  
CHILDREN U.15 HALF PRICE. U.6 FREE. TICKETS AVAILABLE AT JUNE MEETING. PLEASE LET SOCIAL SECRETARY KNOW IF YOU ARE GOING. \$5.00 DEPOSIT REQUIRED NEXT MEETING.
- JULY 22ND. GENERAL MEETING. DEEPDENE HALL. 8.00PM.  
GUEST SPEAKER TO BE ARRANGED.
- AUGUST. RESTAURANT OUTING WITH CHEVROLET CLUB.
- AUGUST 26TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- SEPTEMBER 25TH. FAMILY DAY AND GENERAL MEETING. DEEPDENE HALL.
- OCTOBER 28TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- NOVEMBER 6TH. ANNUAL CONCOURS D'ELEGANCE, PRIDE OF OWNERSHIP AND DISPLAY. DEEPDENE PARK OVAL.

\*\*\*\*\*

CLUB REGALIA FOR SALE:

ENAMEL LAPEL BADGES	\$3.00 ea.	CLOTH JACKET PATCHES	\$2.00 ea.
ENAMEL GRILLE BADGES	\$20.00 ea.	CAPS (with cloth badge)	\$6.00 ea.
(Swan Hill Rally)		SCARVES. (Humber)	\$4.00 ea.
WINDSCREEN STICKER PACK. (Humber Club, Swan Hill Rally, Rootes)			\$4.00 ea.

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LAST NEWSLETTER IF YOU HAVE NOT  
RENEWED YOUR MEMBERSHIP SUB.1





# Road Traffic Authority

Phone Direct To:

Driver Licences  
345 6922  
Vehicle Registrations  
345 6811  
Vehicle Transfers  
345 6789

Contact: 345 4361

Our reference 49/JB/3

Your reference:

## Road Safety (Vehicles Regulations 1988 - Issue of "Club" Permits

The Road Traffic Authority would like to take this opportunity of advising you and your members of changes in legislation, in respect of permits issued by the Authority, to cover the on road use of a specific range of vehicles.

Under legislation effective from 1 March 1988 the Permit to use a Veteran, Vintage or Classic and Historic motor vehicle on the road will henceforth be known as a Club Permit.

The Club Permit will be issued in respect of -

- (a) a veteran vehicle, being a vehicle manufactured before 1 January 1917; or
- (b) a vintage vehicle, being a vehicle manufactured after 31 December 1916 and before 1 January 1931; or
- (c) a classic and historic vehicle, being a vehicle manufactured after 31 December 1930 and more than 25 years before the date of application for the club permit.

The new regulations provide that a club permit will not be issued to a person who is not a member of a car club approved by the Authority.

Applicants for club permits, whether at the time of original application or on the renewal of a permit are therefore being directed to nominate on the application forms the name of the club or association to which they are affiliated and have the nomination confirmed by the Secretary of the Club or Association endorsing his or her signature to validate the status of membership.


This will ensure that only those persons who are members of approved Clubs or Associations will be eligible to receive the permit in respect of their veteran, vintage or classic or historic vehicle.

The club permit will allow the vehicle to be used "in connection with official activities organised by or under the auspices of an association approved by the Authority" and the regulations are now specific in allowing the use of the vehicle on the road "in connection with the preparation of the vehicle for such activities".

There will no longer be the requirement for a Roadworthy Certificate to cover the issue of a club permit in connection with a Classic and Historic vehicle, however the permit does not in any way, authorise the use of an unroadworthy vehicle and all categories must be in a roadworthy condition for use on a highway and the Authority has the ability, should it be necessary, to attach conditions to the permit for the safe use of a vehicle or refuse to issue a permit where it is not satisfied as to the safe use of a vehicle on a highway.

All vehicles subject to the issue of club permits must be structurally sound and meet the general standard of construction and equipment where applicable however the new regulations will not allow the issue of a permit to a "left hand drive vehicle" as the standards are quite clear that the position of a steering wheel "must not be placed on the left side of the motor vehicle".

Please convey this information to your members.

  
J F BYRNES MANAGER  
REGISTRATION

# 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	(057) 83 1899
EVENTS DIRECTOR	Margaret Willimott	435 6354
LIBRARIAN	Fred Pieterston	781 5169
REGALIA	Geoff Webb	233 6592
TECHNICAL ADVISORS:		
Vogues	D. Dunlop	439 7059
Series V, VA S/Snipes	A. Goldman	
Hawks	K. Willimott	
Mk Cars	B. Kennedy & L. Hughes	877 3028
General Information	B. Kennedy	
Auto Electrical	M. Fitchett	336 7915



Keith Hopkins with his MK II "Restoration" Snipe.



Fellow Club member Laurie Hamilton lending a hand.

PRESIDENT'S REPORT (Kennedy's Klangers)

Darwin trip again - if you don't send in your form you will miss out. A phone call is not enough I'm sorry to say. As we are only having a limited number of cars on the trip it will have to be "first in best dressed". The total number of cars we feel would be manageable is around the twenty four (24) mark. So don't put your entrance in too late!

Good news on the Darwin run is that the S.A. Club has got word back from SHELL that the fuel problem has been addressed and is in hand. That will hold the fuel costs down a fair bit for everyone on the run.

Over the last year a problem seems to have cropped up with the Series 5 and 5A Super Snipes fitted with the Twin Stromberg C.D. Carburettors. This problem has always been there but seems to becoming more conscious of late.

Rough running, fuel consumption, out of tune and other complaints. When the carburettors are pulled down nothing seems to be wrong. But after the trouble is Finally tracked down to the floats in one of the units, the problem is how to determine which one to get rid of with a new one. Well the following is something I have been doing for years and it always works for me.

Place both floats into a shallow container with petrol in it, let them settle there for a couple of minutes and then inspect them. Nine times out of ten one of the floats will be deeper in the petrol than the other. It only takes a fraction of an inch difference to upset the carby. The float sitting the highest in the petrol is your good one, the other needs replacing.

I normally carry this out with as many floats as I can lay my hands on just in cast both float sets are no good.

BOB KENNEDY

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### SECRETARY'S SECTION

May 1988

Greetings one and all!

At the last meeting, as you may read in the minutes, I was publicly admonished by Patricia Daly, a long-serving member of the club. Some of what she said was true, and for that I apologise. There is no excuse for using sloppy English, even in a car club journal. I had not appreciated, sufficiently, the sensitivities of the literary pedants amongst our members. For this I apologise, and promise that I shall endeavour, in my future excursions into automotive prose, not to split infinitives, end sentences with prepositions, or commit any other crimes against the English language. For causing so much displeasure in one of our members I apologise, and I shall ignore the matters she spoke of that almost bordered on the slanderous.

Enough of that, except to say that I hope any other member, who finds anything that the club does, or omits to do, offensive or unsatisfactory in any way, is as willing as Patricia Daly to stand up and make the fact known.

Amongst the application forms to arrive at my desk this month is one from Len Coleman of Highton. Len owns Series V Snipe which has travelled 229,422 miles. I know that many of us are not sure about the mileage of our cars, but I would be pleased to hear from any member who has a car that has travelled much more than Len's car. I imagine that Len could tell a tale or two about his car if he has had it for most of its 23 year life. How about it Len?, it could make interesting reading. The same goes for any other member with a car with an unusual background.

The excursion out with the Standard-Vanguard club was good fun. Obviously Dave Denner appreciates the superb all-round visibility one enjoys in a Series V Snipe, and tried to maintain allegiances by wearing his Standard-Vanguard tee-shirt whilst driving the Humber to victory, assisted, of course, by a charming member of the Standard-Vanguard club.

Best of luck, more next month.

Arnold Goldman, Secretary

**MINUTES OF GENERAL MEETING  
HELD ON FRIDAY 22nd April 1988 AT DEEPOENE HALL at 8:00pm.**

**PRESENT:** Approximately 30 members as per attendance book.

**NEW MEMBERS & VISITORS:** The president welcomed Roman Kosmider, Colm Cox, and Andrew Scott to the club. Roman has a Mk II Snipe, Colm has a Ser IV Snipe, and Andrew has a Ser III Snipe.

**APOLOGIES** were received from Rob Dunlop, Barry Boenich, Adelaide Underwood, and Ray Webster.

**MINUTES** of the previous meeting as printed in the April 'Humberette' were accepted as a true record on the motion of Vic Wilson seconded by Peter Davenport.

**BUSINESS ARISING** The request from Dave Martin, for an advertisement to appear in the newsletter, was misplaced somewhere and will appear in the next newsletter.

**CORRESPONDENCE:**

**IN:**from Kevin Mildern resigning from club, having sold his Humber; from Bay to Birdwood Run organisers inviting us to participate; from Heartbeat Victoria, Swan Hill Branch thanking club for \$32 donation; membership applications from Ian Kirby, Leonard Coleman, Roman Kosmider, and Norm (Hillman Spares) Withers; Bicentennial Briefing from the Bicentennial Authority.

**Exchange Magazines:** Austin A40 Car Club of Aust., Austin Car Club of Aust., Chevrolet Car Club., Humber Car Club of Australia, C.H.A.C.A. Journal, Humber Car Club of South Australia, Rover Car Club, Sunbeam Talbot Owners Club News, Daimler Lanchester Club of Victoria.

**OUT:**Welcome package to Steven Amalia, Frank Wyatt, Peter Moss, Peter Blick, Jack Leumont, Steven Hodges; application packages to John Smyth, Ron Martin, Michael Irvine, and Roman Kosmider; to Sports & Classic Cars magazine informing them of correct club address..

Correspondence accepted on the motion of Vic Wilson, seconded by Harold Underwood.

**BUSINESS ARISING:** No business arising.

**TREASURER'S REPORT:** Brian Parkinson presented the report for the month ended 22nd April.

Balance at 25th March(fixed deposits)	\$5000.00
Balance at 25th March(current account)	\$3198.83
Receipts	\$4685.27
Expenditure	\$7266.29
Accounts for payment	\$ 710.25
Balance (current account)	\$ 92.44Dr

Brian reported that the influx of renewal payments at the meeting will obviate any need to transfer funds from the fixed deposit accounts.

Report accepted on the motion of Margaret Willimott seconded by Jack Varing.

**EDITOR'S REPORT:** The editor is at present moving house so Margaret Willimott presented the information that 187 magazine had been sent out this month.

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

Presentations made to Frank Stockwin and Brian Parkinson for their assistance with the organisation of the Swan Hill rally.

Report of Heritage week outing given.

Details given of Gumbaya Park outing.

Swan Hill reported on briefly with a promise of more detail in the next newsletter. Bill Holmes won Best Series Humber and Outright Winner at the Concours.

**TECHNICAL OFFICER'S REPORT:** No reports.

**AOMC:** Rob Dunlop had telephoned some items to Arnold Goldman who relayed them to the meeting:-

The AOMC is at present working on the following items.

1. Reduction in the cost of club plates.
2. Future supply of leaded petrol.

continued...

3. Reduction of import duty on parts for old cars.

4. Resumption of scheme for registering cars and claiming refund for part year whilst keeping plates in reserve.

**BUSINESS ARISING** Norm Watt stated that duty on car parts is only 2%. It is the sales tax that needs reducing.

**LIBRARIAN:** Fred Pierson had nothing to report.

**CARS FOR SALE & WANTED:**

Barry Trumble requires a petrol tank sender unit for his Series IV Snipe.

Wilson Bunton has a Series V Snipe for sale. Details in next Humberette.

**GENERAL BUSINESS:**

Jack Varing mentioned that the TV film 'ALL THE WAY' had a number of Humbers in it. Bob Kennedy stated that they were all club cars.

Bill Holmes put the motion that 'The judging of concours be on the agenda for discussion at the next meeting with a view to widening the scope of entry. Seconded by Wilson Bunton who asked that the rules for entry and judging be printed in the Humberette in the near future.

Roy Pepprell who has judged for many years, said that items were sometimes picked up in later years that may have been missed previously. Thus a car could receive less marks after the owner had made some improvement. Roy recommended altering sections as it is difficult to alter standards of judging.

Norm Watt made the point that last years winner was an everyday use car.

Margaret Willimott suggested that the concours remain the same, and we should introduce separate section for other cars.

Keith Willimott pointed out that to prevent one car from winning each year we have the outright class.

Peter Davenport said that the purpose of the concours is to select the best car present and that all this argument is ridiculous.

Brian Parkinson pointed out that it is not necessary to vote on the matter as the proposal is that it be included as an item of business at the next meeting.

Discussion on the proposal then finished.

Brian Parkinson foreshadowed that he would be putting forward a proposal to change the financial year to December 31st. Other constitutional matters would also be raised.

Bill Holmes requested that some consideration be given to raising the value of the trophies awarded at the annual concours.

Patricia Daly requested permission to read a letter that she had prepared. This was granted. The letter was addressed to Arnold Goldman of the Humber Car Club and referred to the 'open letter' in the April Humberette.

Margaret Willimott moved that the letter be accepted and discussed at the next committee meeting. This was seconded by Des Judd.

Keith Willimott brought to the members attention several matters, printed in the current issue of Royalauto, which should be of concern to owners of older vehicles.

Norm Watt mentioned that a Humber won the most popular non-Daimler award at the Daimler concours, and a Daimler won the most popular non-Humber award at the Humber concours.

Meeting closed at 9:30 and supper and videos were enjoyed by all.

Arnold Goldman  
Hon. Secretary

\*\*\*\*\*  
Minutes of Committee Meeting held on 9th May 1988 at 7:30pm at the home of Geoff Webb.

**PRESENT.** Keith & Margaret Willimott, Barry Bosnich, Bob Kennedy, Arnold Goldman, Fred Pierson, Brian Parkinson, Geoff Webb.

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

**BUSINESS ARISING.** Nil.

**CORRESPONDENCE.** No correspondence relevant to committee.

**TREASURER.** Nothing to report.

continued...

EDITOR. Nothing to report.

REGALIA. Geoff Webb said that more tee-shirts are required, especially smaller sizes. It was agreed that a more up-market style with a collar should be sought. A more fashionable size of logo would also be more appropriate. The surplus Swan Hill stickers will be used for new members up to the end of the year. Car and lapel badges are to be ordered.

SECRETARY. Arnold Goldman requested some clarification of the requirement for annual inspections of members cars on club plates. At present Bob Kennedy is the authorised inspection officer. If we require roadworthy certificates as an alternative, this may present some problems. The matter is to be discussed further with the A.O.M.C.

A club seal as proscribed in the constitution, is to be supplied to the secretary. Barry Bosnich is to obtain stamp based on design supplied by Geoff Webb.

The policy on publication of club register and membership lists needs clarification. Margaret Villimott proposed that a statement of policy be included in the next newsletter, and that future application forms make it clear that details may be published from time to time unless members wish otherwise.

EVENTS DIRECTOR. Details provided of bookings made for Deepdene Oval for Sunday meetings. Date for Concours was agreed. The June outing will be to Phillip Island to visit the Len Lukey museum. Arnold Goldman is to place notice in the Age of the next club meeting on 29th May.

OTHER BUSINESS. 1. Trophies. Discussion on the matter of trophy values for Annual Concours led to agreement that it should be recommended to the next general meeting that trophies remain as trophies and not be replaced by functional articles such as toasters, jugs, etc.

The arguments in favour of this included:-

Value of the trophy is not important and it would be wrong to allocate too much of club funds for trophies that will only be won by a small group in the club. The competition between trophy manufacturers has held costs down whilst maintaining same quality.

2. Concours. It was agreed after much discussion that the rules for judging the various categories will be printed over the next few months. It will be recommended to the next general meeting that the following change be made to the entry rules for the categories:-

The winner of each class in the Concours will go into the Master Class for the two following years before being allowed to re-enter the particular Concours Class again. The outright Concours winner, as distinct from the Master Class winner, will be judged from all Concours and Master Class entrants.

The reasons for this recommendation are that it will allow more members to enter the appropriate Concours Class with a chance of winning something, and the outright winner each year will still be the best Humber present on the day.

3. Club Funds. It is recommended that club funds be retained at present level to act as a buffer against inflation and prevent fee increases in spite of increasing printing costs. If the fixed deposits have increased substantially by the end of the year, some consideration will be given to a reduction in fees.

4. Financial Year. Brian Parkinson had raised the matter of a change at the last general meeting. Geoff Webb expressed concern at any change that put the membership year and the financial year any further apart. He also said that the short time prior to the Annual General Meeting was not a problem as far as his audit was concerned. It was agreed that no change would be sought.

5. Margaret Villimott raised the matter of committee membership. The rules at present state that committee shall comprise the office bearers (President, Vice-president, Secretary, and Treasurer) plus either "5 ordinary members, or such additional members as the Committee shall determine, each of whom shall be elected at the Annual General Meeting". It was the opinion of Committee that we comply with this at present with the Editor, Events Director, Librarian, Regalia Officer being on the committee.

6. A warning on renewals is to be placed in next magazine.

7. Arrangements for Showgrounds Swap meet were discussed and suitable cars agreed upon.

8. An entry in the Yellow Pages telephone directory is to be arranged by Bob Kennedy.

9. The letter from Pat Daly to Arnold Goldman, which was read out at the last general meeting, was discussed. Arnold Goldman said that he has referred to it in his report for the May issue and was apologising to Pat Daly for causing some distress, but would not be doing anything about remarks made by Pat Daly that could be considered to be slanderous. The committee agreed with this action.

Margaret Willimott thanked Jill & Geoff Webb for their hospitality and the meeting ended at 11.00 pm.

Arnold Goldman  
Secretary

\*\*\*\*\*  
SIXTH NATIONAL RALLY REPORT

SWAN HILL - EASTER 1988

Congratulations and thank you to all who helped make a worthwhile event of our special Humber contribution to Australia's Bicentennial year.

The Rally took place in perfect weather conditions and Swan Hill provided a picturesque setting for the various events.

Highway 16 Motor Lodge cheerfully put up with ourselves, our temperamental vehicles, our rather unorthodox "tourist luggage" and our often peculiar views on what type of activities created a satisfied holiday maker! Motel host Norm Keagan generously allowed us full use of motel facilities to service our cars and to accommodate the Rally B.B.Q.'s - an ideal location for both these purposes. We appreciated also the community style breakfast held each morning in the motel dining room - it got us out of bed, warmed our tummies, put smiles on our faces and offered a great opportunity to mingle with other Rally participants.

I felt that more than anything else, these features helped to create a friendly, happy Rally atmosphere.

Thursday and Friday were taken up with settling in, cleaning topside, underside, inside and outside the cars, enjoying the lovely warm sunshine and generally getting to know one another.

The "problem solving department" displayed a unique ability to deal with unexpected "snags" - in fact Friday night's B.B.Q. dealt with an extra box full of these tasty morsels when Max failed to arrive with the chops! Why was that "Tassie Devil" never in the right place at the right time!!!? I guess Peter Clark would like to know the answer to that one too! At least Peter only had to evict the odd earwig, red back and spare part to slip into his "Sceptre-bed", unlike the Rowland family who found "squatters" on their late night arrival at the motel unit (we evicted them too!).

Saturday and Sunday kept us busy with the more formal Rally activities. A gleaming cavalcade of carefully prepared Humbers radiated the Autumn morning sun as they followed the host Club banner through busy Main Street and along the highway to the Technical School oval. Judging and displays occupied the rest of the day until Saturday evening which found us "hamming it up" at Kennilworth Resort. Here we enjoyed a smorgasbord meal and several rounds of impromptu "charades" which revealed a wealth of latent acting ability amongst Humber owners.

The main highlights of this day were captured on video and a copy of this tape will soon be available for borrowing from the Club Library.

Tourist attractions in and around Swan Hill were on the agenda for Sunday's Observation Run which led finally to the shores of lovely Lake Boga for a picnic lunch and leisurely afternoon watching the colourful sailing crafts glide by.

It was somewhat disappointing at Murray Downs Homestead to find that we were sharing the courtyard with other groups. However, we managed to do justice to the spit-roast dinner and no one missed out on collecting their trophy even if we did have to send out a search party for one of the recipients (no it wasn't the Concours winner!!)

I would like to offer my congratulations to all Rally award winners and to express the Committee's thanks to everyone who participated - without you there would be no Rally. We look forward to meeting again at the next Rally in two years time.

MARGARET WILLIMOTT  
RALLY SECRETARY

# SIXTH NATIONAL HUMBER RALLY PARTICIPANTS

## New South Wales

Ronnie & Keith DeBritt : Ser.V.SS  
 Mervyn & Gwen Foote : Ser.V.Imperial  
 Roger Foote : MK.IV.SS  
 Jack & Valma Stunnell : MK.I.Sceptre  
 Don Kavanaugh :  
 Steve & Pip Rowland & Family : MK.I.Sceptre

## South Australia

Chas & Margaret Grimes : Ser.IV.SS  
 David & Margaret Leith : Ser.IV.SS  
 Brian & Glenys Penglase : Ser.V.SS

## Tasmania

Max Heazlewood : MK.I.SS  
 Peter Clark :

## Queensland

Laurie & Jean Bennett : MK.III.Vogue

## Victoria

Pam Batten :  
 Bob Bruce & Marge Kither : Ser.III.Vogue  
 Barry Bosnich : Ser.II.SS  
 Peter Davenport :  
 Dave Denner : Ser.V.SS  
 Joe & Pat Aldam : Ser.V.SS  
 James Kent :  
 John & Bobbie Hosking : Ser.III.Vogue  
 Ron Hallihan & Andrew Scott : Ser.V.SS  
 Bill & Joan Holmes : Ser.II.SS Estate  
 Bob Kennedy : Ser.II.SS  
 Fred Pieterston :  
 Tom & Lyn McAlpine & Family : MK.I.SS  
 Ian McDonald & Alison Bodycomb : Ser.V.SS  
 Kevin & Suijin Megee : Ser.V.SS  
 Brian & Marian Parkinson : Ser.IV.SS  
 Peter Reid :  
 Ken & Sue Rowlinson : Ser.II.SS  
 Max & Shirely Schey :  
 Geoff & Jill Webb & Family : Ser.VA.SS  
 Vic Wilson : Ser.V.SS  
 Frank Stockwin :  
 Norm Withers : Ser.IV.SS Estate  
 Keith Willimott : Ser.II.Hawk Estate  
 Margaret Willimott : Ser.II.Vogue  
 Ian Watson : Ser.III.SS

## AWARD WINNERS

### Concours

Series Class : Bill Holmes - Series II SS Estate  
 Mark Class : Tom McAlpine - MK.I.SS  
 Light Car Class : Jack Stunnell - MK.I.Sceptre  
 Outright Winner : Bill Holmes - Series II SS Estate

Pride of Ownership : Margaret Grimes - Series IV SS  
 Geoff Webb - Series VA SS

### Popular Choice

Humber : Jack Stunnell - MK I Sceptre  
 Non-Humber : Hugh Leach - F.J. Holden

### Observation Run

First : Roger Foote & Fred Pieterston (Navigator)  
 Second : Steve & Pip Rowland

### "Hard Luck Story"

- (i) Laurie Bennett (Queensland) - 4,000 miles travelled then broke a windscreen 30 miles from Swan Hill!
- (ii) Max Heazlewood (Tasmania) - all night mechanical repair session in Melbourne before travelling to Swan Hill.

### Officials

Rally Director : Bob Kennedy  
 Treasurer : Brian Parkinson  
 Secretary : Margaret Willimott  
 Photography : Frank Stockwin  
 Judges (Concours) : Hughie Leach (M.M.V.C.C.), Laurie Bennett, Bob Kennedy.  
 Judges (Pride of Ownership) : Norm Withers, Margaret Willimott, Keith Willimott, Tom McAlpine.

# HUMBER

## 6TH NATIONAL RALLY

### 1988



Australia  
1788-1988

An Endorsed  
Bicentennial Activity

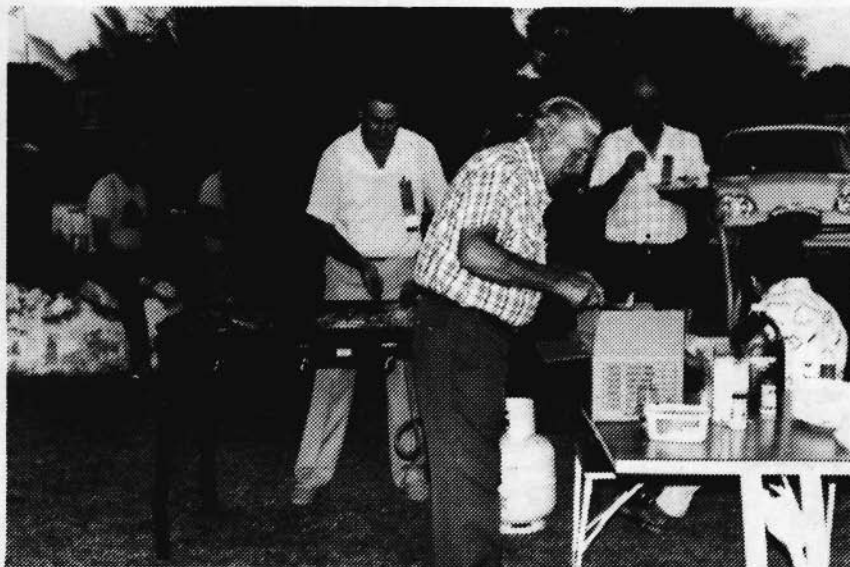
Bill Holmes (HCCV) proudly accepts the Concours Winner's Trophy and Perpetual Shield while proud "leader" Bob Kennedy looks on.



"First-up" concours entrant Kevin Megee's Series V Snipe gets some admiring glances.



Concours Class Winner Jack Stunnell's (H.C.C.A.) stunning MK 1 Sceptre poses on the Technical School oval after undergoing concours judging.

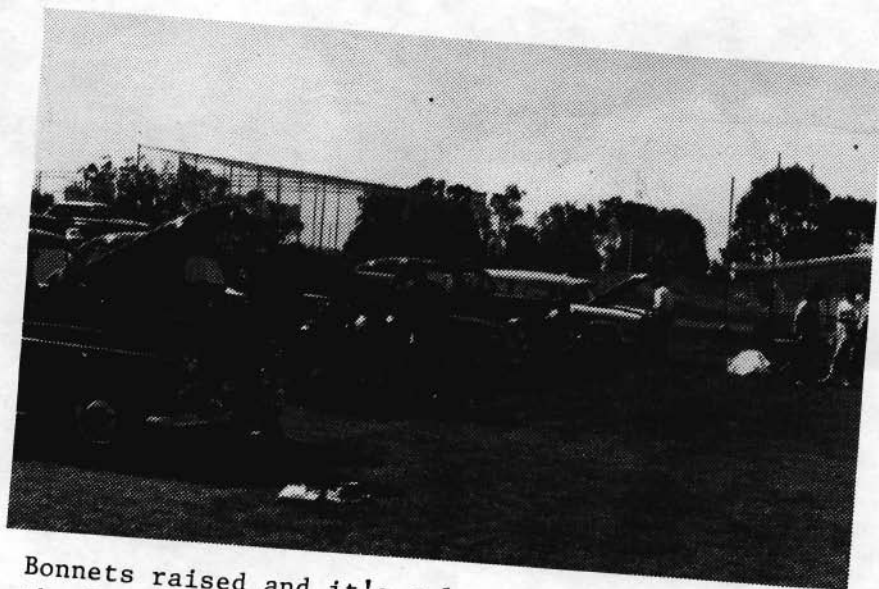
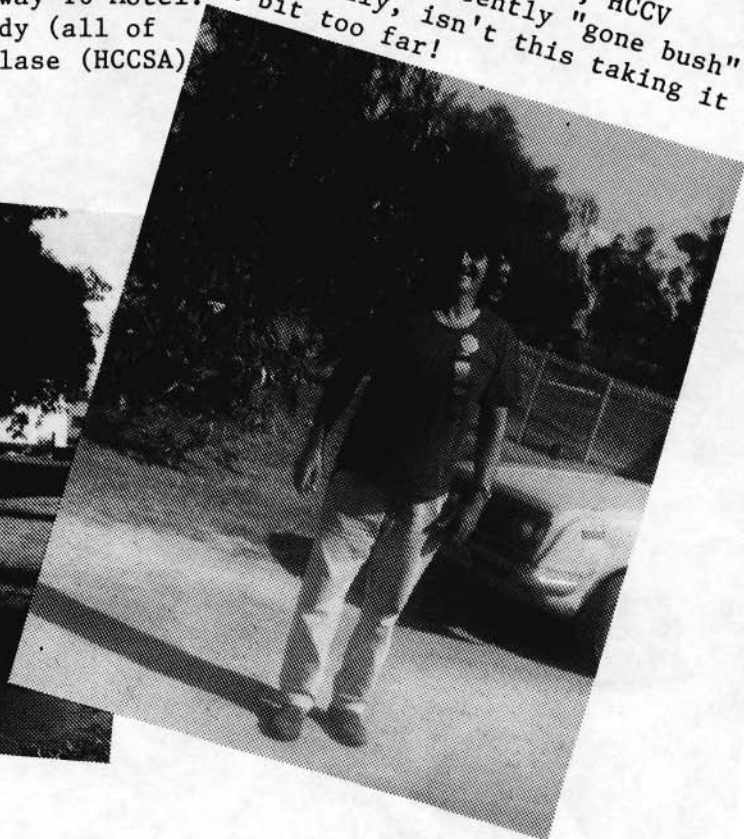


Friday night B.B.Q. preparations at Highway 16 Motel. Vic Wilson, Fred Pieterston and Bob Kennedy (all of HCCV) look industrious whilst Brian Penglase (HCCSA) holds court in the background.

We know Barry Bosnich, HCCV Editor, has recently "gone bush" but really, isn't this taking it a bit too far!



Roger Foote's MK IV SS (HCCA) on the "wash pad" at Highway 16.

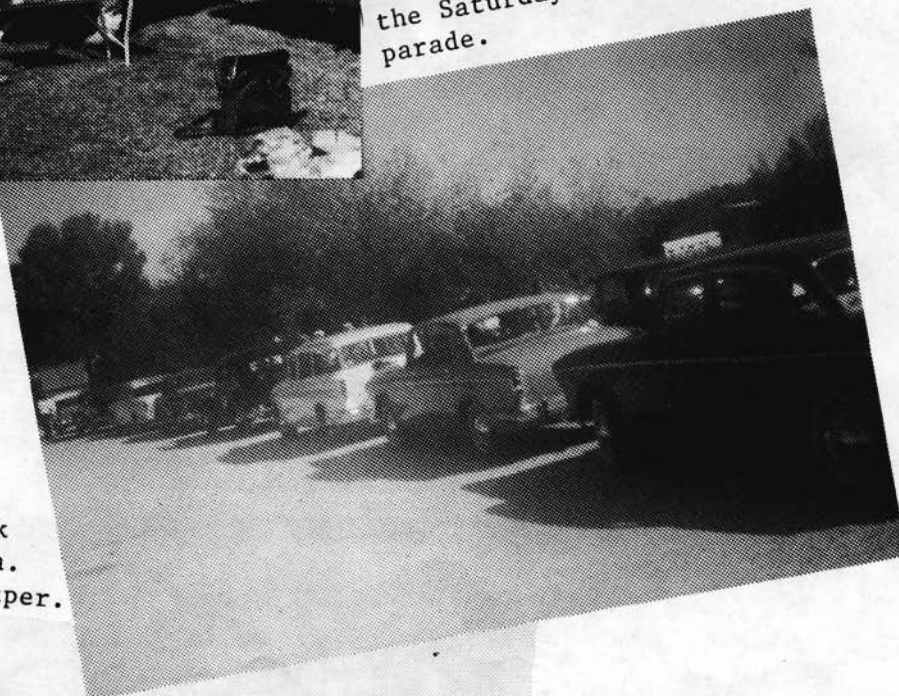


Bonnets raised and it's a last minute spruce up on the Technical School oval before concours.

Relaxing in the Saturday sun; Bob Bruce and Ken Rowlinson (HCCV) discuss the cars on display.



"On the way" - heading off for the Saturday morning street parade.



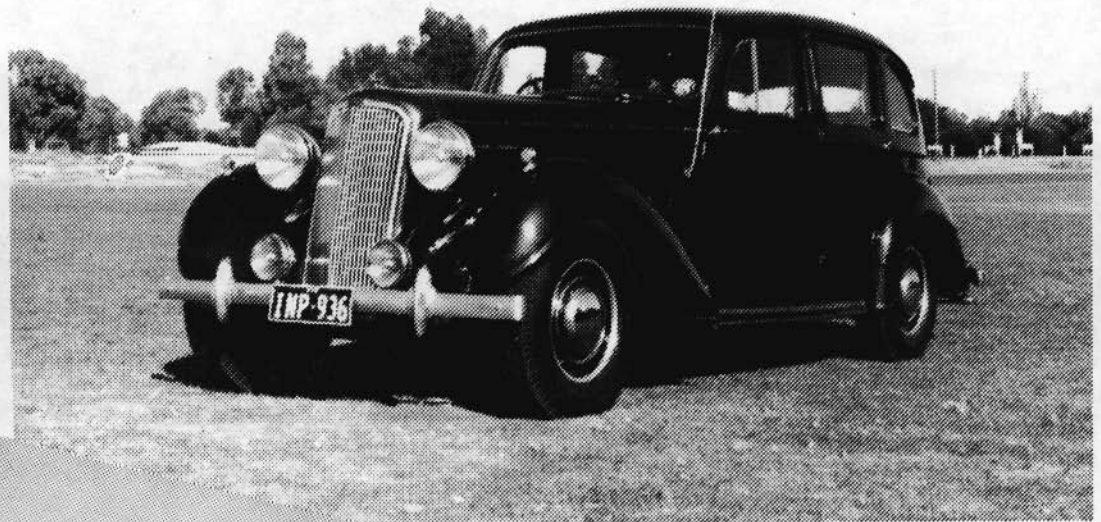
Max Heazlewood's elegant black MK I Super Snipe from Tasmania. The problem car that turned super.



"International Table" at the Kennilworth Resort family party. Laurie & Jean Bennett (Queensland Travellers!) in foreground flanked by Ronnie De Britt (HCCA President) and Valma Stunnell (NSW).

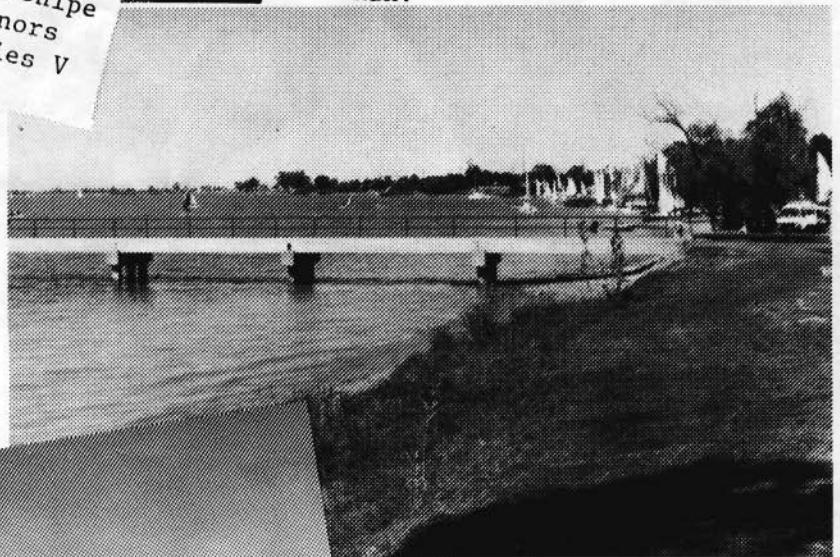


"Henrietta", MK I Super Snipe of Tom McAlpine's from Moe. A proud Concours Class Winner.



Margaret Grimes' (HCCSA) Series V S. Snipe which shared Pride of Ownership honors with Geoff Webb (HCCV) and his Series V S. Snipe.

A colourful scene across the picturesque Lake Boga - final destination of the Observation Run.



"On the mark" and ready to go for Sunday's Observation Rally. Note HCCV Max Schey's "camping bus" in the L.H.S background!

Victorian President Bob Kennedy says a few words at Murray Downs Homestead Dinner while Rally Secretary Margaret Willimott presides over the trophy table.



Roger Foote (HCCA) accepts the Observation Run trophy on behalf of himself and Navigator Fred Pieteron (HCCV).



Easter Bonnet Parade left to right. Vic Wilson (HCCV) and paris creation, Fred Pieteron, Bob Kennedy, Mr. De Britt (NSW), Alison Bodycomb, Ellie Baker (NSW), Laurie & Jean Bennett.

RALLY PHOTOS BY FRANK STOCKWIN.

CAPTIONS BY MARG WILLIMOTT

## Heritage Week, 1988.

### Collins st. Cavalcade of Transport.

Six Humbers were amongst the 250 cars that assembled early on Sunday, April 17th for the historic parade past Parliament House and down Collins Street to their allocated parking positions.

Pat Daly's Seriee III Hawk being the youngest car entered had the honour of leading the procession, closely followed by the Series Snipes of Colin Burrows, Chris Atwell (plus the Porth family), Bill Holmes' Estate and Keith Willimott's Series II Vogue. Norm Watt's crowd drawing 1935 Snipe 80 was parked further down Collins Street amongst some beautiful other Marques of the same vintage.

Activities abounded during the day and Collins Street came alive with all the memorabilia of yesteryear. Some participants dressed in "period" costume, many old historic buildings were open and part of Collins Street became a giant open air market offering all manner of old fashioned wares (but regrettably not at "old world" prices!).

Other street areas hosted a Maori dance group, Australian ballad recitations, pioneering activities, even an animal nursery and a "young kid" promoting a variety of goat's milk cheeses. In the Commonwealth Bank building I saw a fascinating display of early bicycles, including a three wheel Humber bicycle from the English works of our founder, Thomas Humber.

One of the highlights was the 300 horse "Federation Ride Re-enactment" stretching for several blocks down Collins Street as they set off on the start of their three week ride to Canberra. Vintage trams rumbled along adding extra atmosphere as did the parade of horse drawn vehicles including a fully restored hearse pulled by two elegant black horses and accompanied by appropriately clad attendant. Some of the horse carriages were offering rides to the public during the afternoon but, strangely, I noticed the hearse was empty!!

Taking the prize for the most unusual feature was the Melbourne City Bicycle Band - a group of about a dozen colourfully clad musicians performing as they travelled along on the most ingenuous multi-cycle I have ever seen - and they never even missed a beat.

Overall it was a great day and one that I felt privileged to attend on behalf of the H.C.C.V.

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#### GUMBUYA PARK OUTING

APRIL 24TH

This was indeed an inter-club outing or perhaps that should read "inter-twined" event as it was difficult in some cases to decide where Humber ended and Vanguard commenced!

Dave Denner on "Humber Wheels" and with Standard/Vanguard navigator Anne Talbot proved what a formidable opponent this combination of British Marques could have been by beating all opposition in the Observation Run. Arnold and Stella Goldman (Series V Super Snipe) were a close runner-up on points score.

Some Vanguard drivers demonstrated a unique way of completing the course when they were "talked in" via 2-way radio.

Other Humbers present were Steven Ilic's Series V Super Snipe, Bob & Joyce Chrystal in a Series Hawk and the Willimotts with Pam Batten in the Series II Hawk Estate. Nice to see Denis & Noeline Brookes of Ballarat who knew their MK II Humber's suspension would easily cope with the dirt roads and decide to test their Vanguard instead!

Since our last outing there, Gumbuya has added extra attractions and re-organised the B.B.Q. areas. It is a most popular spot, clean, spacious, well organised and with good facilities which added to the enjoyment of the day's outing.

Although out numbered by vehicles, Humber almost scooped the prize pool clean. Arnold followed up his Observation Run placing by winning the raffle and then drew Keith's name for second prize.

Let's show the Standard/Vanguard people that we appreciate their friendship and generous hospitality by turning up en masse at their July Inter-Club Dinner Dance. Pre-book your tickets at the May meeting when I will be accepting a \$5.00 deposit.

## OUT AND ABOUT - SOCIAL NOTES

Hello everyone and happy reading of our Souvenir Rally Issue!

First, some important reminders. The meeting this month will be a special FAMILY DAY on SUNDAY MAY 29TH instead of the usual 4th Friday. Start the afternoon off with a picnic in the park - there are electric B.B.Q.'s at Deepdene and we will have the tea/coffee urn bubbling in the hall. B.Y.O. lunch, sausages etc from midday onwards; formal meeting commences at 2:00pm. New members, country members and families are especially welcome on this day.

If you still have not sent in your subscription renewal, please note that the May Humberette will be your last. City sub \$20 or country \$15 should be forwarded to the Club address before May 30th.

The Club has been invited to mount a display at the V.D.C. Swap Meet "Spectacular" being held at Melbourne Showgrounds on Friday & Saturday, June 3rd & 4th. The event draws a big crowd and provides an interesting mix of displays, stalls and entertainment. It's a good place to discover what's new around the trade and book stands and also a spot to meet potential new Club members.

If you have not been to the Len Lukey Motor Museum and Memorial Gardens at Phillip Island I can thoroughly recommend a visit. It's a delightful setting; beautiful, spacious, well laid out gardens, native animals, under-cover museum of cars, motoring memorabilia and early Australiana plus B.B.Q. and picnic areas overlooking the ocean. Refer to the calendar page for full details.

Last month Arnold spoke of the "Club Plate" (formerly "Red Plate") permit scheme for vehicles 25 years or older. This is currently available to Club registered vehicles manufactured pre 1963 and is a much cheaper alternative to full registration when you use your vehicle on Club outings ONLY. The regulations relating to the use of these vehicles have now been clearly defined and a copy of the R.T.A. letter specifying these is included in this Humberette. Current fees for the permit are approximately \$76 annually if you have city registration and \$66 if country based.

The Association of Motoring Clubs (A.O.M.C.) has updated its excellent booklet relating to the Club Permit Scheme. It is available from the A.O.M.C., P.O. Box 2374V, G.P.O., Melbourne, 3001, at a cost of of \$1.50.

I'll look forward to greeting you at the meeting next Sunday.

MARGARET

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## SERVICE DIRECTORY

I am often asked where one may obtain reliable service on Humber vehicles. Often I am able to recall some of the reports from members at meetings, and I can also use my own experiences to provide advice.

At present I know of the following:-

Hillman Spares of Blackburn for fitting of replacement parts.

Lou Motors of Moorabbin for Auto-transmission service.

Fluidrive of Oakleigh for Auto-transmission service.

Andrew Dine of Newport for general repairs, and especially front suspensions.

Des Judd and PHAST on the Mornington peninsula for Humber servicing.

A radiator repairer in Moorabbin that Pat Daly recommended recently.

A body repairer that Bill Holmes talked of some months ago.

R.Kent of Clayton for front suspension repairs.

So you can see that there are quite a number of places that get mentioned in a year, and that are easily forgotten if not recorded at the time. It would seem like a good idea to form a service register of organisations that have proved themselves to be competent Humber repairers. This directory could then be issued to members on request and to new members along with Humber Aid. If you have had good service on your Humber, and would be prepared to recommend the servicer to other members please provide me with the details of the type of work, and how long ago this was, and I shall set about compiling such a service directory.

Arnold Goldman  
Hon. Secretary

POLICY STATEMENT ON THE PUBLICATION OF CLUB REGISTER

All members when joining the Club are expected to provide full details as requested on the Membership Application Form.

The Club reserves the right to use any or all of this information for the compilation of Membership and Vehicle Registers.

The Club respects a Member's right to privacy and will not include their details on any published list if so requested.

Published Membership Lists are for the exclusive use of Club members and must not be used for the solicitation of business.

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FOR SALE

1926 Humber 9/20 Tourer, fully restored to original specification, cream with black guards, brown vinyl upholstery, five new tyres, spare eng, g/box and sundries, reliable rare rally car, \$7,900.

Contact: Lloyd Hughes, Ph: (03) 877 3208.

Series V Super Snipe, seven months registration, five new recap tyres, no rust, dark green paintwork, plus a number of spares, \$1,250.

Contact: Wilson Bunton, Castlemaine, Ph: (054) 72 3186.

Series Humber parts, send your list of wants to P.O. Box 35, Frankston, 3199, Ph: 783 1164 (Harold), Ph: 789 6952 (Des).

1964 Series 4 Super Snipe, green with white roof, 53,000 miles, spent \$2,000 renewing brakes, s/motor, gen, tyres, exhaust etc, excellent car.

Contact: Robert Boan, Ph: (059) 84 2078.

(i) 1965 Series IV Humber Super Snipe, reg 8/88, driven daily in very good order, \$2,400 o.n.o.

(ii) 1964 Series IV Humber Super Snipe, good order, no registration, \$800 o.n.o.

(iii) 1961 Series III Humber Super Snipe, very good order, not registered, \$1,500 o.n.o.

Contact: Basil Dowie, Lot 1 Red Bank Road, Stratford, 3862, Ph: (051) 45 6762.

WANTED

Dave Martin wants a pair of rear brake cylinders, 1.25inch bore to suit Mark 2 or 3 Super Snipe. Similar cylinders from a later model may be acceptable.

Contact: Ph: (03) 743 8423.

Rear brake drums suit Series I H/Hawk.

Contact: D. Judd, Ph: 789 6952.

Number plates, Australian (any), U.S.A. Rhode Island, Canada, Alberta, British Columbia, Manitoba, New Brunswick, New Foundland, Prince Ed Isle, Yukon.

Contact: D. Judd, Ph: 789 6952.

Service: Keith Catterall reports that he has had good service from Andrew Dine, rear of 511 Melbourne Road, Newport. In particular, this car repairer has the templates for repairing front suspension members on Series V Snipes and this job would cost between \$150 and \$250.

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H.C.C.V. members seen on Melbourne T.V. News recently were Stephen Laurie representing Organ Builders and Doug Shone speaking on the effects of drought on farmers in Victoria.

## BOOK REVIEW by Arnold Goldman

'How it works' The MOTOR CAR  
by David Carey, published by Ladybird Books Ltd

Do not be put off by the outward appearance of this book. It may be a Ladybird book but it is far more advanced than the *John and Betty* readers that are familiar in most kindergartens. Ladybird books can be found in most good bookstores, but they do not all carry the full range. The Little Bookroom at 185 Elizabeth Street, Melbourne (tel. 03 670 1612) tries to carry the whole range. The Motor Car is one of a series of 14 'How it works' books covering topics such as Television, The Camera, The Aeroplane, The Computer. All the books cost \$2.95 which makes them good presents for young children, or grand-children. You can always use this as an excuse if it is too embarrassing for you to be seen reading what is quite obviously a childrens book. I have quite a number of them, and I can almost hear some of you saying "He can't cope with anything more complex".

The book is set out in a logical progression and has a page of text with a coloured diagram on the electrical system, the dynamo and battery, the coil, the distributor, the petrol system, the carburettor, the pistons and crankshaft, the valves and camshaft, the four-stroke cycle, the four-cylinder engine, the cooling system, lubrication, the clutch, the gearbox, overdrive, the rear axle, the differential, steering system, the brakes, and the suspension. The illustrations do not reproduce well enough in black and white for me to include one here. It seems inevitable that all the children we know today will become car drivers sooner or later, and it would be a good thing if they had some knowledge of the fundamentals of their operation. I know that one can enjoy motoring without ever looking under the bonnet, but surely an understanding of what takes place when the ignition key is turned would make some people better drivers. I have interviewed numerous teenagers who, although listing motorcycles amongst their hobbies, did not know whether their bike had a 2 or 4 stroke engine, or indeed, what the difference is.

I had considered photocopying the book, page at a time for the magazine, but having ascertained that it is still in print, and at such a reasonable price, I feel that every member will want one of their own. There is also the matter of the copyright laws.

\*\*\*\*\*

### NEW MEMBERS

Please welcome the following new members who have been added to the list in the last two months:-

Chris & Trevor Attwell, 51 Broadway, Bonbeach 3196, tel.03 779 2088, owners of a Series III Snipe.

Steven C. Amalia, P.O.Box 5065, Magnolia-by-the-sea, Massachusetts, USA 01930, who owns a Series III Snipe.

Frank & Betty Wyatt, 13 Hakeville Avenue, Nunawading 3131, tel.03 877 2088, who own a Series I Hawk.

Peter & Robyn Moss, 20 Millicent Street, Leongatha 3953, tel.056 62 4263, who own a Mark IV Snipe.

Peter & Vandy Bliak, 42 Vodalga Crescent, Vantirna 3152, tel.03 221 1620, who own a Mark VI Hawk.

Steven Hodges, 113 Holmes Road, Eaglehawk 3556, who owns a Series III Snipe.

Nora Withers, Box 158, Belgrave 3160, tel.03 877 4311(B.H.), who owns a 1962 Hawk, a 1963 Series IV Snipe Vagon, and a 1964 Series IV Snipe Vagon.

Roman & Marianne Kosmider, 22 Vaughan Street, Sunbury 3429, tel. 03 744 2130, who own two Mk II Super Snipes.

Len Coleman, 6 Remany Avenue, Highton 3216, tel. 052 43 3946, who owns a Series V Snipe.

Ian & Thelma Watson, Box 20, Nyah West 3595, tel. 050 302551, who own two Series III Snipes, a Series IV Snipe, and a Series V Snipe.

Jack Leumont, Nyah Road, Swan Hill, 3585, tel. 32 9327 who owns a Mark II Snipe.

Contributed By Nancy Butt



# HUMBER HAWK

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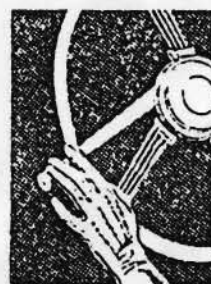
**NEW SOUTH WALES:**  
John McGrath Motors (Pty) Ltd.  
Head Office and Showrooms:  
252 Castlereagh Street, Sydney.  
Tel. MA6838.

**VICTORIA:**  
Neal's Motors Pty. Ltd.,  
222 Exhibition St., Melbourne.  
Tel. Central 7550.

**SOUTH AUSTRALIA:**  
Flinders Motors Ltd.,  
62-68 Currie Street, Adelaide.  
Tel. Central 6000.

**WESTERN AUSTRALIA:**  
Skipper Bailey Motor Co. Ltd.,  
900 Hay Street, Perth.  
Tel. B7174

**TASMANIA:**  
D. L. Hollis Motors Pty. Ltd.  
Cr. York and St. John Streets,  
Launceston. Tel. 1676.



The new 2 Litre Humber Hawk featuring synchromatic gear change.

Since it was reintroduced in England in 1945, the Humber Hawk has established a sound reputation, as a reliable, comfortable family car, with a satisfying, yet economical performance.

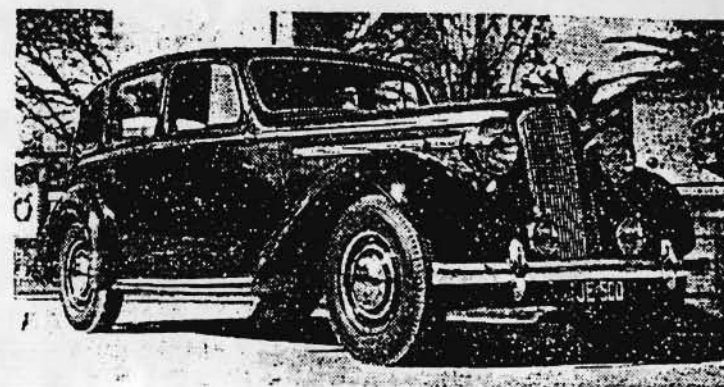
The Hawk is a big car with plenty of accommodation, for both passengers and luggage, and its appointments are of the same high degree of quality as its big brother, the Super Snipe. The engine is a four cylinder side valve unit of 13.95 horsepower, and as it develops 56 b.h.p. at 3,800 r.p.m., it is capable of a good road performance, coupled with unusual economy for such a big car.

The Rootes Group, however, is constantly trying to improve its vehicles, and the new Synchromatic gear change, as fitted to the 1948 Hillman Minx, is standard on the new Hawk. This embraces a special new four speed synchromesh gear box together with a cleverly designed mechanical linkage which is connected to a small lever on the left of the steering column.

The lever requires only light pressure to operate it, and is definitely "crash proof," and the fact that it is fitted on the steering column, gives an unobstructed floor in the driving compartment.

"Even keel" Independent front suspension is used giving a very smooth ride, and the long semi-elliptic springs at the rear, are coupled to a torsion bar sway eliminator. Lockheed hydraulic brakes are fitted.

The new Humber Hawk, therefore, is from many points of view a good proposition, plenty of power, plenty of room, plenty



of comfort. It is easy to drive, and with its engineering following the Humber tradition, it should prove a very suitable car for Australian conditions.

## SPECIFICATIONS.

**Engine.**—13.95 horsepower, 4 cylinders, 75 x 110 m.m. 1,944 c.c's, side valves developing 56 b.h.p. at 3,800 r.p.m.

**Transmission.**—4 speed synchro gearbox with lever on steering column. Gear ratios, Top 4.73, Third 7.12, Second 11.81 and First 17.02 to 1.

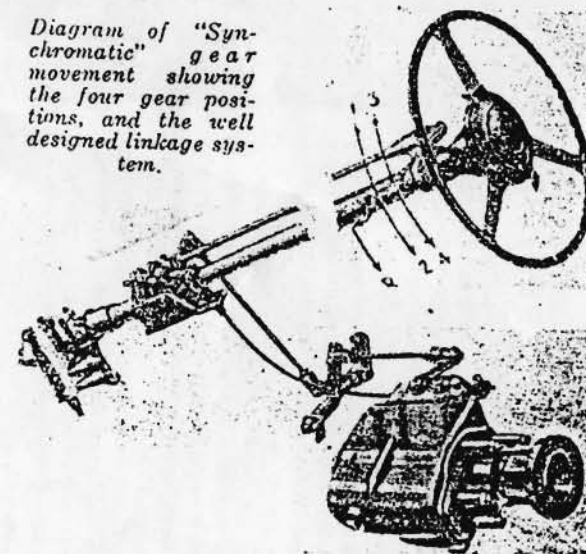
**Suspension.**—Independent front suspension, semi-elliptic rear. Louvax girling dampers.

**Brakes.**—Lockheed hydraulic.

**Steering.**—Burman-Douglas worm and nut.

**Wheels.**—Pressed steel wheels with 5.75 x 16 tyres.  
**Dimensions.**—Wheelbase, 9 ft. 6 in.; Tracks (front), 4 ft. 7 1/2 in.; (rear), 4 ft. 8 in.; Overall length, 15 ft.; Ground clearance, 7 1/2 in.; Weight 26 1/2 cwt.

Diagram of "Synchromatic" gear movement showing the four gear positions, and the well designed linkage system.



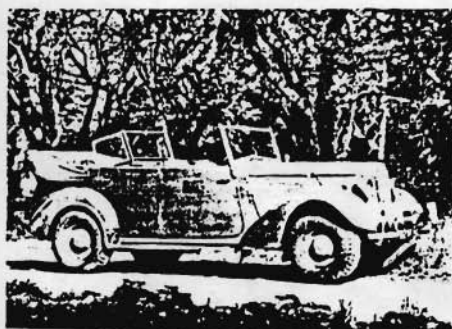
## 1935-1944 THE PERIOD OF WAR CLOUDS

Rearmament began as early as 1936 and the major motor manufacturers were immediately brought into the front-line to achieve the governments programme. Shadow factories were quickly erected and during 1936-37 four were opened in Coventry, amongst these being the ones at the Standard Works, the Daimler Works and the Rootes Group Works. Despite the unhappy reasons for these buildings the government insisted that these new works be kept entirely separate from the companies existing operations.

The motor industry was not however down-cast and by 1938 there were some 3,000,000 cars on British roads. In fact 1937 was the high point in production with 379,000 cars coming off the assembly lines. However, by the time that war broke out, and following further rationalisation, there were only about twenty independent car producing firms. Of these, the 'Big-Six' now controlled 90% of the market. The keen prices and quality competition brought about further acquisitions for the Rootes Group in 1935 when they took over Clement Talbot of London and Sunbeam of Wolverhampton. In 1938 it was Riley's who were to face difficulties and in that year they were bought out by the Nuffield Organisation.

The late thirties saw a frenzied attack on the World Land Speed Record by British Manufacturers. In 1935 Sir Malcolm Campbell, in his Rolls Royce engined Bluebird, became the first man to smash the 300 m.p.h. barrier when he achieved 301.13 m.p.h. The mantle was taken over by G.E.T. Eyston, who in 1937 drove a Rolls-Royce Thunderbolt at 312 m.p.h. Later in 1937 it was the turn of John Cobb in his Railton Special, powered by two Napier engines, who achieved a speed of 350.20 m.p.h. Eyston came back and pushed the record up to 357.50 m.p.h. but Cobb was not to be denied and just before the war he improved the record to 369.7 m.p.h.

In September 1939 the Second World War broke out and the motor industry turned its full-time attention to the making of war supplies. Petrol rationing restricted road travel for civilians and plans for much needed road improvements were put to one side. Once again the motor industry's contribution to the war effort was phenomenal. Not only did they produce tanks, scout cars, staff cars and many other forms of motorised transport but they also provided many power units for the R.A.F.'s fighters and bombers (the Hercules engine was constructed by Daimler, Standard, Rootes and Rover).



▲ The 1943 Humber displayed in the Museum is the actual vehicle used by Viscount Montgomery in the European Campaign. It was also the vehicle in which he entered Berlin at the cessation of the hostilities and thus became known as the "Victory Car".



▲ Sir Winston Churchill in an open top Humber Super Snipe

Contributed By Herb Perkins



▲ Viscount Montgomery in the 1943 Humber Staff Car  
▼ and being shown the factory where it was made, Humber works, Coventry



# HUMBER SPARES



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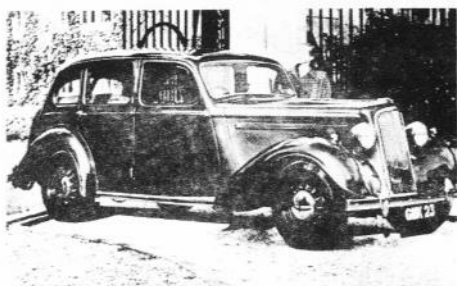
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