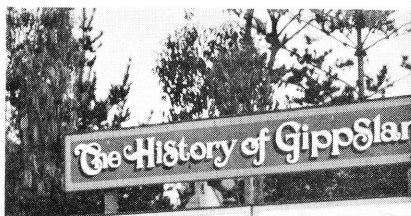
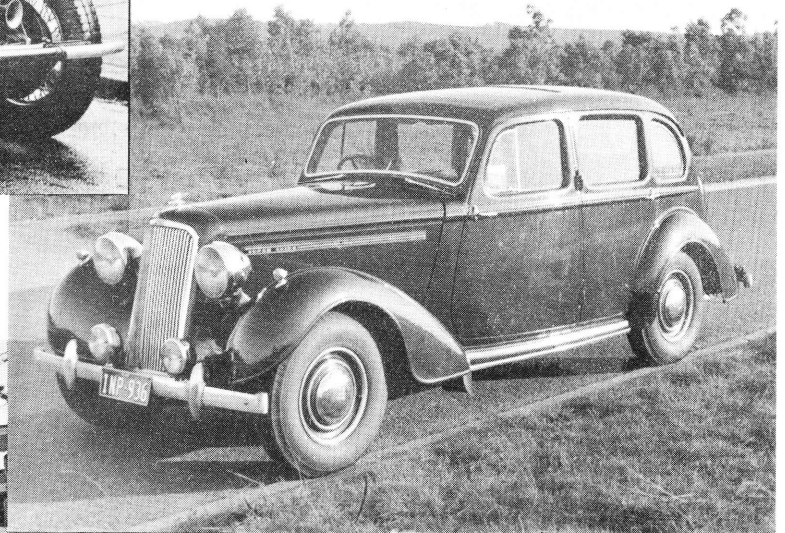
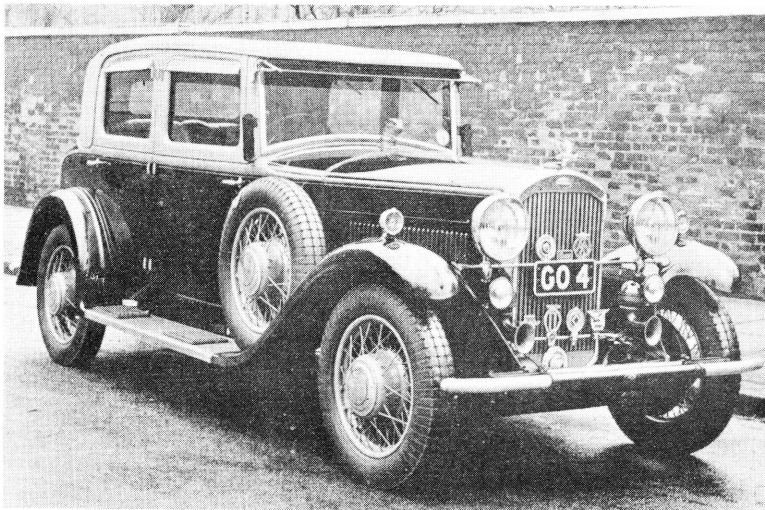


THE HUMBERETTE

OFFICIAL NEWSLETTER OF THE



November 1978



HUMBER CAR CLUB OF VICTORIA

COMMITTEE 1978

PRESIDENT:	REG HATTERSLEY	877 1981
VICE PRESIDENT:	SID HUMPHRIES	478 4406
SECRETARY:	DES JUDD	783 9743
TREASURER:	DAVID RAYNOR	791 8151
EDITOR:	JOHN BROWNE	758 7526
SOCIAL SECRETARY:	KAYLYN RAYNOR	791 8151
TECHNICAL OFFICER:	BOB KENNEDY	783 3119

Humber Car Club Calendar 1978

Social Functions

May 7	—	RAAF Museum
June 4, 5, 6	—	Echuca Steam Rally
July 9	—	Winery Tour
August 13	—	Historical Tour of Melbourne
Sept. 10	—	President's Run (Invitation to Daimler Lanchester Car Club)
Oct. 8	—	Economy Run (Invitation to Rover Car Club)
Nov. 12	—	Humber Car Club Concours
Dec. 10	—	M.G. Concours (to be confirmed)
Dec. 17	—	Humber Car Club v Wolseley Car Club Cricket Match

General Meetings

The Humber Car Club of Victoria meets on the fourth Friday of the month (unless indicated otherwise) at the "Theatrette", Camberwell Civic Centre, Inglesby Road, Camberwell. Please note: meeting commences at 8.00 p.m. sharp.

Dates of Forthcoming General Meetings in 1978

Friday, May 26	Friday, October 27
Friday, June 23	Friday November 24
Friday, July 28	No December meeting
Friday, August 25	Friday, January 26 (1979)
Friday, September 22	

All correspondence to: Secretary,
Humber Car Club of Victoria
P.O. Box 35,
Frankston

All Membership Subscriptions to: Treasurer,
Humber Car Club of Victoria
C/o David Raynor,
22 Pamela Street,
Noble Park.

PRSIDENT'S NOTES:

I STARTED TO WORRY ABOUT SUNDAY 12TH ON WEDNESDAY 8TH, WHEN MELBOURNE MOTORISTS BEGAN THEIR ONSLAUGHT ON ALL AVAILABLE PETROL, WITH DRASTIC RESULTS.

BUT FORTUNATELY, THIS YEAR WE HAD CHOSEN A ~~HEXX~~ VENUE FOR OUR CONCOURS NOT TOO FAR AWAY FOR MOST MEMBERS, SO MAYBE, I THOUGHT, WE COULD STILL GET A GOOD TURN UP.

AND THEN, ON SATURDAY, IT STARTED TO RAIN, AND IT WAS STILL RAINING WHEN WE LEFT FOR F.T.G. ON SUNDAY MORNING, WONDERING WHAT WE HAD DONE TO ~~XX~~ DESERVE BOTH THE WEATHER, AND THE STRIKE.

DESPITE THESE HANDICAPS, 14 CARS CAME TO THE F.T.G. FOOTBALL GROUND, & CONSIDERING ALL, THIS WAS A VERY GOOD TURN-UP, INDEED.

HOWEVER, I THOUGHT THE NUMBER OF ENTRIES IN THIS YEARS CONCOURS WAS DISAPPOINTING, AND I HOPE TO SEE MANY MORE HAVE A TRY NEXT YEAR, I INTEND TO DO ALL I CAN TO ENCOURAGE THIS! WE HAVE MANY CARS IN THE CLUB THAT NEED VERY LITTLE DOING TO THEM TO MAKE THEM GOOD COMPETITION CARS, AND IT IS A PITY TO SEE THESE CARS NOT TAKING PART IN OUR CONCOURS.

LOOKING FORWARD TO SEEING YOU AT
CHAUCERS ON THE 24TH.

REG HATTERSLEY

PRESIDENT'S REPORT

TWO BIG CLUB EVENTS HAVE TAKEN PLACE SINCE OUR LAST NEWSLETTER, THE FIRST BEING OUR OUTING TO FERNTREE GULLY, FOR THE ANNOUNCEMENT OF THE WINNERS OF THIS YEARS CONCOURS, AND THE SHOWING OF THE CARS THAT TOOK PART IN THIS EVENT. THIS DAY, DESPITE THE ADVERSE WEATHER CONDITIONS, AND THE SHORTAGE OF PETROL, DUE TO YET ANOTHER STRIKE, WAS A SUCESSFUL ONE. FOURTEEN CARS ATTENDED THE OUTING, WHICH IS A VERY GOOD TURN-UP INDEED, AND MAKES ONE WONDER HOW MANY WOULD HAVE BEEN THERE WITH GOOD WEATHER, AND PETROL. JOSEPH WAS THERE WITH HIS CAMERA, THIS TIME WITHOUT MARY, WHOM EVERYONE MISSED. BILL AND JOAN WERE ALSO PRESENT, AS ALWAYS WITH THEIR B.B.Q., AND IT WAS GOOD TO SEE ALAN ~~XX~~ AND GLENYS JUDD, & COLIN & LORNA MCKENZIE, MEMBERS WE HAVE MISSED ON OUR LAST FEW OUTINGS.

THE SECOND EVENT WAS OUR PRESENTATION NIGHT AT CHAUCERS. IT WAS A GOOD PRESENTATION NIGHT - EVERYONE SEEMED TO ENJOY THEMSELVES, & THE ~~XX~~ CLUB BENEFITED CONSIDERABLY FROM OUR SPECIAL EFFORT RAFELE, AND LYN McALPINE'S MAGNIFICENT XMAS CAKE.

AS THIS IS OUR LAST NEWSLETTER FOR THE YEAR, I WOULD LIKE TO TAKE THIS OPPORTUNITY ~~XX~~ OF WISHING YOU ALL, ON BEHALF OF MYSELF AND YOUR COMMITTEE, A VERY HAPPY CHRISTMAS AND A HAPPY NEW YEAR.

LOOKING FORWARD TO SEEING YOU ON
THE 26TH JANUARY.

REG HATTERSLEY.

MINUTES OF OCTOBER GENERAL MEETING

MEETING OPENED 8.15PM

- 1) PRESIDENT WELCOMED MEMBERS AND VISITORS.
 - 2) APOLOGIES - IAN, FOREMAN, LES LINDORF, MIRIUM McPHEE
 - 3) MINUTES PASSED
 - 4) CORRESPONDENCE PASSED
 - 5) TREASURERS REPORT - \$360
 - 6) SOCIAL SEC. REPORT - RAFFLE BOOKS TO BE IN BY 22/11/78
& DEPOSITS FOR CHAUCERS BEING TAKEN.
 - 7) EDITOR - JOHN THANKED RALF CHALMERS FOR ARTICLES IN
HUMBERETTE. LETTER FROM PETER NOONAN - HAS ~~WXX~~
W.S. MANUALS & SLAES LIT. FOR SALE. PETER ~~MM~~ NEEDS
VOGUE LIT.
 - 8) TECH. OFFICER - MORNINGTON MERCHANTS ASSOC. WILL
ACCEPT H.C.C.V. AGAIN IN THE ~~XXXX~~ FUTURE.
 - 9) A.M.C. REPORT - ALAN ANNOUNCED DELEGATES MEETING IN
DECEMBER. MEMBERSHIP DUE AT MEETING. ALAN ALSO WILL
ARRANGE FOR PETER BROOK TO BE A GUEST SPEAKER.
 - 10) H.C.C.V. CONCOURS AT FERNTREE GULLY
 - 11) PRESIDENT REQUESTED ANY-ONE WHO COULD PRODUCE A BANNER
FOR H.C.C.V. - STEVE LAURIE OFFERED TO MAKE ENQUIRIES.
 - 12) PRESIDENT GAVE BRIEF RESUME OF ROVER OUTING.
 - 13) SECRETARY GAVE RESULTS OF ROVER OUTING
 - 14) MEMBERS TOOK UP COLLECTION FOR ~~XXXXX~~ PRESIDENT IN
COMMISERATIONS FOR POOR PLACE ON ECONOMY RUN.
 - 15) PRESIDENT ANNOUNCED THAT LINDSAY BROWNELL BOUGHT
S.S. 1V IN EXCELLENT CONDITION.
 - 16) JOHN ~~BB~~ BROWNE ANNOUNCED 1928 HUMBER FOR SALE (EX LAKE
ENTRANCE MUSEUM).
 - 17) BILL BAKER OFFERED EXTENDED FITTINGS FOR COMPRESSION TESTER
- MEETING CLOSED 9.20PM

SOCIAL NOTES:

HUMBER CAR CLUB CONCOURS

MANY THANKS TO THE MEMBERS WHO MANAGED TO BRAVE THE WEATHER AND THE PETROL STRIKE TO ATTEND OUR CONCOURS AT THE FERNTREE GULLY FOTTY OVAL.

THE JUDGES HAD A VERY ~~XXXXXX~~ DIFFICULT JOB THIS YEAR AS THE STANDARD OF OUR CARS IS CONTINUALLY IMPROVING WHICH IS SOMETHING THAT THE HCCV CAN BE PROUD OF.

WINNERS FOR 1978 WERE:-

SERIES SECTION:	REG HATTERSLEY	SER. VA SNIPE
MARK SECTION:	TOM McALPINE	MK1 SNIPE
OUTRIGHT WINNER:	REG HATTERSLEY	SER. VA SNIPE

ONCE AGAIN THE MEMBERS WHO ATTENDED "CONCOURS DAY" JUDGED FROM THE CARS PRESENT THE MOST DESIRABLE VEHICLE, THIS WAS NANCY BUTT'S SER. 1V SNIPE.

ANNUAL PRESENTATION DINNER

THE PRESENTATION DINNER WAS A FANTASTIC NIGHT OUT AND FULL THANKS MUST GO TO MARION MATTERSLEY ON CHOOSING SUCH A GOOD VENUE, AS THE FOOD, DRINK SERVICE AND STAFF AT CHAUCER'S WERE EXCELLENT.

ONCE AGAIN REG HATTERSLEY "CARTED OFF" MOST OF THE SILVERWARE IN THE CONCOURS AWARDS 'THOUGH REG SAYS THIS YEAR IS HIS LAST, AS HE WOULD RATHER SIT AT THE WHEEL OF HIS CAR THAN LAY ON HIS BACK POLISHING THE UNDERCARRIAGE - WE'LL SEE NEXT YEAR.

BEST COUNTRY MEMBERS WENT TO TOM & LYNNE McALPINE, AND WELL DESERVED AS TOM & LYNNE PUT A LOT OF EFFORT INTO THEIR CAR AND INTO THE CLUB.

BEST LOCAL MEMBERS ~~XXXX~~ WERE BILL AND JOAN HOLMES, WHO ARE ONE OF FEW REAL STALWARTS OF THE H.C.C.V. AND WE'VE COME TO DEPEND ON BILL & JOAN TO MAKE NEW MEMBERS FEEL REALLY

SOCIAL NOTES:

ANNUAL PRESENTATION DINNER (CONT.)

WELCOME ON OUR SOCIAL OUTINGS. FOR ~~WHEX~~ ONCE OLD SMILEY DIDN'T HAVE TO BRING HIS OWN BOTTLE OF VITAGE RED ALONG WITH HIM.

ONE OF THE MAIN ITEMS ON THE NIGHT'S AGENDA WAS THE DRAWING OF OUR SPECIAL EFFORT RAFFLE. I MENTIONED IN LAST MONTHS NEWSLETTER THAT IT WOULD REALLY HAVE TO BE A "SPECIAL EFFORT" AS THE TICKET SALES WERE SLOW - TO ALL MEMBERS OF THE H.C.C.V. IT WAS A FANTASTIC EFFORT AND THE CLUB MADE APPROX. \$500 WITH A TOTAL OF 983 TICKETS BEING SOLD - TO ALL THE TICKET SELLERS, THANK YOU VERY MUCH.

WINNERS OF THE SPECIAL EFFORT RAFFLE WERE:

1ST PRIZE	\$300 ELECTRICAL GOODS	FRIEND OF VINCE PEZZANO
2ND PRIZE	\$100 GIFT VOUCHER	BERYL AHERN
3RD PRIZE	DINNER FOR TWO	XXXXXXXXXXXX ALAN DUNCAN

BOTH 2ND & 3RD PRIZES WENT TO CLUB MEMBERS AND BERYL WAS ATTENDING THE ANNUAL DINNER SO IT WAS INDEED A PLEASANT SURPRISE FOR HER.

THE NEXT ITEM WAS THE RAFFLE FOR OUR DECORATED XMAS CAKE. THIS WAS A 22LB BEAUTY, FULLY DECORATED AND LOOKING TOO GOOD TO EAT. LYNNE McALPINE DID A MAGNIFICENT JOB IN MAKING AND ~~XXXXXXXXXXXX~~ DONATING THIS CAKE AND THE SUM OF \$87 WAS RAISED IN THE RAFFLE. THE WINNER WAS KAY SPALL (WORKMATE OF MARIE BROWNE).

IN ALL THE PRESENTATION DINNER WAS A TRULY GREAT SUCCESS, THANK YOU CHAUCERS, MARION HATTERSLEY AND THE FIFTY MEMBERS WHO ATTENDED.

MG CONCOURS

THIS EVENT OBVIOUSLY NEEDS NO INTRODUCTION TO MANY OF OUR OLDER MEMBERS AS IT IS POSSIBLY THE GREATEST COLLECTION OF BOTH VINTAGE AND CLASSIC CARS TO COME TOGETHER AT THE ONE PLACE IN MELBOURNE. NEARLY EVERY CAR CLUB IS REPRESENTED AND MEMBERS ARE ~~XXXX~~ PERMITTED TO TAKE THEIR VEHICLES ONTO THE GROUND AND PARK THEM IN THEIR CLUB'S ALLOCATED POSITION. THIS EVENT IS A "MUST" FOR ANYONE WHO APPRECIATES FINE CARS, SO LETS ~~XXXX~~ KEEP THE HUMBER FLAG FLYING HIGH AND I WILL SEE YOU ALL THERE.

WHEN:- SUNDAY DECEMBER 10TH

WHERE:- AKOONA PARK, PRINCESS H'WAY, BERWICK.

H.C.C.V. MEETING PLACE:- PRINCE MARK HOTEL, DANDENONG
(APPROX 1½ MILES OUT OF D'NONG
ON LEFT HAND SIDE)

TIME:- 11 AM SHARP

B.B.Q. FACILITIES AVAILABLE, DRINKS AND TAKE-AWAY FOODS WILL ALSO BE ON SALE AT THE VENUE.

WOLSELEY C.C. versus HUMBER C.C. CRICKET MATCH

WELL, THE BATTLE FOR THE AXLES IS ON ONCE AGAIN AND A LITTLE BIRD HAS TOLD ME THAT THE ~~XXXX~~ WOLSELEY MEN ARE PLANNING THEIR REVENGE. WE ALL KNOW ONLY TOO WELL THAT WOLSELEY DRIVERS ARE ALWAYS OVERLY OPTIMISTIC AND PROVIDED WE GET A GOOD TURN OUT OF MEMBERS WE SHALL ONCE AGAIN HAVE THE PLEASURE IN TAKING THE HONOURS AND THE COVERED AXLE. FATHER CHRISTMAS WILL BE THERE IN HIS VINTAGE WOLSELEY (LETS HOPE HE MAKES IT) AND HE WILL BE DISTRIBUTING LOLLIES AND OTHER SORTS OF GOODIES TO THE KIDIES PRESENT. SO IN ALL IT LOOKS LIKE BEING A GOOD FAMILY DAY.

SMILEY HOLMES HAS TAKEN THE H.C.C.V. COACHING POSITION AND FOR THOSE OF YOU WHO THINK CRICKET ISN'T YOUR CUP OF TEA BILL HAS A LITTLE DROP OF RED THAT IS ~~XXXXX~~ ~~XXXXX~~ GUARANTEED TO MAKE YOU FEEL LIKE A DENNIS LILLIE!!

WHEN:- SUNDAY DECEMBER 17TH, COMMENCING AT 11.30 am,

WHKK

WHERE:- KOORNANG PARK, KOORNANG ROAD, CARNEGIE.

B.B.Q. FACILITIES AVAILABLE.

EDITORIAL

WELL THERE IS NOT MUCH TO REPORT FOR THIS MONTH AS I HAVE BEEN COMPLETELY TIED UP WITH RENOVATING OUR BATHROOM.

ONE OF THE JOBS THAT WILL HAVE TO BE DONE TO THE OLD SNIPE IS ~~XXX~~ TO FIT A NEW HEAD GASKET.

FOR SOME TIME NOW I HAVE OBSERVE A SLIGHT LOSS OF WATER AND HAVE PUT IT DOWN TO EVAPORATION BUT LAST WEEK I NOTICED CONDENSATION ON THE OIL FILLER CAP WHICH SOUNDS TO ME AS IF THE HEAD GASKET IS "WEEPING" SLIGHTLY.

IT'S NOT A ~~MAJ~~ MAJOR JOB AS THE ENGINE IS A SIDE VALVE UNIT THOUGH WHILE THE HEAD IT OFF I WILL HAVE THE HEAD SURFACE GROUND AND IF I HAVE THE AVAILABLE TIME THE VALVES WILL BE GROUND IN THEIR SEATS.

FOR A CHRISTMAS PRESENT I'M GIVING THE OLD GIRL A NEW COAT OF PAINT AND A RE-CHROME SO NEXT TIME YOU SEE HER AROUND SHE SHOULD LOOK QUITE SMART INDEED.

THE SUNBEAM PROJECT HAS BEEN TEMPORARILY SHELVED, AS WITH ALL THE RAIN WE HAVE HAD LATELY IT HAS MADE IT IMPOSSIBLE TO HAVE EXCAVATION DONE SO AS I CAN HAVE MY GARAGE ERECTED. WHILST ON THE SUBJECT OF THE SUNBEAM, THIS CAR HAS AN IDENTICAL ENGINE SET-UP TO A MK6 HAWK, IF ANY MEMBER HAS A THERMOSTAT HOUSING, GENERATOR AND WATER PUMP, I WOULD APPRECIATE A PHONE CALL.

SEE YOU ALL AT THE M.G. CONCOURS.

EDITOR

SHIPE SHIPPETS

PETER SCHOFIELD WAS SEEN HOLDING ALL THE GIRLS ~~XXXX~~ HANDS
AT THE PRESENTATION DINNER - THE PRESIDENT WOULD LIKE TO
KNOW HIS SECRET!!

I'M TOLD THAT ROBERT SPACKMAN HAS BECOME A DASHING YOUNG
MAN IN HIS M.G. (YOU KNOW WHAT THEY SAY ABOUT YOUNG MEN
IN SPORTS CARS)!!

COLIN MCKENZIE'S SHIPE LOOKED GOOD ENOUGH TO BE A CONOURS
ENTERANT AND WE HOPE TO SEE YOU IN THE JUDGING NEXT YEAR
COL.

GLENYS DOES'NT FEED ALAN AS WHEN HE COMES UP TO MY PLACE
THE HELP WITH THE NEWSLETTER HE BRINGS A MACDONALDS WITH
HIM!!!!

BELIEVE STEVE LAURIE MIGHT HAVE BEEN DUE FOR A BIT OF THE
OLD "HOT TONGUE AND COLD SHOULDER" CONSIDERING THE HOUR
HE GOT HOME FROM THE PRESENTATION DINNER.

CERTAIN MK111 SHIPE SEEN PARKED NEXT TO A ROLLS ROYCE,
ALSO SAME MK111 SEEN BACKING INTO A HOLDEN!!

POOL O F HOT WATER SEEN UNDER REG HATTERSLEY CAR ON
CONOURS DAY, LITTLE DID REG KNOW THAT IT WAS PUT THERE
AS A PRANK - POOR OLD REG SEARCHED HIGH AND LOW FOR THE
"LEAK".

BEING A SERVING MILITIA MAN IN THE FIELD ENGINEERS I TRIED TO JOIN 6TH DIVISION BUT WAS PROMPTLY MANPOWERED OUT AND SENT BACK TO MY CIVIL JOB. AFTER THE PULLING OF MANY STRINGS I MANAGED TO JOIN THE AIF BUT WAS KEPT IN BRISBANE TO TRAIN OFFICERS INCLUDING THE 91ST U.S.A. BRIGADE WHICH HAD POINT OFFICERS AND PERMANENT OTHER RANKS - NO ~~XXXX~~ G.I.'s. WHILE WITH MY OWN UNIT I HAD A LOVELY CHEV AS A STAFF CAR AND A BEAUT AWAS DRIVER-BATMAN, BUT UNFORTUNATELY I HAD ~~XXXXXX~~ TO SIT IN THE BACK SEAT BY REGULATION! I BELIEVE MY CARS ARE SPOTLESS BENEATH THE BONNET BUT THE AWAS KEPT THE CHEV SO CLEAN IT PUT MINE TO SHAME.

THAT EXPERIENCE DI NOT LAST LONG BECAUSE I FOUND MYSELF IN DARWIN, WHERE I MANAGED TO PINCH A DON R's MOTOR BIKE WHICH I PREFERRED TO A STAFF CAR IN THE HEAT. COMING BACK ONE DAY FROM DOWN THE TRACK AT ADELAIDE RIVER I HAD A REAL EXPERIENCE WHILE RIDING "NO HANDS" WHEN SOME ZEROS STARTED FIRING FROM TREETOP LEVEL AND I SKIDDED INTO THE UNDERGROWTH A VERY FRIGHTENED YOUNG MAN!

NEXT ASSIGNMENT WAS AT MORPHETT CREEK TO ANY ARMY WORKS COY AND I HAD A G.M.C. ~~MMX~~ UTILITY WITH CANVAS COVER AND A 2" LARGER DIAMETER FAN BECAUSE OF THE HEAT. MORPHETT CREEK WAS 75 MILES ~~XXXX~~ NORTH OF TENNANT CREEK IN THE MIDDLE OF NOWHERE. A DEAL WAS MADE WITH THE MANAGER OF BANKA BANKA STATION WHEREBY HE WOULD GIVE ~~HEXXMMX~~ MY UNIT FRESH BEEF IN RETURN FOR OUR KEEPING HIS TRUCKS GOING AS HE COULDN'T GET SPARES, PETROL OR SKILLED HELP. MY GMC WAS FITTED ~~MMXMMX~~ WITH A BED IN THE BACK, 44 GALLONS OF WATER AND A HOT BOX FULL OF GOODIES TO EAT, WHICH WAS REFILLED AT EACH STAGING POINT. MY BATMAN BILL AND I WERE ON THE TRACK MOST OF THE TIME TRAVELLING BETWEEN DARWIN AND ALICE SPRINGS AND TENNANT CREEK AND MT. ISA TO CHECK THE ROADS, BRIDGES, STAGING CAMP WATER SUPPLY AND REFRIGERATION ETC. THE GMC WAS IDEAL BECAUSE WE EACH TOOK 1 HOUR ON AND 1 HOUR OFF THE WHEEL AND WHEN OFF WE GOT INTO THE BACK AND HAD A "CAMP". ON LONG DRIVING THIS WAS ESSENTIAL TO PREVENT ROAD HYPNOSIS WHICH WAS EASY TO GET WHEN ONE REALISES THAT THE 300 MILE STRETCH THROUGH CAMOWEAL TO "THE ISA" WAS LAID BY A THEODOLITE AND THE ~~HAZ~~ RISE IN THE ROAD WAS ABOUT 3 FEET. WE SCRAPPED MANY

69 YEARS TRANSPORTATION (CONT)

KANGAROOS, SCRUB TURKEYS AND ON ONE OCCASION NEAR WAUCHOPE BILL HIT THE MIDDLE OF THREE COWS - THERE WAS ONLY ONE ON THE ROAD - BUT THAT IS AN EXAMPLE OF BECOMING HYPNOTISED.

WHEN NEW GUINEA WAS REACHED AND BOUGANVILLE WE HAD A JEEP WITH TRAILER AND THAT WAS AGAIN A NICE OUTFIT FOR THE TERRAIN THOUGH NOT AN ARMCHAIR RIDE. THE JEEP WAS FANTASTIC AND WOULD ALMOST CLIMB A WALL, SO WE HAD LITTLE TROUBLE ON THE JUNGLE TRACKS OR MAKING OUR OWN TRACKS THOUGH THE TANGLE OF ~~WXX~~ VINES. HOW I WISHED SOMETIMES I WAS IN THE AIR FORCE ABOVE IT ALL! ON OCCASIONS WE WOULD MAKE EXCURSIONS UP THE NARROW RIVERS TO SAVE OURSELVES THE JOLTING ROUND IN THE JEEP. ON ONE OCCASION WE RETURNED FROM A RIVER SORTIE TO OUR JEEP AND DRIVING ALONG A FAIRLY STRAIGHT STRETCH OF TRACK ABOUT 150 ~~XXXX~~ ~~XXXX~~ YARDS LONG AT NIGHT AND TWO BRILLIANT LIGHTS HIT US SO THAT WE LOST OUR VISION. TO THIS DAY I DO NOT KNOW WHETHER THEY WERE FRIEND OR FOE BUT I REMEMBER LOADING THE BREN WE HAD MOUNTED ON THE BONNET AND KEPT MY FINGER ON THE TRIGGER WHILE BILL DROVE LIKE MAD WITHOUT LIGHTS!

LATER WHEN I RETURNED TO CIVILIAN LIFE I SECURED A JOB AT £8 P.W. AS AN OUTSIDE SALES REP. AND HAD TO WALK, TRAM OR BUS ROUND SYDNEY AS SALESMEN WERE'NT PROVIDED WITH CARS IN THOSE DAYS, AND IT WAS A BIT OF A COMEDOWN. FORTUNATELY I WAS TRANSFERRED TO MELBOURNE AFTER 3 MONTHS AND FOUND THAT ONE OF MY PREVIOUS C.O.'S WAS IN CHARGE OF CAR PERMITS HERE SO ALONG I TROTTED TO SEE HIM. CAME OUT WITH A PERMIT FOR A 4 CYL VAUXHALL CALECHE. THIS HAD A TOURER BODY, CANVAS ROOF, A BENCH SEAT IN FRONT AND A PIECE OF THIN PLY WOOD WHERE THE BACK SEAT SHOULD HAVE BEEN. STILL BEGGARS CAN'T BE CHOOSERS AND AFTER ALL IT WAS TRANSPORT AND A LUXURY. AFTER ABOUT 2 YEARS I WAS TRANSFERRED TO ADELAIDE WHERE THE PREVIOUS MANAGER HAD LEFT A 2 MONTH OLD 1948 CHEVROLET SO I MADE A DEAL WITH THE BOSS TO CHANGE CARS AT "PEGGED PRICES" AND WAS ALLOWED £19 MORE FOR THE VAUXHALL THEN I PAID 2 YEARS EARLIER AND TOOK THE CHEV FOR £638.

THE CHEV GAVE PRACTICALLY NOT ~~EXEM~~ TROUBLE DURING THE 12 MONTHS IN ADELAIDE BUT IT WAS A GLITTON FOR FRONT TYRES. THE SUSPENSION WAS VERY SOFT AND NOT ONLY THE EDGES WORE BUT ALSO SOME OF THE WALLS. WE RETURNED TO SYDNEY VIA MELBOURNE AT

69 YEARS TRANSPORTATION (CONT.)

AN AVERAGE OF 53MPH INCLUDING STOPS AND OUR MELBOURNE FRIENDS WITH WHOM WE STAYED OVERNIGHT WAS ASTOUNDED TO SEE THE WHOLE OF THE OUTSIDE WALLS OF THE FRONT TYRE COLOURED YELLOW FROM THE CENTRE LINE WHICH SHOWED THE EXTENT OF THE ROLL!!

ONE SATURDAY MORNING SHOPPING IN SYDNEY A CHAPPIE APPROACHED US AND WANTED TO BUY THE CHEV OFFERING US £1100 WHICH I SAID WAS NOT ENOUGH AS IT HAD A WIRELESS AND HAD DONE ONLY 40,000 MILES. SO WE STRUCK A FIGURE OF £1150. ON THE FOLLOWING MONDAY I TOOTLED DOWN TO McGRATH MOTORS IN THE CHEV AS THE FELLOWS CHEQUE HAD NOT HAD TIME TO BE CLEARED AND FOR ANOTHER ~~XXXX~~ £300 BOUGHT MY FIRST NEW HUMBER HAWK. I CAN'T REMEMBER THE MARK BUT IT HAD A SIMILIAR SHAPED BODY TO THE MK IV SNIPE. IT WAS A LOVELY CAR FOR TOURING BUT THE BODY TOO HEAVY FOR THE 4 CYL. ENGINE. ANYWAY IT WAS OUR FIRST TASTE OF QUALITY MOTORING AND MOST COMFORTABLE. I PULLED IT (ENGINE) DOWN AFTER ABOUT 50,000 MILES TO HAVE A LOOK SEE. SURPRISINGLY EACH PISTON HEAD HAD ITS WEIGHT STAMPED ON IT AND ALL 4 WERE WITHIN A COUPLE OF GRAMS ~~XXX~~ OF EACH OTHER, THE CONNECTING RODS WERE A BRONZE ALLOY AND THE INSIDE OF THE SUMP WAS PAINTED WHITE! REMINDED ME ~~XXX~~ OF A SULZER TRIPLE EXPANSION MARINE ENGINE. ON THE WAY BACK FROM A BRISBANE TRIP ~~XXXXXXXXXXXX~~ A PASSING CAR THREW A STONE THROUGH THE SCREEN NEAR WILLOW TREE ON THE NEW ENGLAND H'WAY WHILE MY YOUNG DAUGHTER WAS SITTING ON THE FRONT ARMREST, SO THERE WAS A LOUD HOWLING FROM HER. WE WOUND THE WINDOWS UP AND VERY LITTLE OF THE GRASSHOPPERS AND OTHER INSECTS CAME IN, BUT ~~XXX~~ SMALL PIECES OF GRAVEL FROM PASSING CARS STUNG US A BIT. NEAR NEWCASTLE IT STARTED TO RAIN AND THE TOP OF THE DASH AND CARPET WAS REALLY SOAKED. ALSO ON THE PASSENGER SIDE THE EXHAUST WAS NEAR THE FLOOR AND OF COURSE MY WIFE HAD A POUND OF BUTTER RUNNING ROUND HER FEET.

FOLLOWING THIS EXPERIENCE WE DECIDED TO TRADE IT IN FOR A SNIPE SO AGAIN I WENT TO McGRATH'S THIS TIME TO SEE THEIR M.D. WHOM I HAD MET SEVERAL TIMES AT THE UNIVERSITY CLUB. TOLD HIM WAHT I WANTED TO DO AND FOR £1400 LESS £1175 FOR THE HAWK HE OFFERED ME A NEAR NEW MK111 SUPER SNIPE. I ~~XXXXX~~ DIDN'T LOSE MUCH TIME ACCEPTING THE OFFER AND THEN

69 YEARS TRANSPORTATION (CONT.)

HE TOLD ME THAT THE CAR HAD DONE LESS THAN 300 MILES AND HAD BEEN ESPECIALLY CHECKED AND GONE OVER FOR SIR. Wm. ROUTES USE ON A RECENT VISIT TO SYDNEY. SO SIGHT UNSEEN ALONG I WENT TO COLLECT THE SNIPE AND TOOK DELIVERY OF A SHINEY BOTTLE GREEN CAR WITH CHAMPAGNE INTERIOR. DRIVING IT HOME THAT FIRST AFTERNOON I THOUGHT I HAD MADE A TERRIBLE MISTAKE AS IT WAS SO HEAVY TO STEER AND I HAD A ~~XXX~~ SLEEPLESS NIGHT. NEXT DAY IT ~~XXXX~~ FELT A LOT BETTER BUT EVENTUALLY IT ACTUALLY BECAME EASY. I FITTED P.B.R. POWER BRAKES BECAUSE WE WANTED TO PULL A CARAVAN, SO SOON ~~XXX~~ EVERYTHING IN THE GARDEN WAS GREAT. THAT SNIPE DID 123,000 MILES BEFORE BEING TRADED IN ON A SERIES 111 IN 1961 AND WE HAD IT SINCE 1949 SO IT DID NOT OWE US MUCH. IT COST US A NEW CROWN WHEEL AS IT WAS ONLY A SPIRAL BEVEL DRIVE. AT 85,000 MILES I HAD THE DEALERS DECOKE ~~XM~~ AND FIT STANDARD RINGS (THERE WAS NO RIDGE ON THE CYLINGER) AND AT THE SAME TIME DISMANTLE THAT HUGE TRANSVERSE FRONT SPRING. THE LEAVES SHONE LIKE A MIRROR AND THE GAITERS WERE IN PERFECT ORDER, SO THEY REFITTED THEM WITH PLENTY OF GRAPHITE GREASE AND PUT BACK THE GAITERS. THE ONLY REAL REPAIR WAS NEW REAR LOWER DOOR HINGE WHICH I DISCOVERED WAS A BRASS FORGING AND COST ~~XXX~~ £12.10.0 AND I FITTED HEAVY DUTY ARMSTRONG DOUBLE ACTING REAR SHOCKS BECAUSE OF THE CARAVAN. JOHN BROWNE BOUGHT THE ORIGINAL SHOCKS FROM ME LAST YEAR AS THEY WERE HARDLY USED.

DURING THE TIME WE HAD THE MK111 I WAS GIVEN A COMPANY CAR - A HOLDEN WITH (THE DOLLAR GRIN) BUT I LOATHED IT SO AS THE M.D. WAS GETTING A MK1X JAGUAR THE COMPNNY AGREED TO TAKE THE HOLDEN BACK AND LET ME HAVE HIS OLD MK1V SNIPE. WHAT A THUNDERING BRUTE THAT WAS SO I DID NOT KEEP IT LONG. THE FIRM WERE THEN PURSUADED BY B.M.C. TO BUY SOME AUSTIN & MORRIS CARS FOR THE REPS. SOON I HAD A NEW 6 CYL. AUSTIN WITH SPECIALLY MADE BUCKET SEATS BECAUSE OF MY SPINAL INJURY. IT WAS A NICE CAR FOR ROUND SYDNEY BUT THE SHORT WHEELBASE GAVE A BUCKJUMPING RIDE. ALSO I COULD BEAT THE SYNCROMESH IN THE GEARBOX AT EVERY CHANGE. THE FACTORY DID THE RIGHT THING AND I HAD THREE GEARBOXES REPLACED IN 3 WEEKS BUT TO NO AVAIL. FINALLY THE CAR WENT BACK TO B.M.C. AND I WAS GIVEN MY FIRM'S

69 YEARS TRANSPORTATION (CONT.)

PERMISSION TO SPEND A MAXIMUM OF £1400 on A SUITABLE CAR. I FOUND A GOOD MK VII JAGUAR JUST TRADED IN BY THE BOSS OF THE BEAR STICKY TAPE PEOPLE AND GOT IT FOR THE PRESCRIBED AMOUNT FROM BRYSONS, PROBABLY AS A BAIT TO OUR FIRM TO BUY MORE JAGS OF WHICH WE ALREADY HAD TWO. THE MKVII HAD A LOVELY T.O.C. ENGINE BUT THE MANUAL GEAR BOX WAS ~~XXX~~ VERY EXPENSIVE TO MAINTAIN. IT WAS BLACK AND ~~XXX~~ LOOKED VERY SMART WHEN ALL POLISHED UP AS IT HAD BEEN WELL LOOKED AFTER BY THE PREVIOUS OWNER. I DID MANY THOUSANDS OF MILES IN IT UNTIL IT REQUIRED A DECENT OVERHAUL. BRYSONS GAVE AN EXORBITANT PRICE FOR THE WORK PLUS £5 FOR RUNNING IT ROUND THE BLOCK TO TELL ME WHAT I TOLD THEM WAS WRONG WITH IT - EASY MONEY!! ARMED WITH THIS INFORMATION I APPROACHED THE FIRM FOR PERMISSION TO PROCEED. IMAGINE MY SURPRISE WHEN THEY SAID NO! INSTEAD I COULD USE THE JAG AS TRADE IN ON ANOTHER VEHICLE. KNOWING THE SERIES IV SNIPE WAS BEING REPLACED BY THE SERIES ~~XXX~~ V I HOTFOOTED IT TO THE DEALER FROM WHOM I ~~XXXXX~~ BOUGHT THE SERIES III HOPING AGAINST HOPE THAT THERE WAS A NEW SERIES IV AVAILABLE IN SYDNEY. LUCK WAS WITH ME THOUGH THERE WAS NO CHOICE OF COLOUR INSIDE OR OUT EXCEPT TWO CARS BOTH GREEN SO I BECAME THE ~~KXX~~ PROUD DRIVER OF A GREEN SERIES IV IN 1964 AND THAT'S THE ONE I NOW HAVE AS I BOUGHT IT FROM THE COMPANY WHEN I RETIRED IN 1973.

SO IN ALL I HAVE HAD SOME EXPERIENCE WITH A NUMBER OF MODES OF TRANSPORT RIGHT FROM WHEN MY MOTNER CARRIED ME, MY AYAH AND BEARERS, PUSH AND MOTOR BIKES, ~~XXX~~ HORSES ETC. ETC., THROUGH 69 YEARS AND I FEEL QUITE FORTUNATE TO HAVE ~~XXXX~~ HAD THE CHANCE.

THERE IS ONE OTHER AND THAT WAS WHEN FRIENDS OF OURS WERE GOING ON A VISIT TO ENGLAND AND ASKED MY WIFE TO LOOK AFTER THEIR DAIMLER WITH A PRE-SELECTOR BOX. WHAT A BEAUTIFULLY BUILT VEHICLE AND THE PRE-SELECTOR BOX WAS EXCELLENT ALTHOUGH THE BODY WAS TOO HEAVY FOR THE ENGINE. (THE UK TAX LAWS WERE BEHIND THIS AND I THINK THE AUTHORITIES CALCULATED HORSEPOWER WITHOUT TAKING STROKE INTO ACCOUNT). I WISH HUMBER HAD THE AUTOMATIC FRONT END LUBRICATION LIKE THE DAIMLER AND WORKED BY EXPANSION FROM THE EXHAUST MANIFOLD.

RALF CHALMERS

Redesigned Humber-Hawk

- . Modern Lines
- . 56 b.h.p.
- . 6 Passenger accommodation

HUMBER

Humber have redesigned the Hawk with modern coachwork on an entirely new chassis. The imported saloon sells for 1,100 with tax. It features six passenger accommodation and develops 56 b.h.p.

This latest Humber Hawk is an excellent example of well-proved engineering principles combined with an appearance which is a very successful blending of the strictly practical, yet very modern aspect of body design. The result is an attractive car of clean lines, good proportions, yet retaining a number of characteristics distinctly Humber.

BODY DESIGN

The Hawk coachwork is of entirely new design and seats six persons comfortably, three on the front adjustable bench-type seat and three in the rear. All four doors are hung on their forward edges and have sealed hinges and safety "pull-out" type handles. A wide, curved wind-screen and rear window gives exceptional visibility. Ventilators are fitted in front door windows and the wide-opening sunshine roof is flush fitted. The interior is well appointed with an attractively designed instrument panel and steering column, on which the gear lever is mounted thus adding to the comfort and room in the front compartment. Externally the modern low, broad line is emphasised by the new styling of the radiator and wings into which the latest type sealed-beam headlamps have been built. The rear wings are integral with the rear body panel giving increased strength and graceful contours. The alligator type bonnet gives excellent accessibility and may be locked from inside the car. The body is well balanced by a luggage trunk of ample proportions which adequately meet all normal requirements.

CHASSIS DESIGN

The chassis frame has been redesigned to ensure the utmost rigidity. Fully boxed side members front and rear, box-section cross members of cruciform design make up a very solid unit. A new system of independent front suspension is fitted embodying coil springs. This system forms a considerable saving in weight and space besides a more positive resistance to braking torque. Long semi-elliptic springs are used at the rear and Armstrong piston type shock absorbers are fitted all round. The latest type Lockheed two leading shoe hydraulic brakes are used, and these operating on 9 in. drums provide excellent braking under all conditions.

Redesigned Humber-Hawk

CHASSIS DESIGN (contd)

The four-speed synchromesh gearbox is the well-proved synchromatic type and this is operated from a steering column lever. Another new feature of the car is the rear axle which has a hypoid bevel final drive. The hypoid bevel drive, of course, permits the propeller shaft to be mounted much lower, consequently allowing a much flatter floor on the car. The four-cylinder side valve engine is unchanged except in detail. It has an aluminium alloy head and is completely rubber mounted. The capacity of the engine is 1944 c.c. and it develops 56 b.h.p at 3,800 r.p.m. This engine is basically simple in general design and consequently should be capable of very long service with a minimum maintenance.

The instrument panel with its centrally mounted dials is most attractive, yet, at the same time, completely functional in design.

PERFORMANCE

On the road the Hawk is capable of an excellent performance considering the type of car it is and the fact that it weighs 24 cwt. The engine is unobtrusive at all speeds, and for a four is extremely smooth. The stability and good riding qualities of the car are exceptional. The seating is comfortable and road shocks are well dampened by the excellent suspension. The top speed of the car is in the vicinity of 70 miles per hour and it cruises very happily and effortlessly at 50 m.p.h. Acceleration is good and through the gears 30 miles per hour can be reached in approximately 7 seconds. It accelerates to 50 miles in about 20 seconds, excellent going for a six passenger car of only 2 litres capacity. Hill climbing is good and the Hawk will climb a 1 in 12 hill in top gear without any trouble. Steering is firm and positive and the placeability of the car is excellent. Altogether the new Hawk is a car of inherent good design, one which offers a maximum of passenger accommodation and at the same time an economy of operation with simplicity in engineering which should make it a car ideally suited to the varied conditions predominant in this country.

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SPECIFICATIONS

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ENGINE

Four cylinder side valve engine of 1944 c.c., aluminium cylinder head. T-slot pistons, Stromberg down-draught carburetter. Bore 75 m.m. x stroke 110 m.m. Compression ratio 6.4:1 developing 56 b.h.p. at 3,800 r.p.m.

TRANSMISSION

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Single dry plate clutch, four speed synchromatic gearbox with synchromesh on second, third and top. Steering column gear lever. Ratios - top, 4.55 third, 6.78; second, 11.24; first, 16.14 to 1.

Redesigned Humber-Hawk

SPECIFICATIONS (contd)

SUSPENSION

Independent front suspension with wishbones and long semi-elliptic rear springs with anti-sway torsion bars. Armstrong hydraulic shock absorbers.

BRAKES

Lockheed hydraulic two leading shoe brakes operating on 9 in. drums.

STEERING

Burman variable ratio type steering.

WHEELS

15 in. steel disc wheels with 5.50 x 15 in. tyres.

DIMENSIONS

Wheelbase, 8 ft. 9½ in.; front track, 4 ft. 8 in.; rear, 4 ft. 9 in.; overall length, 14 ft. 6 in.; overall width, 5 ft. 10 in.; ground clearance, 6-3/8 in.; weight, 24.3 cwt.