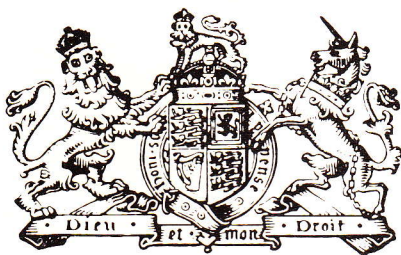


November 1982

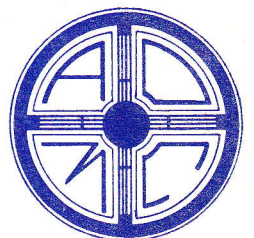
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

P.O. BOX 35, FRANKSTON, 3199

COMMITTEE 1982/1983

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Lloyd Hughes	877 3208
SECRETARY	Des Judd	783 9743
TREASURER	Peter Sheldon	818 5829
SOCIAL SECRETARY	April Beardsmore	762 4180
ASST. SOCIAL SECRETARY	Margaret Willimott	435 6354
EDITOR	Nancy Kennedy	789 5119
ASST. EDITOR	Denise Judd	783 9743
TECHNICAL OFFICER	Herb Perkins	781 3078
LIBRARIAN	Paul Carter	—

SOCIAL CALENDAR 1982

Sunday March 21st	British Motoring Show Mornington Racecourse	August	Open
April 9th to 12th	Easter National Rally South Australia	Sunday September 12th	President's Run Mystery Trial
Sunday May 16th	Picnic Run — Gumbuya Park, Pakenham	Sunday October 10th	Mitchelton Winery
June 12th to 14th	Weekend at Indented Head	Sunday November 14th	H.C.C.V. Concours
Saturday July 17th	Roast on the Spit	Saturday November 27th	Annual Dinner and Presentation Night
		Sunday December 12th	M.G. Club Concours

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

FOR EXPERT HUMBER SERVICE

CARR'S MOTORS PTY. LTD.

(BOB THWAITES, Manager)

17-27 COTHAM ROAD, KEW, 3101 Telephone (03) 861 7612

HILLMAN — HUMBER — COMMER SERVICE

Automobile Engineers — New and Secondhand Spares Available

Experienced former Rootes Group Dealers

Golden Fleece Service Station

President's Report:-

Well fellow club members, the Concours was a huge success. The weather could not have been better and all the cars looked a picture cleaned up like new pins.

Our interstate, plus other club visitors, were most impressed with both the attendance and the line up. A sad note to the day was the news that the Lindorff family from Ballarat, could not attend because of an accident the previous day. I'm sure if Les had arrived with his MK that he has worked on for so long, the MK class would have been his. Hopefully next year will see Les and his family at the Concours with his pride and joy.

The other incident I would like to mention is another member who could not bring his car(s), as he could not find the keys to the garage where the cars were stored. One very frustrated member turned up on foot saying all sorts of strange things under his breath. Once more - maybe next year old chap !

Please remember there will be no general meeting this month, as our Annual Dinner Presentation Night being held at Monash on 27th., takes the place of this meeting. The next meeting at Deepdene Hall will be 28th. January, 1983. and my advice to all is to be there. In the past, members have not turned out in very good numbers for the February meeting in the hope they won't be nominated. Next year it will be a little different. Even if you don't turn up you can still be nominated, so, if you don't want a position on the Committee you had best be at the elections to state your case. That is all I'm saying on the matter for the moment.

Once again this year we are finding it difficult to make up the numbers for our Annual Dinner. The club has booked for 50 people, and if we don't get full coverage by members, the club must make up the amount for the number booked. These are funds we can ill afford, so in the future, please help the people who put tremendous efforts into organisation by putting your names down early.

Seasons Greetings and a Prosperous New Year to all. Hope to see you at Monash on Saturday 27th. November.

Bob Kennedy

A Note of Thanks:-

I wish to thank all members who sent get well cards, and also paid me visits during my stay in hospital.

Harold Underwood

Please Note:-

Enclosed you will find a few of our H.C.C.V. Cards which you may like to distribute over the Christmas break to any Humbers you see in your travels.

Wanted to Buy:-

Rootes Group Books - Humber, Hillman, Commer, Sunbeam etc.. Parts Lists, Workshop Manuals, Handbooks. Murray Roberts 870 8512

Exterior Driving Mirrors for 1954 Snipe. Factory Part No. H 86882 and H 86883
Garry Rowland, 21 Purinuan Road, Reservoir. 460 2302.

...Cont/.

MINUTES OF GENERAL MEETING HELD ON 22nd. OCTOBER, 1982.

1. President opened meeting at 8.20 p.m. before 25 Members.
2. President welcomed Members and Visitors including Les and Bev Lindorff.
3. Apologies:- Vic Wilson, Peter Shelden, Bob Bruce, Kelvin Hughes, Laurie Trewin, Nancy Butt, H. Underwood, Nancy Kennedy, Brian Beardsmore, Peter Davenport.
4. Minutes:- Passed Paul Carter.
5. Correspondence:-
In: Mrs. B. Brunt re Humber for Sale.
L.P. Alexander re - Series V for Sale
Wolseley C.C. re - Judges for W.C.C. Concours.
Newsletters from Rover C.C.
H.C.S.A. H.C.C.A.
H.C.S.A. re - Sceptre for Sale

Out: Acknowledged above.
6. President announced that the Breathalyzer Squad would be giving a talk at the H.C.C.V., 25th. March, 1983.

Bob also warned Members that B.B.Q.'s are banned at Ripponlea.
7. Treasurers Report:-

Balance of \$1,000 given in Peter's absence by Bob Kennedy.
8. Social Secretary's Report:-

April called on Members to put their names down NOW for the Annual Dinner.
Margaret called for donations for the Christmas Hamper.
9. Technical Officer's Report - Nil
10. Editor's Report:-

More Items required for Newsletter.
11. Margaret Willimott suggested a map be inserted in the Humberette regarding Annual Dinner Venue.
12. Bob Bruce has a Series IV for sale which has 11 months registration, 5 new tyres and is asking \$1,500.
13. President announced that the H.C.C.V. Garage Sale realised over \$300.00
14. Bob Kennedy warned that Concours competitors to be early for judging and that the same judging sheets would be used as last year. Bob then went on to give a brief resume on classes of the Concours.
15. Bill Holmes recommended a working class for the Concours. Gary Rowlands suggested the Classic Car Club system of senior grade and junior grade. Bob promised to look into it further before November Concours. Les Lindorff suggested Restored Cars Magazine to cover the Concours. Keith Willimott suggested more Media coverage.
All Members Humbers are permitted into "Ripponlea" but must be clean!

...Cont/.

16. Bob then threw the meeting open for general discussion.
Garry Rowlands wants L. & R. Exterior Mirrors to suit MK IV as original Rootes Accessories .

Lapel Badges are to be made and orders are required
After Notice of Completion of Badges in this Newsletter.

Meeting Closed at 9.30 p.m.

SECRETARY'S NOTES:-

The 1982 H.C.C.V. Concours held at Ripponlea would undoubtedly be the most successful yet staged by this Club for many years, if not the best ever. Despite the attempts of Lloyd Hughes and Les Lindorff to bring their Marks along, it was not to be, nevertheless Mark and Pre-Mark Humbers were well represented. The sensation of the day could not be attributed to just any one person either, for there were many. Brian Powell and Fred Castledine arrived from Queensland in a very original Series IV Super Snipe while Roger Foot arrived from N.S.W. in a very impressive Imperial, and who will ever forget the grand entrance of Norm Watts recently restored '35 Snipe. A very stunning vehicle indeed. Bob Bruce brought along his recently acquired Series VA with only 29,000 miles on the clock, and was immediately competitive in the judging. This vehicle will be the one to watch out for in 1983. It was very satisfying to see all our cars rising on the scale of high standards.

Please note that there is NO General Meeting in November.

"Home James" and how it started.

Upon her arrival at Southampton from a visit to New York "Her Grace" was met by the new chauffeur. After her luggage had been loaded, the chauffeur positioned himself behind the wheel, (or was it a tiller?).

She. "What is your name?"

He. "James, your Grace"

She. "Is that your Surname or Christian Name?"

He. "Christian Name, your Grace"

She. "I never call my servants by their Christian Name.
What is your Surname?"

He. "Darling, your Grace."

She. "Home James."

See you at Monash.

Des Judd

SOCIAL SECRETARY'S REPORT:-

Well we are nearing the end of the year and Christmas is getting closer than ever. The Annual Dinner is on 27th. November and we are required to be at Monash by 7.15 p.m. If you wish to bring children the cost will be \$10 per head per child. The Cars presented for the Concours looked absolutely glorious topped off by a superb day.

Members attending were:-

Lloyd Hughes
Bill & Joan Holmes
Des & Denise Judd & Family

MK IV Jaguar
Ser. V. Snipe
Ser. VA Snipe

...Cont/.

Social Secretary's Report Cont...

Bob Bruce & Marj.	Ser. VA Snipe
Nancy Butt & Beryl Ahern	Ser. IV Snipe
Bob & Nancy Kennedy & Family & Friends	Ser. V. Estate
	MK IV Snipe
Keith Willimott	Ser. II Vogue
Margaret Willimott	Ser. I Hawk Estate
Tom & Lyn McAlpine & Family	MK I Snipe
Jack & Sybil Waring	Ser IV Snipe
Paul & Carmel Carter & Family	Ser.II Vogue
Kelvin Hughes & Family	Ser. V Snipes (2)
Graham Miles & Family	MK I Snipe
Brian & April Beardsmore & Family	Ser. I Snipe
Vic. & Glad Wilson & Friends	Ser IV Snipe
Barry Bosnich & Friend	Ser.II Snipe
Harold Underwood	Ser. IV Snipe
Ron Forth & Family	MK IV Hawk
Jean Sterling	Ser. I Hawk

Visitors:-

Norm Watt 1935 Snipe, Ron Sheehan Ser V. Snipe.

Interstate Visitors:-

Brian Powell and Fred Castledine from Queensland - Ser. IV Snipe
Roger Foot from Sydney - Ser V. Imperial.

CONCOURS WINNERS

Junior Class	-	-	Bill Holmes	-	-	Ser. V. Snipe
Series Class	-	-	Nancy Butt	-	-	Ser. IV. Snipe
Mark Class	-	-	Nancy Kennedy	-	-	MK IV Snipe
Vogue Class	-	-	Paul Carter	-	-	Ser. II Vogue
Winners Circle	-	-	Des Judd	-	-	Ser. V.A. Snipe
Most Desirable	-	-	Nancy Butt	-	-	Ser. IV Snipe
Outright Winner			Nancy Butt	-	-	Ser. IV Snipe
(Minimum Loss of Points)						
* * * * *						

EDITOR'S NOTES:-

In our August issue (page 6) we listed "Repco Seals for Humber's." The first item - Front Hub, Repco P 3099 should have read P 3089. Could you please alter your copies just in case you're in need as Barry Bosnich was - hence the correction of our misprint.

Think all those members and visitors who were at the H.C.C.V. Concours for 1982 will agree that it was the most successful and well represented to date. Congratulations once again to Nancy Butt with her well deserved win on such a magnificently presented vehicle. Nancy and Beryl arrived at Ripponlea at the same time as ourselves and whilst chatting outside the front entrance Nancy picked up 17 cents in loose change which was laying on the ground, and commented on what an unusual amount to find. Later in the day during announcements of the Concours winners, we heard Nancy was the outright winner with a loss of only 17 points. Coincidence or not I'd buy a lottery ticket on the strength of that.

As there is no meeting in November, hope to see you all at Monash for our Annual Dinner on Saturday 27th. Meanwhile, to all members - Merry Christmas and Happy New Year and safe motoring over the festive season.

Please note this is the last Newsletter for 1982 - Your next one will arrive. in January 1983.

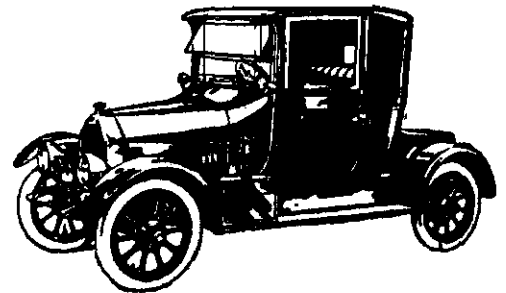
Nancy Kennedy ...Cont/.

HUMBER - From "The Vintage Motor Car" by C. Clutton and J. Stanford.

The Humber Company during the Vintage period never produced anything resembling a high-performance car, or catalogued even a nominally sporting model. Such homely concerns as Wolseley, Rover, and Hillman listed special sports versions from time to time, and were seen in much modified form at Brooklands; but Humbers concentrated for ten years solely on medium-sized family cars of great distinction. A brief, costly, and unexplained venture into the world of competition took place in 1914 when a team of three Humbers was entered for the Tourist Trophy Race; they were designed by F.T. Burgess, who later joined W.O. Bentley in the design of the 3-litre. They had twin overhead camshaft engines of long stroke, and although none finished the race they were exceedingly rapid and attractive cars, with a higher maximum speed than any Humber which has left the works subsequently. One has happily survived, and is beautifully maintained by a member of the Vintage Sports-Car Club.

Humbers from 1920 to 1930 represent the very best touring practice of the period, although perhaps a little conservative in design. Characteristically, they were among the leaders of the school which maintained that front-wheel brakes were dangerous, and retained the obsolete transmission brake until 1928. All their cars were of the highest quality, beautifully made, and singularly sweet running and durable; none were bad cars, and none had any pretensions to performance. We have already traced the rise and fall of their economy car, the 8/18, and must now consider the larger versions, though none was larger than 3 litres.

After the war the Edwardian side-valve cars of 10 and 14 h.p. were continued for four years. In 1923, with the advent of the little 8/18, the sole real advance in Humber design took place. This was the adoption of overhead inlet and side exhaust valves, an arrangement to which the firm was to remain faithful until the early 1930s, and which was not used so consistently by anyone else. Although rather costly and complicated this system gives very nicely shaped combustion chambers and allows excellent water circulation round the exhaust valves. Although Humbers neglected its potentialities for high output it probably accounts more than anything for their hard wearing and silent qualities. The power output of these engines is always extremely scanty; the 2.8 litre four-cylinder 15/40 of 1923, for instance, gave only 40 b.h.p. at 2000 r.p.m. On the other hand, their complete equipment and careful workmanship renders them extremely attractive and pleasing touring cars. It has been calculated by a leading Humber fancier that no less than 30,583 cars left the Coventry works during the Vintage years, of which less than one half of one per cent. are known to have survived, but these few survivors are now beginning to be sought by connoisseurs.



Early Vintage fixed-head coupe':
a 1920 10-h.p. Humber

The 1919 10.5 h.p. developed into the 12/25 and the 15.9 h.p. into the 15/40; and the first really new touring design did not appear until 1927. This bore the very popular "14/40" rating and is certainly a thoroughly willing and pleasant car, with a maximum of about 60 m.p.h. Simultaneously with it appeared the 3-litre 20/55 six, a very smooth and handsome car which was ultimately to develop into the "Snipe". The Vintage range was completed in 1929 by the addition of the light six 16/50 model. All these sold well in a particularly specialised market, that of the wealthy middle class who were above an Austin and yet not quite in the Sunbeam category; and Humbers catered extremely well for their demands. In 1930 financial difficulties caused the firm to become part of the great Rootes organisation, who entered a much wider market using the same name.

...Cont/.

FOR SALE:-

MK II S/Snipe 1950 - 3 owners - last one had for 1 month. Runs OK but needs valve grind. No rust - all tools - hand books - sun roof - tyres fair. Registered June 1983. \$1,000 O.N.O. Philip Astley, 11 Benanee Drive, Frankston. Home 789 5217 Work 707 1888.

Series VA - off white with grey interior in fair condition. Tyres fair - spare is new. Motor and transmission good. New wheel bearings. Registered July 1983. \$300 O.N.O. Mrs. McKenna. Tel. 460 1469

Ser. IV Snipe - 11 months registration. Good Motor - excellent interior (red). Twin Carbs. VA Automatic, 5 New Tyres \$1,500 O.N.O. Bob Bruce Tel. 059 -96 1983.

MK. IV A S/Snipe Grey with cream roof. Spent \$1,200 on vehicle over last 12 months. Has R.W.C. Very good condition throughout and goes well. \$950. Mrs. Nancurvis, 14 Nestan Drive, Ringwood. Tel. 879 1357 or 890 4853 (Son-in-law)

1966 Humber Vogue Automatic including all original books. Registered Feb. 1983 R.W.C. Supplied. Storm grey with off white top - red interior. This is a very original vehicle and in excellent condition throughout. \$1,295. N. E. Cull Tel. 51 7351.

WATCH THIS WOMAN

*I know a charming woman,
And, every time she calls,
She leaves my carpet on the floor,
My pictures on the walls.*

*She doesn't steal my silver,
Or ask me for a loan,
She doesn't use my fountain pen,
She always brings her own.*

*But show her in your garden,
The treasures you have got,
And, if you turn your head away,
She'll pinch the blooming lot !*

Contributed by Norma Paley.

PINEAPPLE MARSHMALLOW SLICE

Base:
1 pkt. Chocolate biscuits (crushed)
4 oz. butter or margarine
Melt butter and mix with biscuits.
Press into a tin approx. 8" x 8" Chill.

Filling:
1 tin crushed pineapple
1½ tablespoons cornflour
Mix together and heat. Cook approx. 2 mins.
Spread over base.

Topping:
3 tsp. gelatine soaked in 3 tablespoons cold water
¼ cup hot water
½ cup castor sugar
Dissolve soaked gelatine over hot water. Combine with water and sugar.
Beat at high speed until thick & white. Spread over pineapple layer, decorate with grated chocolate.
Contributed by Norma Paley.

1982 CONCOURS D'ELEGANCE AT RIPPONLEA



NANCY BUTT'S TRIPLE-AWARD WINNING SERIES IV SUPER SNIPE WAS BEST SERIES CAR, MOST DESIRABLE CAR & OVERALL WINNER ALL CLASSES. IT IS KEPT IN IMMACULATE CONDITION DESPITE BEING USED AS EVERYDAY TRANSPORT TO AND FROM WORK.



The one that got away - Lloyd Hughes' Mark IV A Snipe ended up locked in a neighbour's garage for the day when Lloyd lost the key!

Kelvin Hughes' imported Series V with Imperial-type rear doors incl. cigar lighters, individual reclining front seats and different boot badge to locally assembled models.

1982 CONCOURS D'ELEGANCE AT RIPPONLEA



1.



2.



3.



4.



5.



6.

1. Nancy Kennedy's recently acquired Mark IV Super Snipe - a really good car with some work still to be done.
2. The Beardsmore's Series 1 Super Snipe - with Brian Beardsmore in the background.
3. Bob & Nancy Kennedy's Series V Estate Car, complete with new Vinyl Roof and "Green-Wall" tyre-accessories.
4. Roger Foote from the N.S.W. Humber Club came in this good-looking Series V Imperial.
5. Sole representative of the Vogue class was the Willimott's neat little car, shown with the Judd's immaculate Series Va alongside.
6. Side view of Roger Foote's Imperial showing the door badge. Standard fittings on the Imperial include adjustable shockers, one driving light, one fog light, rear compartment heater, carpeted boot and vinyl roof.

A Message from your AOMC Delegate - Lloyd Hughes

As a quick way of giving you a summary of the Association of Motoring Clubs' activities, I have reproduced the President's Report from their latest Newsletter. Incidentally, I have been elected Vice-President of AOMC for 1983 (more work).
Regards, Lloyd.

It is a pleasure to report that we have just received correspondence from the Transport Ministry confirming that the T.R.B. have approved our application for extension of the Permit Registration Scheme to vehicles over 25 years old.

It appears that this letter does not confirm approval by the Minister at this time and we are encountering some difficulty with officers of the Ministry unwilling to commit themselves to any statement whilst the Transport Minister, Mr. Steve Crabbe is unavailable - due to his involvement in the current session of Parliament.

We have reprinted the letter and you will note that it is easy to interpret the contents so as to assume that the Minister has supported the scheme and intends to have amendments drawn up to change the existing legislation in the near future. Certainly, that's the way we interpreted it at first, although we cannot obtain clarification. Hopefully we will have confirmation by the A.G.M. on November 18.

We anticipate that once the legislation is passed and the extended scheme is operating, there will be a flood of applications to the T.R.B. by Clubs wishing to be authorised to conduct rally's whereby these vehicles can be legally used. The A.O.M.C. is presently involved in continuing discussion with the T.R.B. regarding a uniform Club Policing Policy. The T.R.B. do require Clubs to show a measure of responsibility in policing the system, but unfortunately they are not able to recommend any rules or regulations.

We are attempting to devise a set of acceptable rules and regulations which Clubs could administer with a minimum of effort and yet retain some control against abuse of the system. It is, after all, a privilege and well worthy of a little effort by those enjoying the benefits.

I might point out here that the A.O.M.C. would have no hesitation in reporting any blatant abuse of this scheme.

Recently letters have been written to the T.R.B. in a continuing effort to instigate moves toward :-

1. the possible re-issue of historic Registration Numbers.
2. the feasibility of retention of historic registration plates for re-use if the owner applies to transfer to the Limited Registration (Red Plate Scheme). (At present the Plates have to be surrendered and are destroyed).

We anticipate a long drawn out battle again for any concessions on this issue although the fact that the T.R.B. have now ceased the issue of personalised black & white registration plates opens up the possibility of them becoming available for re-issue. (Most enthusiasts would be aware that the personalised black & white registration numbers were in fact re-issued numbers of plates previously surrendered).

With the A.G.M. upon us it would be fitting to look back on the past year, and I take this opportunity to thank and congratulate those members of committee and a couple of non-officials for their efforts in the many tasks we have undertaken.

To re-cap some developemnts and accomplishments, we now have the Victorian authorities recognising all Interstate Permit Schemes. We have a separate column in the Age Classifieds for Collector Vehicles. We have a sample legal constitution available for perusal by Clubs wishing to become Incorporated as a Limited Liability Company. We also have sample constitutions available for perusal suitable for those wishing to form a Club. To support this, we also have available basic book-keeping details for Clubs. New Clubs have a much better chance of success with this type of help which can only be made available by all of us sharing information and knowledge. Concours and motorkhana organising, judging systems and course layouts are other areas where information sharing can be of value.

The Executive will soon be posting out survey forms to all Member Clubs seeking information on Club promotional items. With the spiraling economic situation pushing up prices, it is quite amazing the differences between prices some Clubs are having to pay. It is anticipated that the information gained from this survey will enable us to recommend the more attractive deals. We trust that all Clubs will treat this survey seriously and give it their prompt attention.

The Motoring Clubs' Directory became a reality some time back and we have recently accomplished a large scale updating and addition to the Directory. Many Clubs have reported that they are getting excellent value from the Directory, especially in organising Club events. By checking the calendar section, it can be quickly determined whether a clash of dates may occur, especially with major inter-club events. Further updates and additions will be undertaken as and when required. There are some who favour the idea of including details of suppliers, specialist services, Auto Museums etc. etc. We will be considering this as time passes, but at present we do not have either the financial or physical resources to tackle such a job.

We have managed to produce regular, quarterly magazines over the past year or so and we trust they have been informative. It is a little surprising to me that so few Clubs actually reprint some of this information in their own Club publications, especially when most Club Editors are continually requesting items to print. Our magazines come out quarterly, whereas most Clubs produce a monthly publication and it may be worth considering a regular, continuing segment each month if you are unable to edit our reports.

Of course our most major task has been the registration scheme and although not yet finalised we are reasonably happy with the progress over the last year or so. This time next year we hope to see hundreds of additional vehicles running around on Red Plates.

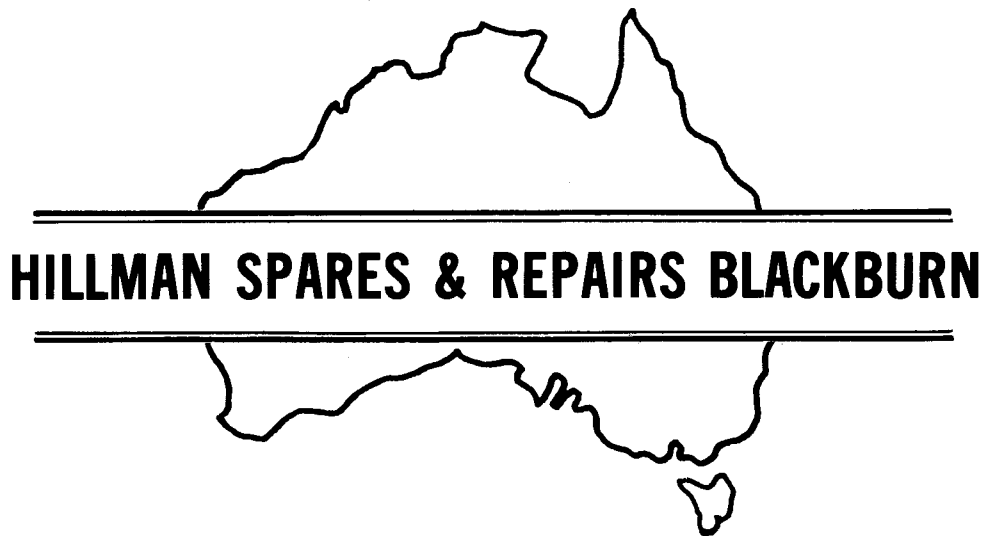
We look forward in 1983 to finalising some of our other undertakings although to accomplish anything at all will depend on the response of delegates and Clubs and a willingness by individuals to become involved in the work of the A.O.M.C. Committee. There are too few people doing the work at present and we are desperate for delegates to lend a hand. We expect that half the Committee will be retiring this year and we cannot operate with such a small work force.

Ring me personally if you feel you can be of assistance. Come along as an observer to a committee meeting or two if you want to know what's involved.

See you at the A.G.M. on November 18.

Bob Clark.

HUMBER SPARES



While our first concern will always be Rootes Group Spares (Australia's Largest Range).

We have now moved into stocking all model English Spare Parts, but as always we are eager to buy collections of new English Spares for Australian dollars.

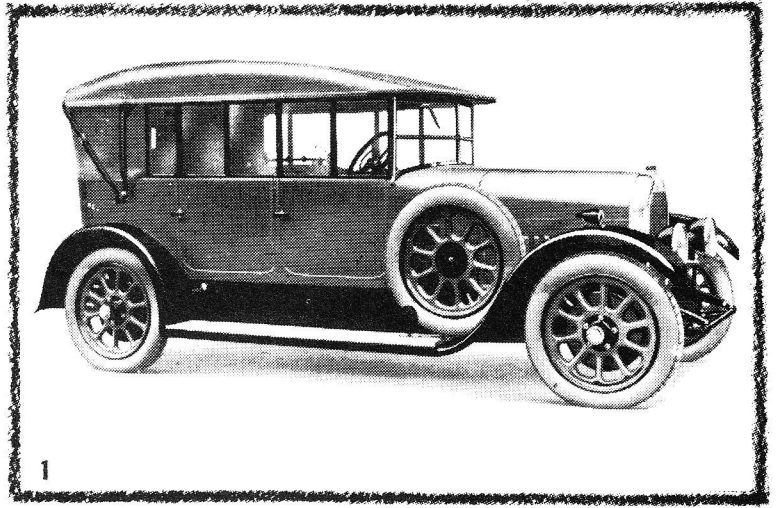
The King Pins stored in somebody's garage, may be the set that Mrs. Smith of Charters Towers needs for her 1948 Rover.

With the entry of my son Jim into the business we have shifted into mail or phone orders.

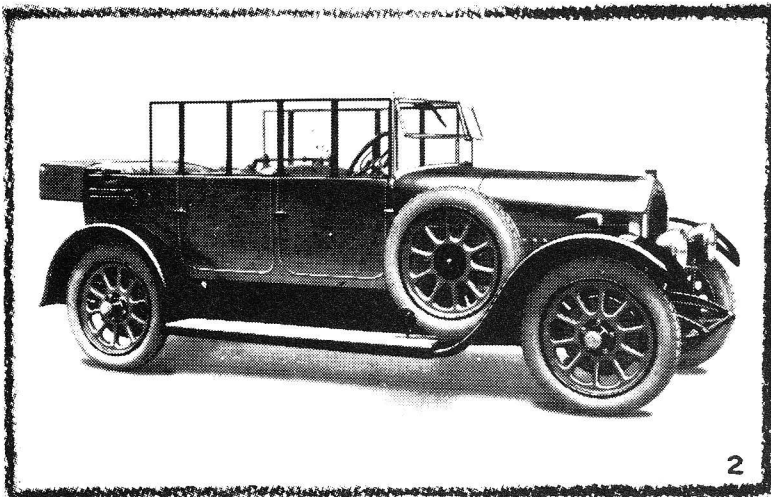
Spare parts delivery is by C.O.D. Post whereby for a \$3.00 postal charge parts will arrive the following day and the receiver pays the postman.

HILLMAN SPARES AND REPAIRS
178 Whitehorse Road,
Blackburn, 3130
P.O. BOX 19, BLACKBURN, 3130
Telephone: (03) 877 4311, 5 Lines





1. 15/40 h.p. Tourer with
hood raised.



2. 15/40 h.p. Tourer with
side windows raised.

3. 15/40 h.p. Tourer showing
easy access to driver's seat.

