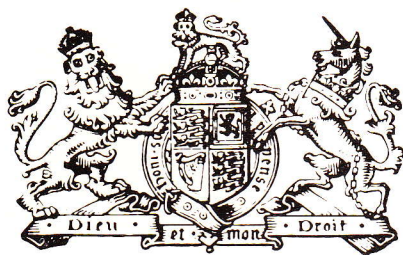


November 1984

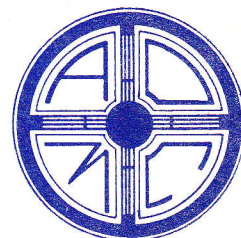
# *The* **HUMBERETTE**



By Appointment to  
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



# THE HUMBER CAR CLUB of VICTORIA

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

## COMMITTEE 1984/85

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

## GENERAL MEETING DATES 1984/85

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

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

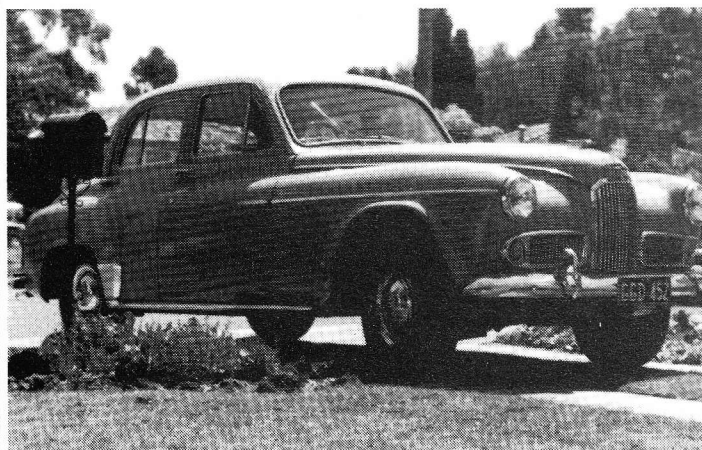
## SOME OF OUR CLUB CARS



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



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



3. Nancy Kennedy's Mark IV Super Snipe.



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

# CALENDAR

NOVEMBER. 23RD.

GENERAL MEETING. 8PM. DEEPDENE HALL.

NOVEMBER. 25TH.

KYNETON. INVITATION RUN WITH ROVER  
CAR CLUB.

NOVEMBER. 30TH.

ANNUAL PRESENTATION DINNER. LA BRETAGNE  
RESTAURANT, 170 HIGH ST. KEW. 7.30 PM.  
\$17 SINGLE. CHILD, \$10.

1985.

JANUARY. 25TH.

GENERAL MEETING.

JANUARY. 28TH.

AUSTRALIA DAY PAGEANT. FITZROY AND  
TREASURY GARDENS. ALL DAY.

FEBRUARY. 9TH.

DAY RUN TO QUEENSCLIFF.

FEBRUARY. 22ND.

ANNUAL GENERAL MEETING.

\*\*\*\*\*

## NEXT OUTING:

WHERE: KYNETON.

WHEN: SUNDAY, NOVEMBER 25TH.

MEET: PARK OPPOSITE GARDNER'S GARAGE, GISBORNE.

TIME: 10.30 AM.

LUNCH: BYO PICNIC OR BBQ.

ARRANGEMENTS: SEE ROVER CAR CLUB LETTER IN THIS MAGAZINE.

\*\*\*\*\*

## INTERSTATE CLUB ADDRESSES:


NEW SOUTH WALES; DAVE COLTON, 4 CULDEES RD. ENFIELD. 2136.  
PHONE: (02) 74 2408.

QUEENSLAND; LAWRIE BENNETT, 5 SOLWAY ST. CARINA. 4152.  
PHONE: (07) 398 5062.

TASMANIA; ROSS BROMLEY, 7 MAGNET ST. WAVERLEY,  
LAUNCESTON. 7250. PHONE: (003) 39 2939.

SOUTH AUSTRALIA; MR. CHAS. GRIMES. PHONE (08) 79 5321.

\*\*\*\*\*

 **HAPPY CHRISTMAS EVERYONE!**

H.C.C.V. CONCOURS. 1984.

PARTICIPANTS: PRE- 1940;

Bob Kennedy (1926 Roadster) ; Lloyd Hughes (1926 Tourer) ; Norm. Watt (1934 Snipe 80).

MARK S. SNIPES;

Ossie Grande (MK1); Frank McGuire (MK111); Tom McAlpine MK1V); Nancy Kennedy (MK1V); David Powney (visitor)(MK1VA); John McCormack (visitor)(MK111).

SERIES S. SNIPES;

John Hosking (VA); Peter Thomas (VA); Arnold Goldman (V); Bob Kennedy (1V Estate); Bill Holmes (11 Estate); Lyn McAlpine (V); Ron Forth (1V); Harold Underwood (V); Rob. Dunlop (VA); Peter Davenport (V); Nancy Butt (1V); Barry Bosnich (11); Bob Bruce (VA); Des Judd (VA).

SERIES HAWKS;

Patricia Daly (111); Keith Willimott (11 Estate).

VOGUES;

David Dunlop (11 Sports); Ron Forth (11); Margaret Willimott (11); Joan Stewart (11).

"HONORARY" HUMBERS;

Herb. Perkins; Vic. Wilson; Paul Carter.

FROM TASMANIA;

Ross Bromley; Max Heazlewood; John Dean.

\*\*\*\*\*

\*\*CONCOURS WINNERS:\*\*

MOST DESIRABLE CAR: Nancy Butt;-- Series 1V S.Snipe.  
PRIDE OF OWNERSHIP: Patricia Daly -- Series 111 Hawk.  
PRE- MARK CLASS: Bob Kennedy -- 1926 Roadster. (96.56%age points)  
MARK CLASS: Nancy Kennedy -- MK1V S.Snipe. (93.71%)  
SERIES CLASS: Des Judd -- Series VA S.Snipe. (94.49%)  
OUTRIGHT WINNER: Bob Kennedy -- 1926 Roadster.  
CAR OF THE YEAR: Margaret Willimott -- Series 11 Vogue.

\*\*\*\*\*

LATE ADS: FOR SALE:

Series 1 HAWK, automatic. Black with red upholstery.  
Power steering. 70,000 miles. Workshop manual included.  
Good condition. \$1,000 O.N.O. David Jackson, 6 Cloverlea court, Blackburn. Phone: 878 3967.





DEPARTMENT OF THE PREMIER AND CABINET  
1 Treasury Place, Melbourne, Victoria 3002

Telephone (03) 651 9111  
Telex No. AA32636

Our Ref:

DO'H:JAC

Dear Car Club Secretary,

I am pleased to advise you that the Australia Day Pageant will be held again on Monday, 28 January 1985 and is open to all persons with registered vehicles up to 1954 models. The Pageant is expected to take a similar format to 1984 with a variety of musical entertainment and family involvement being encouraged.

The Melbourne City Council has approved the use of the Treasury and Fitzroy gardens for the Pageant, with the proviso that heavy vehicles are parked in Lansdowne Street. Car Clubs will be allotted similar positions in the gardens as at the 1984 Pageant. Vehicles can again commence arriving at the gardens from around 8.00 a.m. and everyone is encouraged to again make this a great family day.

Each car club is requested to return entries to this office by 23 November to enable processing of the applications and preparation of the programme booklet. The information required is:- Driver's name, car make, type and year of manufacture. Sufficient booklets will then be sent in bulk to each club.

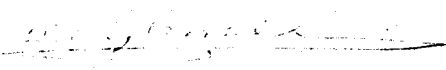
We seek your co-operation in instructing all your members of the importance of not driving or parking on the lawns. Melbourne City Council have advised that offending drivers will be prosecuted. We realise that overall, drivers have been very mindful in the past of this and their attitude has been excellent. However, the undisciplined attitude of only one or two drivers could spoil the occasion.

You are undoubtedly aware also of the Motor Car Rally to Werribee Park on the day before the Pageant, that is Sunday, 27 January. If you require further details about this rally, it can be obtained from Werribee Park Corporation, Tel: 741 2444.

The State Insurance Office has agreed to provide car medallions to drivers who participate in either the Rally or the Pageant. Drivers who nominate to participate in both events will only receive one medallion.

We again look to your continued support.

Yours sincerely,

  
DARYL O'HALLORAN  
Secretary

Australia Day Committee - Victoria

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



VICTORIA 150



**ROVER CAR CLUB OF AUSTRALIA INC**  
GPO BOX 2925DD MELBOURNE

Secretary,  
Humber Car Club of Victoria,  
23 High Street,  
WATSONIA VIC 3087

We have arranged for a Rover Car Club of Australia Inc Picnic Day on 25th November 1984 at Kyneton, and we would like to invite your members to attend and make this an interclub outing.

The outing will commence at 10.30am at the park opposite Gardiners Garage in Gisborne, soon after vehicles will proceed to Kyneton for lunch. It is advisable to provide ones own BBQ's etc.

An enjoyable outing is guaranteed and we hope many of your members will be able to attend.

Regards

Jane Petryszyn (Mrs)  
SECRETARY

\*\*\*\*\* NEWS AND NOTES FOR NOV./ DEC. \*\*\*\*\*

Our best wishes go to two very special club members who celebrate a ruby wedding anniversary on Dec.2nd. Congratulations Adelaide and Harold Underwood and may there be many more happy anniversaries to follow.

Ossie Grande's MK1 Snipe (plus Ossie as chauffeur) are filming this month in a sequence from the mini-series The Dunera Boys. This will be shown on commercial television next year. Watch out for it!

Congratulations to H.C.C.V. member Doug. Shone and Shirley Corkran who get married in January. I believe Humber cars will feature on this occasion also.

Did you notice the number of club members who helped with various jobs at the Concours this year? Perhaps that is what helped make it our best yet. Thanks, everyone!.

\*\*\*\*\*

PRESIDENT'S REPORT

Sunday 7th October was another excellent day to Gumbuya Park. The Rootes Group club joined us at the park, which was a beautiful day with plenty of things to see and do. There was entertainment for all with an open air band which thrilled the children who found it great to dance to on the grass.

Also for children was a well equipped playground with rides of all types. a fantastic day out for all the family.

At our October Meeting, Guest Speaker Gary Cantwell explained how chrome plating is done on all cars.

Well the big day finally arrived. November 4th the day we had all been working so hard for. Our Annual Concours at Ballam Park, Frankston. The day was a bit cloudy with some showers very early which didn't help the cars much. But the rain held off for the day and it was quite enjoyable. It was a beautiful feeling to see all our Humbers arriving all polished and clean. Some entered in the Concours, some in the Pride of Ownership, other members just for a beautiful day out. When all the cars had arrived and parked in their sections, it was a wonderful feeling to walk around and talk to our members who had put in many hours of work preparing their cars.

Our special thanks must go to our Tasmanian members who judged the "Pride of Ownership" cars, thank you Ross, Max and John. A great big Congratulations to all the members who won. Better luck next year for those of us who missed out.

It was certainly great to see so many cars at one days outing, many thanks to all for making it such a great day. Hope to see you at the Annual Dinner.

Happy Motoring,  
B. Holmes.

\*\*\*\*\*

SECRETARY'S NOTES

Well, the Concours is over for another year and what a day it was! Dare I say our best yet.

Certainly I cannot remember any other occasion when so many different models have been gathered together at the one time. Nor have we attracted interest from the news media in previous years.

From "Humpering 1926 style", the Concours and display depicted Humber progress through each decade to the latest Series VA's. Both Mark and Series models were there in force including representatives from the Snipe, Super Snipe, Hawk and Vogue ranges.

A full list of participants is published in this issue, also the results. Congratulations all for a splendid effort, you should be justly proud.

Several weeks ago Bob Kennedy and I attended a meeting with the Road Traffic Authority to present our case for registration as an authorised Red Plate Permit Club. This means that we are able to conduct events at which cars on "Red Plates" (i.e. those 25 years or older and with special permits) may participate. We are confident that this authority will be granted - probably in time for the start of the 1985 activities. A by-law regarding operation of "R.P.S." vehicles and responsibilities of their owners will need to be written into the Club Constitution and an "Authority Card" issued to those who elect to run their vehicles on this scheme.

Although the scheme has its limitations, in terms of cost savings (annual fees are approx 1/3 normal registration) it is well worth considering if you use your car solely on Club Outings. However, strict adherence to the permit conditions is imperative. The folly of illegal use could result in disastrous insurance claims against you. There is NO INSURANCE COVER WHATSOEVER on the "Red Plate" vehicle except on times of "authorised use"

It is really a case of weighing up the cost benefits against the use limitations. Incidentally, if you plan to keep your Humber TOTALLY off the road for a year or two it is possible to put the number plates on "hold" at the R.T.A. for a \$20 annual fee. This way you avoid registration costs and are able to "save" the car for future use.

As I write this I have just returned from the Rootes Club "Get Together" at Seville. Nine "Hardy Humpers" and families joined with members from the Hillman, Rootes, Sunbeam/Talbot and Singer Clubs for a most enjoyable day of fun, fact-finding and friendship. It was great to see H.C.C. member Roger Foote and his parents, in Roger's gleaming MK IV Snipe, who joined us for the day. This is an occasion well worth repeating on a yearly basis.

Finally may I remind you there is a stack of inter-club exchange magazines available for Christmas borrowing at our next meeting. These make ideal reading for those idle hours while laying away during the holidays.

A Happy Christmas and safe motoring to all.

Margaret.

\*\*\*\*\*

#### MINUTES OF GENERAL MEETING OF HCCV HELD AT DEEPDENE ON 26-10-84.

The President opened the meeting at 8.20 pm and welcomed the 27 members and visitors present, including Mr Gary Cantwell, the evenings speaker from Moray Plating and Mr Roy Pepprell, chief Concours judge.

#### APOLOGIES:

Bob & Nancy Kennedy, Bob Bruce, Peter Thomas, Murray Roberts, Edna & Cyril Huxstep, Syd Humphries, Harold & Adelaide Underwood, Gordon Peace.

#### MINUTES:

Minutes of the last meeting were read and accepted as correct. Moved Jack Lhuede, seconded Paul Carter.

#### BUSINESS ARISING:

The Secretary reported that another 10 large size windcheaters had been ordered.

We are still awaiting arrival of the A.O.M.C. Red Plate Scheme Booklets due to the need for a re-print.

Rob Dunlop reported that the two snipe motors from Carr's Garage were now at his home.

These were put at Rob's disposal should they not be required by other club members.



**CORRESPONDENCE:**

**IN:**

A.O.M.C.: re Red Plate Booklets  
Wolseley C.C.: Invitation to 10th birth-day dinner dance.  
Wolseley C.C.: Notice of Concours 1984.  
Rover C.C.: Thank you to Concours judges.  
Rover C.C.: re combined picnic 25/11/84.  
Reservoir Business & Copy Service: Statement for Sept.  
Humber/Hillman Club N.Z.: re National Rally Feb '85.  
Dept. of Premier: re Australia Day Pageant '85.  
Raffle butts and money from: K. Catterall, K. Rowlinson, J. Stewart, H. Sadlon, G. Toyne, B. Fox, V. Paley.  
V. Paley: contributions for magazine.  
Eric Timewell: membership application & sub.  
Arnold Goldman: membership application & sub.  
Shane Cooper (Colac): application for membership.  
AOMC: R.P.S. booklet order.  
R. Pepprell: re Concours judging.  
Age Weekender: Ad for Concours.  
D. Fox: club regalia.  
John Middlehurst (R.T.A.): re Red Plate authorisation.  
2 membership application forms.

**OUT:**

**CLUB NEWSLETTERS FROM:**

H.C.C. of A., N.Z. Humber/Hillman Club,  
WCC of S.A., Rover, Daimler, Daimler/Lanchester, A.M.V.C., C.H.A.C.A., Austin A40, Wolsley, Chevrolet.  
Correspondence received: passed Rob Dunlop seconded Carmel Carter.

**TREASURER'S REPORT:**

On Peter's behalf the secretary reported a current bank balance of \$1428-14. Peter Davenport moved, Des Judd seconded that treasurer's report be accepted.

**EDITOR'S REPORT:**

120 magazines distributed this month. Approximately 450 Newsletter covers remaining. This should be sufficient for the next 3 issues. Editor's report received, moved K. Willimott, seconded J. Holmes.

**GENERAL BUSINESS:**

1. The following for sale notices were received from the floor.  
D. Judd: Series IV S/Snipe.  
" " : 1952 Snipe - black VGC.  
R. Dunlop: Series VA S. Snipe \$200.  
N. Watt referred a Newspaper advertisement for top quality Vogue \$6,000 (NSW) 1954 (MK IV) Hawk; owners handbook.
2. Members were informed of the location of the HCCV in Ballam Park for next Sunday's Concours and reminded that judging starts at 11.00 am.

3. Peter Davenport reported a defect noted in his Snipe that the drop arm on the steering had never been locked.

4. The secretary reported on the meeting she and Bob Kennedy had with Mr John Middlehurst the the T.R.B. regarding Red Plate Authorisation.

The President requested finalisation of dinner bookings and indicated the trophies that would be presented on the night.

Members wishing to enter eligible vehicles in the Australia Day Pageant were requested to notify the secretary before mid-November.

7. The President announced that there were still plenty of raffle tickets available and requested donations of suitable articles to help fill the hamper.

8. It was suggested by Margaret Willimott that members attending the Bendigo Swap meet should assemble at 2.30pm near the main gate for a social get-together.

There being no further business the meeting closed at 9.05pm and the President introduced the Guest Speaker, Mr Gary Cantwell of Moray Platers who spoke on chrome plating.

The evening concluded with supper.

\*\*\*\*\*

#### H.C.C. TASMANIA

On behalf of the members of the HCC of Tasmania who attended the Concours in Melbourne we would like to thank everybody, you made us feel so welcome. Anne and I would especially like to thank Bob and Nancy Kennedy for putting up with us for the weekend, we had a terrific time with them. Anne and I met Max Heazlewood at the airport and travelled to Frankston by bus and train. On Saturday Bob and Nancy were very busy preparing their 1926 Humber, a MK IV Snipe and Ser V Estate for the big day. The 26 Humber Snipe is a very interesting motor car. I could not believe my eyes when I saw it (Model T owners eat your hearts out). It is a credit to it's owner. It's amazing what you can do with something you find in bits and pieces. Bob also has another 26 Roadster which is to be restored, he told me he is going to start on it soon. For those people who haven't seen one, contact me and I will send you the neg of it.

On Sunday morning we all set off to Bellam Park Frankston, Bob drove the 26 Humber, his wife Nancy and Anne went in the Ser V Estate and I drove the MK IV. I was thrilled to be able to drive a MK IV for the first time, I had heard how nice they are to drive. It's just so nice to sit behind the wheel and have that big long nose out in front of you, the power in them is surprising for the size of the car. The steering is so easy with the larger tyres, you could steer it with one finger with no trouble.

While on the subject of driving cars I also had a drive of the Ser V Estate. It is also a very good car to drive. It is fitted with power steering which makes it very easy to handle. It took me some time to get the feel of it. You tend to drive it like a normal vehicle. When I say it takes a bit of getting used to, it's so different from driving mine, you tend to move the steering wheel all the time, NOT THAT MINE IS BAD TO DRIVE & STEER.

I was driving it down the highway and found myself trying to correct it all the time, you have to keep the steering wheel very steady. Once I got the feeling of it, I found it so easy to handle.

Now getting back to Sunday!

We arrived at Ballam Park about 10.30 am, there was a great turn up of Humbers ranging from two 1926's one a Roadster the other a Tourer, a MK 1 to quite a few MK IV's through to the Series and a good turn up of Vogues. The whole lot of them looked so well prepared. Max Heazlewood and I were volunteered to judge the Pride of Ownership, which was very hard to do as all the cars looked so nice and clean. It was so nice to have a good talk to members as well. It has been 3 years since I was over there. (a lot of water has passed through Bass Strait since then!)

It was a shame that the day went so quick, as I was enjoying meeting the members and looking at the cars. I don't think I met all the members and talked to them, If I didn't, all I can say is keep up the good work. At about 5pm all came to an end, Anne and I went back to Nancy & Bob's place and had a good talk about the day and how things went. I can say for both of us we thoroughly enjoyed it and look forward to the next time we can make it back over there. Once again thank you to the Kennedys for a great weekend and having to put up with us.

Any Tasmanian member who would like to have copies of the Concours can get in touch with and and I will send the negs to have prints made.

I am pleased to inform members that Brian Lee is on the road to recovery. we wish him good health and a speedy recovery and the same to his wife Pat who has had a bad bout of the flu.

Well that is about all I can think of now, as this is our last Newsletter for the year may you all have a very Merry Christmas and a Happy New Year.

Looking forward to going down to Hobart for the long weekend in January to meet our Southern members.

Ross Bromley.

\*\*\*\*\*

#### WOMEN DRIVERS SAFER.

Women are better and safer drivers than men, says a British insurance company, backing this assertion with a 12 per cent discount on premiums to female motorists. The Halifax Insurance Group says it's "safer sex" road policies are supported by figures on accidents from the British Insurance Association. They don't drive as quickly and unlike men they don't seem to drink and drive. They're a much better bet"

\*\*\*\*\*

## FOR SALE

56 MK VI Hawk, needs work but condition ok, plus numerous spares inc engine, etc. \$800.00 Don Gibbons 059 77 4995 Somerville. Car located at Pk Orcahrds.

1964 S/Snipe P/Steer. Fair int. Peter Dirken Food, Berwick.

52 S/Snipe MK III 70,000 miles. Black reg. October 85 P.O.A. Mr S.J. Scott, 79 Bourke Road, East Malvern 509 7810.

1951 Hawk owners handbook MK IV (Offers around \$15.00) 846 1321.

1 Ser 1 Hawk. Manual \$1200.

1 Ser 1 Hawk. Auto \$1300.

Plus 1 Ser 1 Hawk for spares, both cars in very good condition. Brian Lee "Tas" 004 24 6778.

1955 Hawk MK VI 2 owners 74,000 miles original number plates - negotiable. Michael Holden, 329 2044 B/H.

Ser IV S/Snipe and 1 Ser III for spares, no reg. goes well must sell, offers. 059 62 9329 Yarra Glen. Anne Smidley. (Let phone ring long time)

Ser III S/Snipe. Body, trans, diff poor, head r/con, new valves. Fitted dual fuel gas and petrol system. \$250.00 o.n.o. R. Trewalla 560+4361. Keon Park, car at Sth Morang.

\*\*\*\*\*

## NEWS AND NOTES

At our Concours last Sunday 4th November, I had the pleasure to speak to four very nice people from the Tasmanian H.C.C., they were Anne & Ross Bromley, John Dean and Max Heazlewood. I'd like to thank them for their interest and heart warming comments regarding HZT 925. May I take this opportunity to wish you all and the rest of your club members a very Happy Christmas and New Year and hope to see you all again next year.

Thanks again.

Nancy Butt.

## Car Badges - Sun Travel.

Newspaper house Collins Street Melbourne have a limited number of original Herald Touring Club Car Badges for sale at \$25.00 each. These badges went out of production in 1960 and this is the last lot available.

## Moray Motor Grille Works.

Chrome plating, bumper bar and grille repairs - Diecast and aluminium welding - changeover service - specialists in vintage and prestige cars - 212 Coventry St., Sth Melbourne. 03 690 1330.

\*\*\*\*\*

I would like to extend thanks to the Vic members who made my stay a great pleasure. To Harold and Adelaide Underwood I reserve my deepest appreciation for inviting me into their home and their lives, Adelaide has adopted me as her fifth son. Harold you old "rat" I hope you get that Ser 1 Snipe on the road soon. Thanks also to the Kennedy's and Judd's for making me feel welcome.

I enjoyed judging the "Pride of Ownership" along with Ross and Bob and Pat Daly you won that prize fair and square even though it was a close thing.

The standard of the cars was very high as were the Concours cars. "A delight to behold". Nancy Butts car has to be seen to appreciate the work she has put in on it. I heard the starter crank and thought the motor hadn't caught until the car moved forward and I noticed the vapour from the exhaust "amazing". The motor was so quiet who needs a Rolls Royce, Nancy certainly does not.

A notice to all MK II & III owners who require new screen rubbers, a minimum of 6 orders is needed for Old Auto Rubber Co. to do a production run and if we can get an indication of numbers we can combine with interstate clubs on this, more orders cheaper unit prices. At this stage prices are between 445 & \$55. They also supply rubbers for Ser V Snipes and Vogues and boot rubbers for ser I-V S/S. MK IV screen rubbers are listed for production pending orders. any interested could contact Vic or Tas Secretaries and we could take it from there.

Tas members who require new tyres could contact Barry Parker Tyres of Sth Road Ulverstone who have N.Z. Firestone 6.40 + 670.5 at \$78.00 fitted and balanced.

Thanks once again everybody for a most enjoyable weekend and until next years Concours keep adding to those "Numbers of Humbers".

Max Heazlewood H.C.C. Tas.

\*\*\*\*\*

TO LET

Caravan and Annexe, Indented Heads \$20.00 per night - 397 7836

\*\*\*\*\*

COOKS CORNER Norma Paley

Peanut Caramel Squares.

Base: 125g butter                      1/2 cup sugar  
1 egg yolk                      1 cup plain flour  
1/4 cup S.R. Flour              1/4 tsp salt  
2 tablespoons custard powder.

Cream butter & sugar until light and fluffy, add egg yolk, mix well. Add sifted flours, custard powder and salt - mix to a firm dough. Press into a greased 7" x 11" tin. Bake in mod. oven 15 minutes or until golden brown.

Remove from oven, spread with prepared topping mixture, return to moderate oven for 5-10 minutes.

Allow to cool in tin, cut in squares.

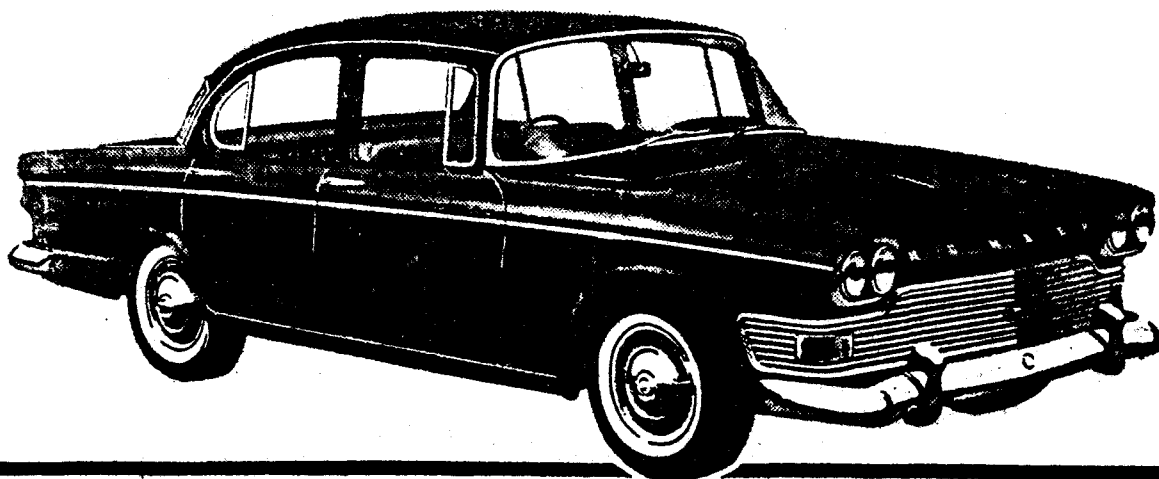
Topping    1/2 cup brown sugar    90g butter  
              125g roasted peanuts   1 tablespoon Gold. Syrup.

Place brown sugar, golden syrup and butter in small saucepan. Stir over low heat until butter is melted and sugar dissolved. Simmer gently 5 minutes. Stir in roughly chopped peanuts.

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ROOTES (AUSTRALIA) LIMITED PRESENTS....



## THE NEW HUMBER

# SERIES IV Super Snipe

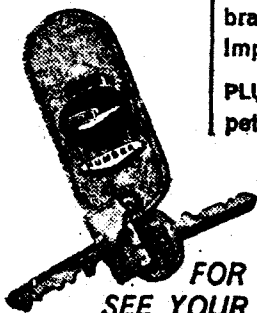
a magnificent car still further improved

A policy of continuous development has brought the Humber Super Snipe to its present eminence. The latest range of improvements in the Series IV makes it Australia's most exceptional value in high performance luxury motoring.

**FOR YOUR COMFORT:** Richly upholstered seating. Centre armrests plus armrests on all doors. Heating, demisting, plus individual fresh air cooling for both passenger and driver.

**FOR YOUR IMPROVED DRIVING SAFETY:** Disc brakes. Padded dash. Safety belt anchor points. Improved suspension and steering.

**PLUS:** Fully automatic transmission, 16 gallon petrol tank.



**FOR A TEST DRIVE WITHOUT OBLIGATION  
SEE YOUR NEAREST ROOTES GROUP DEALER.**

1216

CONTRIBUTED BY: Ross Bromley



## HUMBER CARS

1937 - 1938

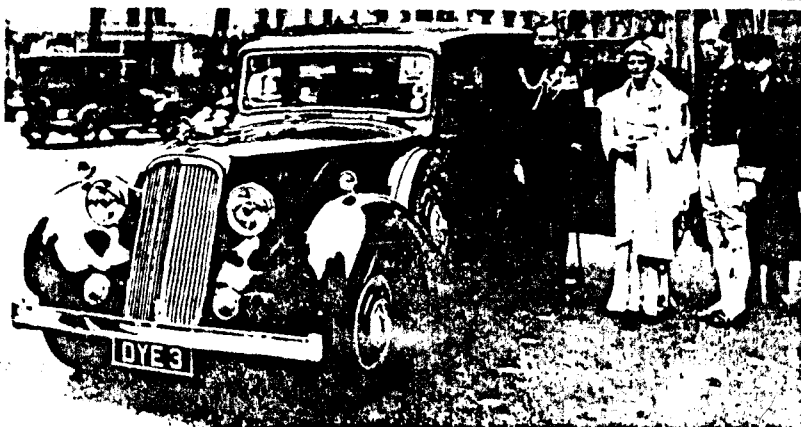
1937



46A Humber Snipe



46B Humber Pullman



46C Humber Pullman

46A: **Humber** 1937 range comprised Twelve, Eighteen, Snipe and Pullman models. The former two were in their last year. Illustrated is a Foursome Drophead Coupé which was available on the Eighteen and Snipe chassis. These models differed mainly in engine size. The former had a 2731-cc unit with 69.5-mm bore and 120-mm stroke, the latter had the same stroke but 85-mm bore, resulting in a cubic capacity of 4085.7 cc.

46B: **Humber** Pullman had same engine as Snipe but 11 ft instead of 10 ft 4 in wheelbase and 7.50-16 instead of 7.00-16 tyres. Limousine shown had standard bodywork.

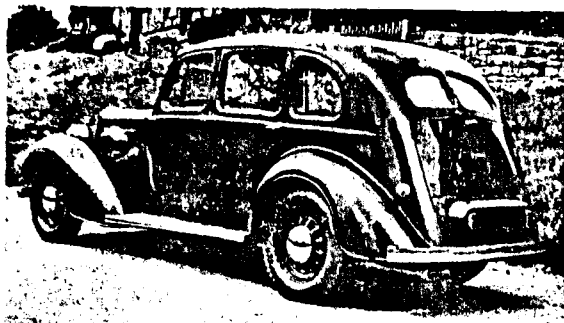
46C: **Humber** Pullman chassis cost £425 and was used for special bodywork. Shown is a stately Limousine by Thrupp & Maberly.

1938



60A Humber Snipe Imperial

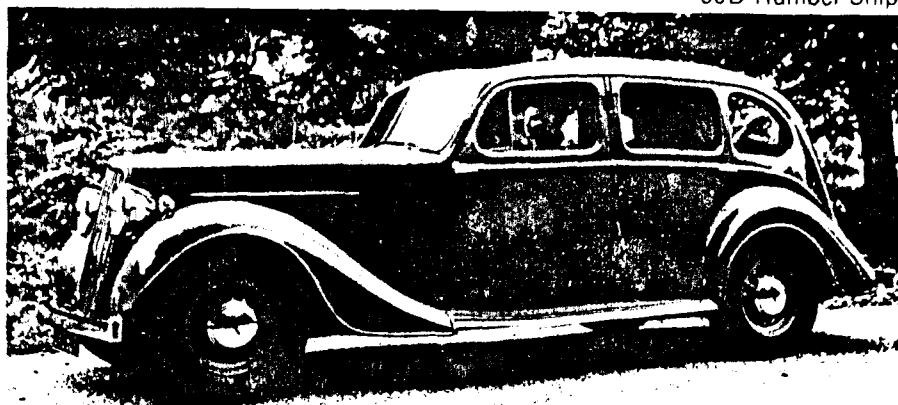
60A: **Humber** Snipe Imperial with attractive Sports Saloon bodywork, priced at £565. It is shown at the foot of Bwlch-y-Groes, a well-known mountain pass in North Wales.



59C Humber Sixteen



59D Humber Snipe



59E Humber Snipe Imperial

59C: **Humber** Sixteen Saloon was lowest-priced six-cylinder Humber so far, at £330. Except for engine, radiator grille and minor details it resembled the Hillman Fourteen (*q.v.*). The radiator grille was similar to

that of the Snipe. Engine was a 2576.5-cc (67.5 x 120 mm) side-valve unit, rated at 16.95 HP. Wheelbase was 9 ft 6 in, tyre size 6.00-16.

59D: **Humber** Snipe chassis was now offered in two versions, viz. the 20.9 HP shown here and the larger Snipe Imperial (*q.v.*). The 20.9 HP resembled the Humber Sixteen but had 75-mm cylinder bore, resulting in 3181-cc cubic capacity. Wheelbase was 9 ft 6 in and the Saloon shown cost £345.

59E: **Humber** Snipe Imperial Six-light Saloon with sliding roof cost £495. The 4085.7-cc engine (85 x 120 mm) was rated at 26.88 HP and was the same as used in the Pullman chassis. Tyre size was 7.00-16, wheelbase 10 ft 4 in.

## VALVE RADIO'S

Wireless receiving equipment specially designed for installation in motor cars has been available since the early 1930's and prior to 1959 all car radios (or wireless sets as they were called then) were fitted with valves. From 1959 to about 1962 they contained a mixture of valves and transistors and more recently equipment has been fully transistorised.

To accomodate valves and other bulky components earlier sets were large and in order that they could conveniently be fitted into a car the radio amplifier, speakers and tuning device were often supplied as separate items. Early sets were relatively expensive (the cost of a set just after the Second World War amounted to about three times the average weekly wage at that time) but they were also very well built and were repairable throughout and many valve radios that have been fully restored to 'as new condition' will give a superior overall performance when compared with their modern counterparts.

If you buy a car radio of any type, but especially an older one, it is advisable to ensure that it is complete. Internal components such as valves etc. can be replaced (some are rather expensive but at least are still available) but external parts such as knobs and tuning dials that may be missing are often irreplaceable.

If your set has a separate amplifier, but is missing and is not available (or a suitable alternative) a specialist would be able to make one.

There are certain basic mistakes to avoid when dealing with a car radio. Firstly when connecting the set to the power supply do observe the correct polarity; this is vital when the set incorporates transistors but is not so important on some earlier all-valve sets.

Never switch on a car radio installation unless the speaker is connected as this can cause a great deal of damage to the radio.

Make sure that the correct fuse is fitted. Early wireless sets required fuses up to 5 amps or even 8 amps in some instances, whereas a lamp fuse will suffice for most modern radios.

Speakers are not a problem, in that you do not need to worry about polarity when wiring up the speaker unless more than one speaker is being installed, however, the wiring connections to speakers should be soldered.

Valve radios always had 3 ohm speakers but these are no longer available and if you need a modern substitute a 4 ohm speaker will be suitable.

Bear in mind that a radio or amplifier which contains valves produces heat and should be installed in a well ventilated position. Cheap aerials are to be avoided, a good quality aerial will perform better and will also keep out water thus preventing internal short circuits between the aerial lead and its casing.

All electrical connections should be perfectly clean and a brass suede brush is a useful tool in this context.

When a radio ceases to work the first thing to check is the fuse. On no account should a heavier fuse be installed, but if fuses of the correct amperage are repeatedly blowing, expert advice should be sought.

It may seem an obvious statement but radio components deteriorate through sheer age whether they are in use or not, and as a radio is hardly an assembly which lends itself to partial restoration, if the maximum reliability is wanted and although a complete restoration may seem expensive it will probably prove cheaper in the long term than returning to the repairer at intervals to have different components replaced or repaired.

It may come as some surprise for you to learn that the passenger market leader in Australia so far this year is the Mazda Motor Corporation of Japan (Toyo Kogyo if you haven't caught up with the name change).

You may also be surprised to learn that the Mazda Motor Corporation of Japan is number two in the Australian commercial vehicle market and number two in the quest for outright market leadership.

It may be less of a surprise for you to learn that Mazda has not spent a cent on manufacturing facilities in this country and must be laughing all the way to the Sumitomo Bank at how its fortunes have prospered in Australia.

If you look at the table below — the more familiar market leadership by sales we see each month — you will all be wondering what I am on about.

#### Total Market — By Sales Network

Ford.....	100,162
Toyota.....	86,752
GMH.....	75,004
Nissan.....	45,206
Mitsubishi.....	41,516
Mazda.....	26,630

As you see, there is Ford at the top with four others absolutely streets ahead of Mazda. But what sort of picture do you get if you look at it by source of manufacture, which is the way Mazda looks at it?

After all, to you, to Ford and to Ford dealers they might be Ford Lasers, Ford Meteors, Ford Telstars, Ford Econovans, Ford Spectrons, Ford Couriers and Ford Traders but to the boys at Mazda in Hiroshima they are Mazdas right down to their bootstraps.

So I thought it would be enlightening to look at the market picture from this point of view.

What you do is take each factory and break out their badged or borrowed products.

With Ford it is easy, you deduct all Mazda-sourced products.

With GMH the first step is to deduct Nissan-sourced Astra and all Isuzu-sourced products — Gemini, Jackaroo, Rodeo, Shuttle and the Isuzu trucks. (You have to wonder about whether Commodore and Camira are Holdens or Opels but if you strip them out there is not much left — especially since the chopper has fallen on WB production which, of course, marks the end of "Holden").

Toyota, Nissan and Mitsubishi are not yet on the receiving end of badge-engineered cars so there is no deduction from their sales line-up.

But how the picture changes — as the next table showing total market by manufacturing source (below) shows:

#### Total Market — By Manufacturing Source

Toyota.....	86,752
Mazda Motor Corp.....	72,063
GMH.....	62,820
Ford.....	54,659
Nissan.....	45,206
Mitsubishi.....	41,516

When you take sourcing as the criterion, Toyota is clear market leader for this year followed by Mazda. And look at GMH — the third place getter — all over Ford with Nissan and Mitsubishi bringing up the rear.

The passenger figures show how strong Mazda really is in Australia where it takes top spot ahead of GMH and Ford. For Toyota, cars are its weak point, and this shows on this table as does Mitsubishi's poor passenger car performance this year.

#### Passenger Market — By Manufacturing Source

Mazda.....	57,365
GMH.....	53,973
Ford.....	48,693
Toyota.....	40,264
Nissan.....	31,275
Mitsubishi.....	27,833

The commercial market by manufacturing source — shows Toyota's dominance of the Australian commercial vehicle market but here again Mazda has edged out Nissan and Mitsubishi and trounced GMH and Ford.

#### Commercials — By Manufacturing Source

Toyota.....	46,488
Mazda.....	14,698
Nissan.....	13,931
Mitsubishi.....	13,683
GMH.....	8847
Suzuki.....	7264
Ford.....	6026

So what does it really show?

First it shows how important the Mazda-Ford link has been for both companies. Secondly it shows that you don't always have to spend a fortune committing yourself to Australian manufacture to become a dominant force in the Australian vehicle market.

## REPRINTS FROM MOTOR MANUAL NOV. 84

It is my firm conviction that since its introduction to an unwitting Australian public back in 1974 the Datsun 120Y has done more to impede progress on the Queen's own highways than all the detours, road blocks, double-parked buses, cyclists, speed traps, school crossings and aged golden labradors ever experienced. The last car away from the green light is always a 120Y. At the head of every traffic snarl you'll find one, usually executing an illegal right hand turn — the only time its driver ever thinks to use the indicators.

Now I've driven quite a few 120Ys in my long history in automotive journalism and I can state quite categorically that the car has a motor. It also has a gearbox, little wheels in the appropriate places, a hole to put petrol in and all that other complicated stuff that makes a car go. A 120Y, every 120Y, has a top speed. They all have acceleration and every single one that came off the production line was fitted with a pedal to go under a right foot.

Clearly it's not a problem of hardware that we have here. Which leaves the problem with the software behind the wheel. The type of software that appears to be attracted to a 120Y seems to be the person who is totally impervious to everybody and everything else. The person who is genuinely confused by the arrows painted in traffic lanes (it's so much easier to go straight ahead). The person who spends entire afternoons wondering why the car has been fitted with a curious little mirror at the top of the windscreen.

Of course 120Ys are not the only ones. We experienced commuters daily face the decision making process of deciding who to line up behind at the traffic lights. Sometimes, of course, it's easy. When the choice, for example, is between a white Holden Kingswood with a nodding dog in the rear window and a panel van with a mural on the tailgate you take the panel van every time. Panel vans with murals on the tailgate are always fitted with many additional cubic inches and, as the light turns green, every one of them will be screaming to get out.

But what do you do when you have to choose between a truck and Toyota — any Toyota? If the truck has a load of rocks you can forget it, and if it has government number plates then you can write off all your appointments for the next two hours right

there and then. But if it's from an outfit like TNT or Brambles Manford, I'd back it against a Toyota anytime.

You can be caught out of course. Only days ago I faced the choice between an old, but brave, Mini Cooper S and a Holden Sunbird with bobbles around the rear window and matching cushions on the parcel shelf. The choice was obvious and I nosed in behind the Cooper S realising too damn late that it had just started to rain. You know about British cars in the rain don't you? Spit within 10 metres of a British car and it will go out on strike. Put it in a rain storm and it will even declare the auto club road patrols black. ("Please Sir, it's raining and my Austin won't go . . ." — "Go away son, and don't come back until you have something serious to talk about.").

Well of course the obvious thing happened when the lights turned green. The Sunbird fishtailed away from the lights because it had been borrowed by junior and he was late for his Kung Fu lesson, and in our lane the Mini stood resolute as the driver opened the door and peered under the bonnet, the first time he'd looked under there since the last time it rained at a set of traffic lights.

Beware of all male drivers who wear hats, especially those in a car which is fitted with a "wool runs on grass" bumper sticker — he's just up from the farm for a day and is working from a street directory he bought just before the second world war. Four-door Valiants with tow bars are risky. Volvo drivers are secure in the knowledge that the roads belong to them and anyone who smokes a pipe takes a sensible attitude to road safety, always fully considering every move for three or four minutes. Milkos believe they can do anything as long as they have an indicator on, and couriers believe they can do anything any time.

Steer clear of small Japanese sedans full of ladies dressed in white. They're going to bowls and engaged in gossip, and the world ends at the windows. Knowing how to pick a rental car is as important as being able to spot an unmarked patrol car. Rental cars are only driven by people who are visiting town and they can't understand why the road builders have moved Highway One — 20 years ago it used to be right here where some fool has put a "Do Not Enter" sign.

But if I had to nominate the champion traffic stopper of all time the 120Y would win my vote hands down, no contest. The good news is that Nissan stopped building them in 1979. The bad news is that it sold 46,360 of them all around the country and they are being driven so quietly and carefully that they could go on forever.

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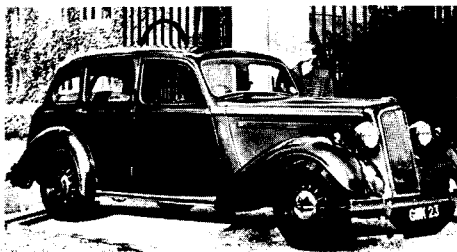


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