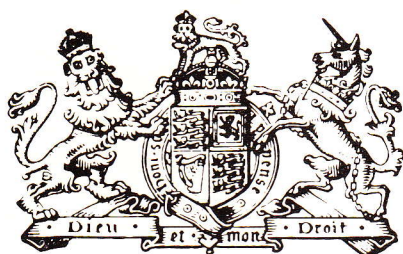


September 1984

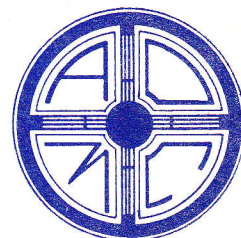
The **HUMBERETTE**



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.

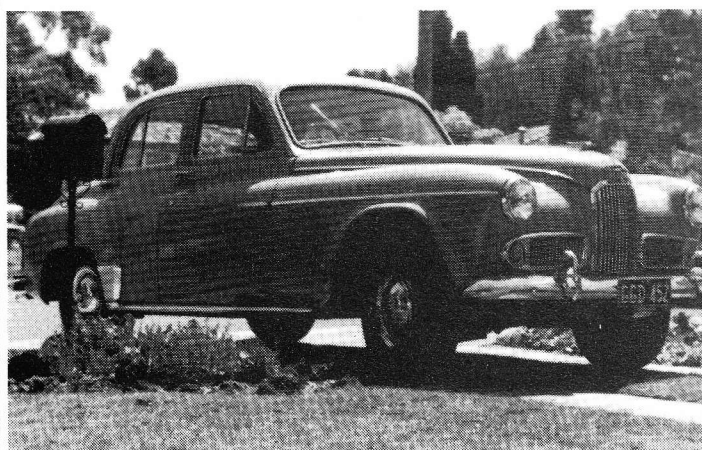
SOME OF OUR CLUB CARS



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.

SEPTEMBER 28th.

GENERAL MEETING. 8.00 PM.

OCTOBER 7th.

SPEAKER: JOHN BROWNE, "NEW DEVELOPMENTS IN CAR PAINTS"

DAY RUN TO GUMBUYA PARK, TYNONG. B.B.Q. LUNCH.

COMBINED OUTING WITH ROOTES GROUP CAR CLUB.

NOVEMBER 4th.

CON-COURS. D' ELEGANCE. BALLAM PARK, FRANKSTON.

\$1 PER CAR ENTRY TO PARK.

NOVEMBER 11th.

ROOTES CAR "GET TOGETHER", CONCOURS., WINE BOTTLING,

AND FAMILY DAY. HOSTED BY SUNBEAM & TALBOT CLUB.

"WOODSIDE" DAFFODIL FARM, SEVILLE. ENTRY FREE.

NOVEMBER 17th - 18th.

BENDIGO SWAP MEET.

NOVEMBER 23rd.

GENERAL MEETING. 8.00PM.

NOVEMBER 30th.

ANNUAL PRESENTATION DINNER. LA BRETAGNE RESTAURANT,

KEW. 7.30PM. \$17 SINGLE, CHILDREN (U. 15) \$10.

NEXT OUTING:

GUMBUYA PARK.

WHEN:

SUNDAY OCTOBER 7TH.

TIME:

10.45 AM.

WHERE TO MEET:

CAR PARK, PRINCE MARK HOTEL, OPPOSITE INTERNATIONAL
HARVESTER FACTORY, DANDENONG. MELWAY REF. MAP 90 J.11.

LUNCH:

BRING BBQ OR PICNIC LUNCH. (GAS BBQ'S AVAILABLE)

COST:

ENTRANCE FEE- \$2.00 adults, \$1.00 Children &
Pensioners, \$6 Family.

FACILITIES:

PICNIC TABLES, COFFEE SHOP & KIOSK, CHILDREN'S PLAYGROUND,
AVIARY, PLANT NURSERY, ANIMAL PARK, WATER SLIDE, COACH RIDES.

CLUB WINDCHEATERS & T-SHIRTS:

THESE ARE NOW READY AND WILL BE AVAILABLE FOR PURCHASE
AT THE NEXT MEETING AND OUTING. THOSE WITH GARMENTS ON
ORDER SHOULD COLLECT AS SOON AS POSSIBLE. A LIMITED NO.
OF WINDCHEATERS (MOSTLY GREY) ARE AVAILABLE FOR GENERAL
PURCHASE. \$15 EA. PLENTY OF T - SHIRTS (ALL SIZES),
NOW AVAILABLE. \$7 EA. POSTAGE, \$1.

NEWS AND NOTES - SEPTEMBER.

MOE OUTING:

Twelve cars made the trip to Gippstown Folk Museum and Morwell Open Cut on Sunday Sept. 9th. Among the cars was Ron & Eleanor Forth's "Bargain series V" making its first club run.

First stop at Drouin saw New member Karl Rudolf waiting to greet the convoy. Karl is the ex-owner of four series Snipes and is currently looking for another Series V snipe at a reasonable price..

We were particularly fortunate with the weather on this trip which made it possible for everyone to enjoy a BBQ. lunch before going on to inspect the Folk Museum, Open Cut and power stations.

Our thanks to Tom and Lyn McAlpine for helping to make the day so enjoyable and for the lovely afternoon coupled with lashings of country hospitality.

END OF YEAR SPECIAL EFFORT:

We will again be having our "lucky ticket" competition for the Christmas Hamper and other goodies.

We have included some tickets with this Humberette; and would be grateful if you could endeavour to sell some among your friends. tickets are 50c each or 5 for \$2. All butts and money is due back by the evening of the annual Dinner when the prizes will be drawn.

First prize is the Christmas hamper, second prize, a hand made Noddy doll donated by Edna Huxstep and there will be a mystery third prize as well as a prize for the seller of the most tickets.

ANNUAL DINNER:

Bookings are now open for the Dinner at La Bretagne in Kew. Menu has been arranged as follows:

1ST Course; Chicken or French onion soup.

Garlic bread.

2ND Course; Chicken Kiev or Beef Wellington.

3RD Course; Strawberry Delight or Creme Caramel.

Followed by coffee and dinner mints.

SPECIAL PRIZES: There will also be 3 extra "Special Effort" prizes especially for those at the Dinner who have purchased tickets in the competition.

HOPE TO SEE YOU THERE

Humber

1986

NATIONAL RALLY

RALLY PRESS RELEASE.

The 1986 NATIONAL HUMBER RALLY will be held at FORBES during Easter that year.

The weekend will have an "Australian" theme and the town of Forbes, with its central location on the Lachlan River and its original buildings with their iron lace and the surrounding open spaces and unspoilt rural scenery, will provide an idyllic backdrop.

Bookings have now already been arranged on luxury motel, family cabins and units, Budget motel, caravan sites, and economy hotel accommodation.

It is envisaged that the weekend will include a wide spectrum of events - from local wine tastings to country barbeques and dances.

During our first weekend in the town we found it to be most delightful and we are sure that everyone else will have a similar experience in '86.

So set your sights on Forbes, Easter (28th - 30th) March, 1986.

More information soon,
The '86 Rally Committee.

SPARES

Front windscreen rubbers are becoming available through an outlet, Old Auto Rubbers (Peter Jackson) at St Mary's. The Series V Super Snipe rubber has been manufactured and fitted with success to Wally Joseph's car, he being the instigator of the action. The Series IV Super Snipe screen rubbers have recently been presented to them for appraisal.

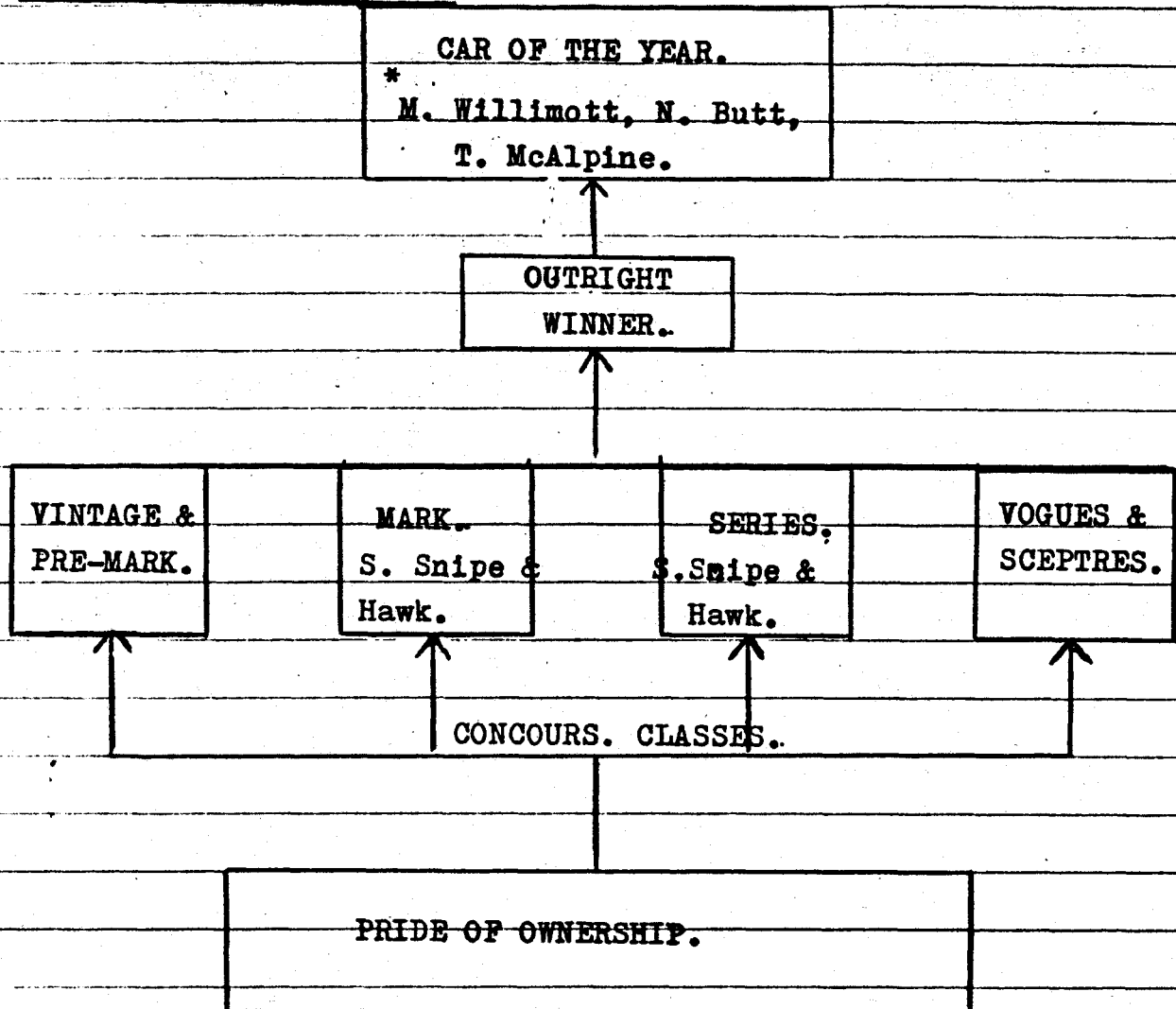
At the August General Meeting and during the following 3 weeks, I will take orders for Mark II Vogue screen rubbers. The idea has been to get enough interested members to pool their money for the setting up of tools and dyes required. This being an expensive operation, a minimum order of six rubbers is required, paid in advance. Initial cost estimated at \$48.00 per rubber.

These screen rubbers will then be available as "one off" at anytime from Old Auto Rubber, at a slightly dearer rate.

THE ABOVE ANNOUNCEMENT APPEARED IN THE AUGUST ISSUE OF THE H.C.C.OF A. MAGAZINE.
IF YOU ARE INTERESTED CONTACT N.S.W. SPARE PARTS DIRECTOR, JIM DAVIDSON, 5 CLYDE ST.
GUILDFORD, 2161. PH. (02) 681 4448. WINDSCREEN RUBBERS ARE ALSO AVAILABLE FOR
SERIES IV AND SERIES V SNIPES. NOT SURE OF PRICE. THEY MAY BE PURCHASED FROM OLD
AUTO. RUBBER CO., 4/4 APPIN PLACE, ST. MARY'S, 2760.

H.C.C.V. ANNUAL CONCOURS. D'ELEGANCE.

STRUCTURE AND CONDITIONS.



CONDITIONS:

1. PRIDE OF OWNERSHIP WINNER SHOULD COMPETE IN CONCOURS. CLASS THE FOLLOWING YEAR.
2. CAR WITH HIGHEST NO. OF POINTS FROM THE 4 CONCOURS. CLASSES ENTERS THE "CAR OF THE YEAR" SECTION THE FOLLOWING YEAR.
3. OUTRIGHT WINNER IS ELIGIBLE TO COMPETE IN "CAR OF THE YEAR" FOR THE FOLLOWING 3 YEARS, AND THEN MAY RE-ENTER APPROPRIATE CONCOURS. CLASS.
4. ANY CAR MAY NOT WIN IT'S CLASS FOR MORE THAN 3 CONSECUTIVE YEARS.
5. "OUTRIGHT WINNER" IS THE CAR GAINING HIGHEST NO. OF POINTS IN THE CONCOURS. CLASSES.

N.B. * Entrants eligible for 'Car of the Year'

PRESIDENT'S REPORT

At the August meeting our guest speaker, Mr McKinnon, from Antique Tyres gave us a very interesting talk on tyres that are very hard to get. Most tyres that suit Humbers and older type cars are now imported from New Zealand.

Our stall at Chirnside Park was a successful day, the Club Banner was displayed along with badges and T shirts. This was a big show card with many enquiries from a lot of people who didn't even know there was a club.

As there are not many more weeks to go before our concours, I hope you are all getting those cars ready.

To all our sickies get well quick, we would like to see you all at the next meeting on the 28th September.

Happy Motoring,

Bill Holmes.

OBITUARY

JACOBS, Brian: H.C.C.V. extends its sympathy to the family and friends of Tasmanian Member, Brian Jacobs who passed away last month.

Although Brians' association with the Tasmanian Branch was of short duration we will remember with gratitude his contribution to the formation of the new club.

MINUTES OF GENERAL MEETING OF H.C.C.V. HELD AT DEEPDENE ON 24.8.84.

The President opened the meeting at 8.23 PM and welcomed the 30 members and visitors present including new member, June Short and her 1962 Hawk sedan.

APOLOGIES:

Pat Daly, Bob Bruce,
Vic Wilson, Adelaide Underwood
Jack Lhuede.

MINUTES:
27/7/84

Minutes of the general meeting held on

were read and confirmed on the motion of Bob Kennedy, seconded Peter Davenport.

BUSINESS ARISING FROM MINUTES:

Norm Watt from C.H.A.C.A. stated that the sum of \$3,600, less expenses had been cleared at their recent swap meet.

CORRESPONDENCE:

IN

M. Holden (Moonee Ponds): For Sale and M'ship application.

Daimler/Lanchester Club: combined club outings.

J. Hosking (Bendigo): letter & photos

H. Pama (Wodonga): Letter

W. Bick (Surrey Hills): for sale

Reservoir Copy Services: A/c for printing.

OUT:

R. Koster (Dandenong): M'ship form

H. Pama: Badges

J. Hosking: letter

NEWSLETTERS RECEIVED:

H.C.C. of S.A., Australia and N.Z.;
Chevrolet; C.H.A.C.A.; Austin A40; A.M.V.C.
of V.; Wolseley; Rover; Daimler/Lanchester.
H.C.C. of S.A. magazine (new edition No 4)

Correspondence received on motion of Lloyd
Hughes, seconded Steven Isaacs.

TREASURERS REPORT:

Peter reported a bank balance of \$1551.76 as
at 24.8.84 plus the \$700 investment. As he
will be absent for the next 3 meetings Peter
requested that the assistant secretary, Keith
Willimott, take charge of books for this
duration.

Treasurer's report adopted on motion of Paul
Carter; seconded G. Rowland.

SOCIAL ACTIVITIES REPORT:

The President gave a brief account of the
successful Talhof outing and expressed the
club's appreciation for the managements'
donation of wine as a door prize.
Bill also announced that a profit of \$83 had
been made on the club stall at the Chirnside
Park Swap Meet. Thanks were expressed to
Norm Watt for his assistance in arranging
stall site.

TECHNICAL REPORT;

Peter Davenport reminded members that the
Annual Concours D'elegance is not far off
preparation should be starting on cars.

LIBRARIAN'S REPORT:

Nothing new this month.

EDITOR'S REPORT:

A total of 116 Newsletters posted this month.

GENERAL BUSINESS:

COT DEATH RESEARCH:

Moved K. Willimott, seconded B. Kennedy
that a cheque for \$25 be forwarded to the
Royal Women's Hospital to assist in research
into the cot death syndrome. Passed.

INVESTMENT ACCOUNT:

Lloyd Hughes asked whether the amount of
investment could be increased as the club is
currently on a reasonably financial footing.
Rob Dunlop moved, G. Rowland seconded that
the investment account be increased to a sum
decided by committee. Passed.

MEMBERSHIP LIST:

All members should have received a copy with
the last Humberette. The President thanked
Nancy Kennedy for her work in compiling the
list. Purchase of plastic protective covers
for the lists can be arranged through Bill
Holmes for 15c each.

DAIMLER/LANCHESTER CLUB COMBINED OUTINGS:

Advantages and disadvantages of combined
outings with several other clubs were
discussed and it was left for committee to
act further on this.

WINDCHEATERS:

Members requiring these should notify the
club secretary promptly.

MOE OUTING:

The starting time will 10.00 am from Prince Mark Hotel grounds, Dandenong.

TESLER COIL:

Norm Watt extended an invitation to any members interested to see a demonstration of the Tesler Coil which generates over 1,000,000 Watts at the C.H.A.C.A. Christmas Break Up on 9th Dec.

FOR SALE:

Presented by Bob Kennedy who has details of the following:
'51, '59 and '62 Hawks.
Series III Motor.
Series I Hawk - reconditioned transmission, rusty body.

The meeting closed at 9.05 and was followed by a talk by Mr Alan McKinnon of Antique Tyre Supplies. Supper concluded the evening.

SECRETARY'S NOTES:

Those present at the August Meeting enjoyed an interesting and informative talk from Alan McKinnon of Antique Tyre Supplies, West Heidelberg.

It is regrettable that the moulds used in Australia for manufacture of the old size cross-ply tyres were disposed of (mostly to N.Z. and U.S.A.) some 12 months ago thus forcing the Australian motorists to rely for their tyres on the vagaries of the overseas import market. As tyres are now often imported on the basis of large job lots when available and not as needed, there seems to be either a dearth or an abundance of supply.

However, as Queensland President, Tom Kayser, writing in the H.C.C. of A., magazine states, "things are not as black as they are painted - there is a Korean manufactured 670 x 15 cross ply tyre brand name, Nurora, which is available from McLeod Tyres Qld Distributors. These are 6 ply tyres with a weight load of 1550lbs. McLeods have outlets in most capital cities and the Victorian distributors are located at 1297 Nepean Highway, Cheltenham and at 229 Gaffney Street, Pascoe Vale. McLeod's Victorian dealers at this time do not have these tyres in stock but are quoting Firestone 670 x 15 at \$64.00 each.

We recently had retreads for 670 x 15's done at Highway Tyres, Dandenong. Cost for these were \$32 each but it is becoming increasingly difficult to find someone willing to handle retreads.

Another firm worth checking out if you are using retreads is Bandag Cold Process retreads. They have 8 metropolitan dealers and are listed in the yellow pages phone directory.

The Frankston branch quoted around \$28.00 for retreading both 670 x 15 and 640 x 15 sizes. Prices seem to vary considerably for new tyres and it pays to shop around before you buy.

Alan McKinnon was asking around \$72-\$75 for 670 x 15's manufactured by Reid Rubber, New Zealand. We have had Reid Rubber tyres on the Series II Hawk for several years now and are very happy with their performance. At time of purchase we paid \$40 ea for the 670 x 15 size.

I noticed in the Post Vintage Humber Car Club magazine that one of their correspondents was stating he had most success with Michelin 185 x 15 HR-XV radials on his Series III Hawk. These are of course much dearer than cross plys.

It's worth remembering that the car manufacturers recommended tyre pressures (as found on the car data plate located in engine bay) may need to be increased for radial tyres. This is to overcome any slight vagueness in the car's road handling ability. It should also be remembered when using Steel Radials that they should not be diagonally rotated. i.e. never change tyres on L.H.S. of car with those on the R.H.S.

Well you must be tired of tyres by now so let me roll on very briefly to something else.

End of year is fast approaching and with it a host of varied Humber activities. Planning is well in hand for the Annual Concours also the Presentation Dinner and we will be asking soon for an indication of your participation in these events. Don't forget the Pride of Ownership section at the Concours is for your everyday vehicle and all that is asked is that it shows evidence of your normal care and maintenance throughout the year. See the special section in this magazine for further information on this and other Concours classes.

John Browne, the speaker at this month's meeting is an ex-club member and should provide some interesting information on new development in car paints.

Hope to see you there.

Margaret.

TAS NEWS.

I have the sad duty to inform all members that Mr Brian Jacobs of Brighton Tas., passed away last month, he will be sadly missed by all club members.

I have got the Ser III wagon back on the road once again. I took the complete rear end out of my Ser II which ran out of Rego last month. So I am back to a one Humber on the road again.

On the 25th August Mr Bill Pierce and I had a trip to New Norfolk, we had two Humbers to pick up. We had a very good trip down. We arrived at New Norfolk at 10am, checked out the 2 cars, one a series II ex government car and one Ser IV. After a quick check of the Ser II, we decided we would leave it where it stood, I was told it had a broken left hand side upper wish bone, but on further inspection we found that the cross member was half a cross member. It is a very unusual car, a pity it isn't driveable, it could be made into quite a neat car, it has all the mod cons for its' day. Glass partition between front and rear seats, all leather interior.

With all that over we decided to load the Ser IV on the trailer. We left New Norfolk at 11.15 am and set off back to Launceston.

Everything was going fine till we were at Jerico. We came down off a hill into a dip and started climbing the next hill when all of a sudden the trailer decided to liven things up a bit. It started to sway all over the place, from one side to another. We were very lucky there was no other traffic on the road at the time.

It all happened so quickly, I was swerving all over the road, by the time I managed to correct it I was on the wrong side of the road, it took about 200-300 yards to get back in a straight line. All I could see in the rear vision mirror was a Ser IV going from side to side. It sure does frighten the daylights out of you.

After that bit of excitement was over I decided to ease the foot off a bit and cruised along at a more steady pace. We arrived back in Launceston at 3pm. That was a trip I will take a while to forget. Still shaking in my boots!.

Bill has been in touch with me since I started this letter and he has had the Ser II picked up and brought to Launceston. He told me he is going to start repairs as soon as possible. We could see it on the road soon. Should be a real eye catcher.

I have just had a phone call from David Yaxley, he has a MK IV Hawk 1954-55 OHV less gear box and wheels for the taking if anyone wants it. He also informed me that there is a late Ser III at R & L Brent in Wellington Street, Launceston, it has no motor otherwise complete good spare parts car. He wants \$100 for it.

Also David has parted with his MK IV Hawk & Ser III Sedans. At the time of writing this newsletter they were at Michael Betts used cars Devonport. May be they are still there? They both are very nice cars.

For those members who are intending to go over to Melbourne for the Vic Concours, the air fares ex Launceston at a special rate of \$107 return per adult. You pay and book 4 to 14 days before and ring a day before you intend to go to see what Flight you can go on. This is with TAA or Ansett. If you intend to go over, please let me know within 2 weeks of this newsletter so I can make final plans. Also I am making enquiries for price of tyres. I will find out what the minimum amount of tyres can be purchased through our club to pay trade price. This may be a saving for those who need tyres. I will have more to report in the next newsletter.

For those members who are coming to our BBQ at Westwood in November and don't know where it is can find the way on this map, we will meet at the Westwood Hall at 3pm. For the members who may be a bit later there will be white arrows set up from the hall to follow. Hope to have a very good roll up.

Still have no news on T shirts from T Shirt World, maybe when I go to Melbourne I can make arrangements to have some printed over there.

That is about all to report for this month.

Ross Bromley,
H.C.C. Tas.

TAS ADS:

Wanted to swap; 1 set of mags and tyres for 1 set of standard rims trims and near new tyres to suit snipe 62-64. Phone 003 44 6679.

Wanted; 1 MK III wind screen rubber new or in good used condition and any dist part for MK III and carby parts for MK III. Max Heazlewood, Burnie, 004 31 2894.

Wanted MK IV Snipe front and rear screen rubbers new or good used condition. R. Bromley 003 39-2939 or contact at Vic Concours.

Humber S/S Ser IV white no rust, kept in top condition, 35000 miles since complete engine rebuild, reg, plus spare parts. \$1000 o.n.o. Phone 002 34 1523 B.H. or 002 72 4758 A.H.

Humber S/S Ser V.A. Green, very good mech, body, drives superb \$1400.00, J. Locke. Phone 002 34 1272.

RESULTS OF RAFFLE, AUGUST GENERAL MEETING.

Humber Staff Car Model Kit (Donated by Lou Copeland) - won by Nancy Butt.
Bottle of Perfume (Donated by Norm Watt) - won by Lloyd Hughes.
Proceeds from raffle were \$19.50.

"UNLEADED PETROL"

Reprinted from Restored Cars No. 59.

From Jan. 1 1986 we are to get lead free petrol in Australia. It is causing much debate, and concern, with people owning and using older cars, portable equipment and engines.

The reasons for changing to "unleaded petrol" (ULP) have been expounded so most of us are possibly aware. Lead which is added to petrols that are used today (more so in super brands than standard) tends to build up in people's bodies, in particular, in children living in heavily populated and polluted areas such as in the State capitals, Sydney and Melbourne. Medical research tells us that lead is something we can do without in our bodies, and "technology" is now producing cars and engines that don't need it. ULP, used in older cars, with a compression ratio lower than 9.5 to one, will run OK with spark adjustment but with long term use ULP may have harmful effect on valves and valve seats as the lead is used as a lubricant in the upper cylinder areas. In cars of the late 50's and 60's with comp. ratio higher than 9.5 to one, lead raises the octane rating and the problem can be more severe in long term use. The lower octane rating fuel will cause premature detonation or "pinging". This can cause piston and bearing failure, valve and seat wear, hard starting and excessive fuel use. It will mean that the enthusiast of the future will have to keep a drum of leaded fuel for his use while it is still available. Eventually leaded fuel will not be available (as this is soon to happen in America). We are sure the industry will be able to come up with a non-polluting additive, octane raiser/upper cylinder lube, that can be mixed with ULP to make the older cars run just as well. However a market for leaded petrol will obviously exist for some time in this country.

WANTED TO SELL, VIC.

Large bar, approx 6ft wide x 4ft high x 2ft deep. Padded vinyl with tiled drinking and serving shelves. Two shelves underneath \$150.00.

3 Dark stained high back swivel bar stools \$40.00 each. One home sauna electric portable, \$40. 397 7836.

1962 Hawk Take Away.

Don Murphett, Centre Road, Langwarrin. 789 7590.

59, 62 Hawks, fair condition. George or John. 059 41 2412.

59 Hawk, Michael Lovis, 11 Winifred Street, Mooroolbark, rear of Pat McDonnagh, 726 8578.

1951 Hawks (2 or more) 059 64 9235 Wandin.

Series III S Snipe Motor, big end gone (offers) Mrs Noble 80 1048.

Super Snipes (2) 1 x Series IV, unregistered, good cond., green/grey, stored under cover. Best offer.

1 x Series V, immaculate cond. D.G. series transmission, no rust, unregistered, white colour, stored under cover. \$800 (firm).

Mr L. Owen, Neerim South (056) 28 1248.

British classic and sporting cars of 53 Wattlepark Ave, Moolap (A.H. Phone 052 94559) have a variety of Humber Super Snipe body panels and parts for sale at a reasonable price, including 2 body shells and one other almost complete, 1 engine, 2 diffs, 1 front end. Contact P & F McFarlane, props.

Humber Snipe MK IV. All original 1955 model in use daily. Registered to March 1985. grey colour, in excellent cond. \$2750. Mr W.L. Bick. 836 9328.

1955 Humber Hawk MK VI, 2 owners, 74,000 miles, original number plates. For further information contact Michael Holden, Phone 329 2044 (B.H.)

Riccare Elec portable sewing machine, zig zag, button hole, variety of other stitches, perfect working order \$60.00.

Bonaire Mk9 Evaporative cooler, portable on trolley excellent cond. \$65.00.

Large racing car set (two sets in one) complete with 3 speed control transformer and cars, excellent cond. \$15.

Bike wheels, 1pr 27" alloy singles with quick release alloy hubs and gold racing cluster \$85.00. Nancy Kennedy 789 5119.

Humber Ser IV S/S Estate Car, reg. May 85, good michelin tyres, full leather seats (green). Body green, roof grey excellent performer, price negotiable.

Humber S/S MK 1 needs restoring huge quantity of spares. (i.e.) motor, gear box, diff, panels, etc. \$1000 - o.n.o. Bob Kennedy 789 5119.

Humber S/S Ser III blue with white top, red uph., dash and seats very good cond, mech good, no reg. \$350.00 o.n.o. P. Reid Bendigo Phone 054 42 3673.

H.Hawk Estate car 1957, good order, reg. 8/85, red with red uph, needs repaint, man trans, spare engine and parts, price negotiable. W.P. Riley, 68 Stuart Street, Narrabunda A.C.T. 2604. Phone 062 95 1806, B.H. 65 2157.

WANTED TO BUY.

Rear screen and rubber Ser I-II-III S/Snipe. L. Hughes, Blackburn 877 3208.

RATIONING (Weekly Times 9.5.84)

Petrol rationing commenced in October 1940 and by the time Japan entered the war rationing was very strict. Private motorists were allowed enough petrol to drive about 26kms a week.

Some people installed gas producers in their cars. These were stocked with coke and worked best on bumpy roads. If the road was smooth the driver had to stop frequently and stir the coke with a poker.

Another substitute was household gas which was carried in balloon like containers. In June 1949 petrol rationing was lifted but was reintroduced in all states except Tas, in November 1949 to reduce spending and finished on Feb 8th 1950.

Autocar

Luxury with a capital **H**



HUMBER SUPER SNIPE

£1120 plus p.t. £233.17.11 Whitewall tyres extra

The Humber range includes the economical Hawk, £875 plus p.t. £182.17.1 and the sporting Sceptre, £825 plus p.t. £172.8.9

HUMBER · HILLMAN · SUNBEAM · SINGER — See the full range of Rootes Quality Cars at the Motor Show.

ROOTES MOTORS

Humber Ltd., Division of Rootes Motors Ltd. London Showrooms and Export Division: Rootes Ltd.,



LIMITED

Devonshire House, Piccadilly, London

HUMBER BICYCLES.

A bicycle powered via the rear wheel was constructed in England by Henry Lawson in 1873-74. In 1879 he produced his third model, the 'Bicyclette', which, with its chain and cog drive and low seating position between the wheel, is considered the first practical, commercial forerunner to the modern safety bicycle.

Thomas Humber of Nottingham was one of the first bicycle manufacturers to realise that the existing bicycles were unnecessarily heavy. As a result of considerable labour, he produced a racing bicycle which was thought a marvel of lightness and strength. Thereafter the manufacturers vied with each other to reduce weight.

In 1885 John K. Starley built a bicycle based upon the diamond frame concept. His third model is accepted as the 'production prototype' of the present safety bicycle. Further developments culminated in the Humber pattern of 1890. This had ball bearings in a raked steering and set fork (a 'set' fork is one that is bent forward at the bottom, a crucial factor in effective steering and balancing); a chain drive to the rear wheel, with an adjustable rear wheel position for chain tensioning; light, spoked wheels; an adjustable sprung saddle; wheels nearly the same diameter; and a completely triangulated frame, with saddle pillar.

This particular model is of special interest as it was constructed for a journey of some 15,000 miles across Europe, America and Asia during the period 1890-1903, a trip which was successfully completed in spite of some breakages of the frame. This model is still on show at the Science Museum in London, and the frame still has the makeshift binding of telegraph wire with which it completed the last 1500 miles of the journey.

The design has been used to the present day for the vast majority of bicycles.

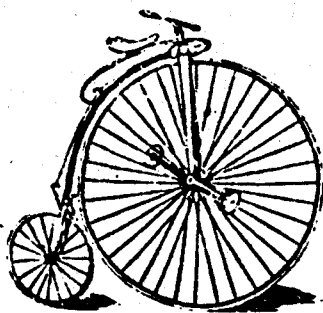
For ease of riding, the safety was a radical improvement. The rider could mount and sit stationary with no difficulty. In motion the machine was more stable than the high wheelers. The independently steered front wheel eliminated the inconvenience of pedalling a steering wheel. The seating position decreased the likelihood of 'headers'. The small wheels did mean a rougher ride, but this problem was partially alleviated by the widespread use of cushion rubber tyres and effectively eliminated with the advent of pneumatic tyres in 1888. For a while the 'dwarf' safeties and the rear-driven diamond frame models competed for popularity, 'Ultimately the mechanical, structural and ridability advantages of the Humber pattern proved far superior and commercial interests quickly swung in that direction. By 1890 the days of the ordinaries and 'dwarfs' were numbered; the diamond frame safety dominated the cycling world.



Thomas Humber and his partner
T. H. Lambert, on a Humber
Tandem tricycle, 1885.

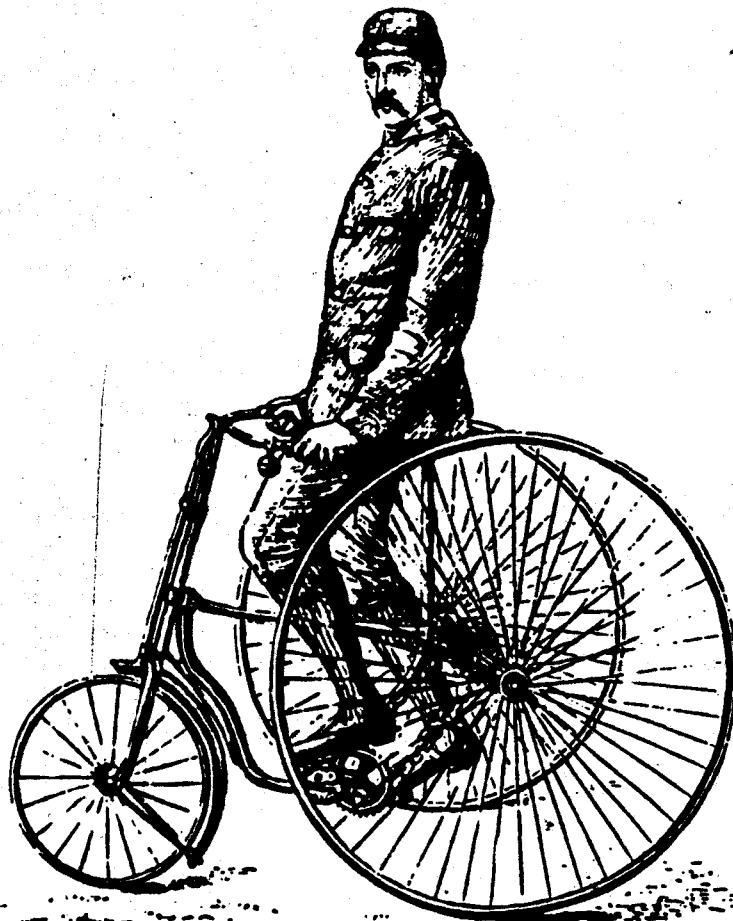
T. HUMBER,
BICYCLE MANUFACTURER,
 STRETTON STREET.
 UNION ROAD.
 NOTTINGHAM.

NOTTINGHAM:
 PRINTED BY J. DODD, ALBERT STREET.



SPIDER BICYCLE.

Driving Wheel... 30 in.
 Weight... 40 lb.



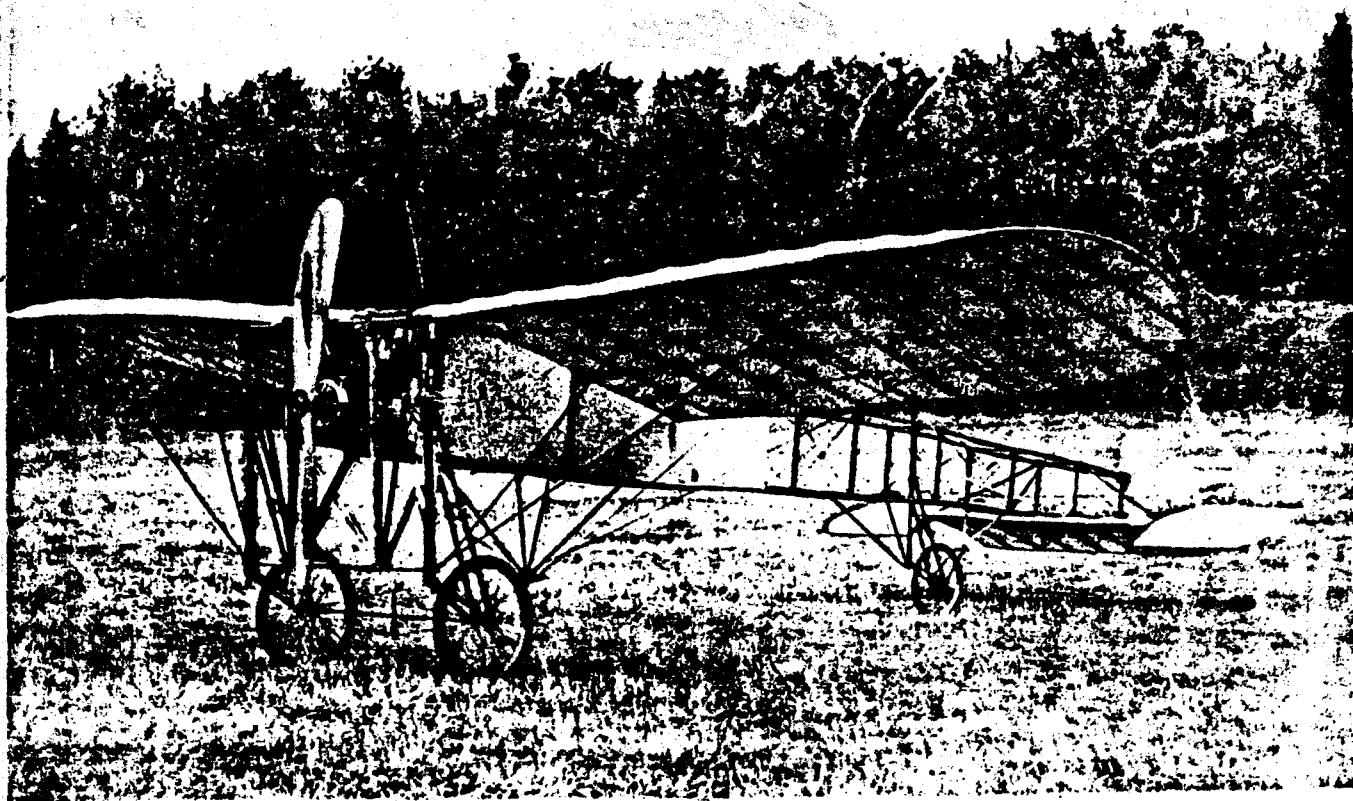
80 Humber Cripper ridden by George Lacy Hillier,
 wearing C.T.C. uniform

Cover and opening page of Thomas Humber's first
 catalogue, 1873

The English
 'Humber' safety bicycle of
 1890 has remained the most
 common bicycle design

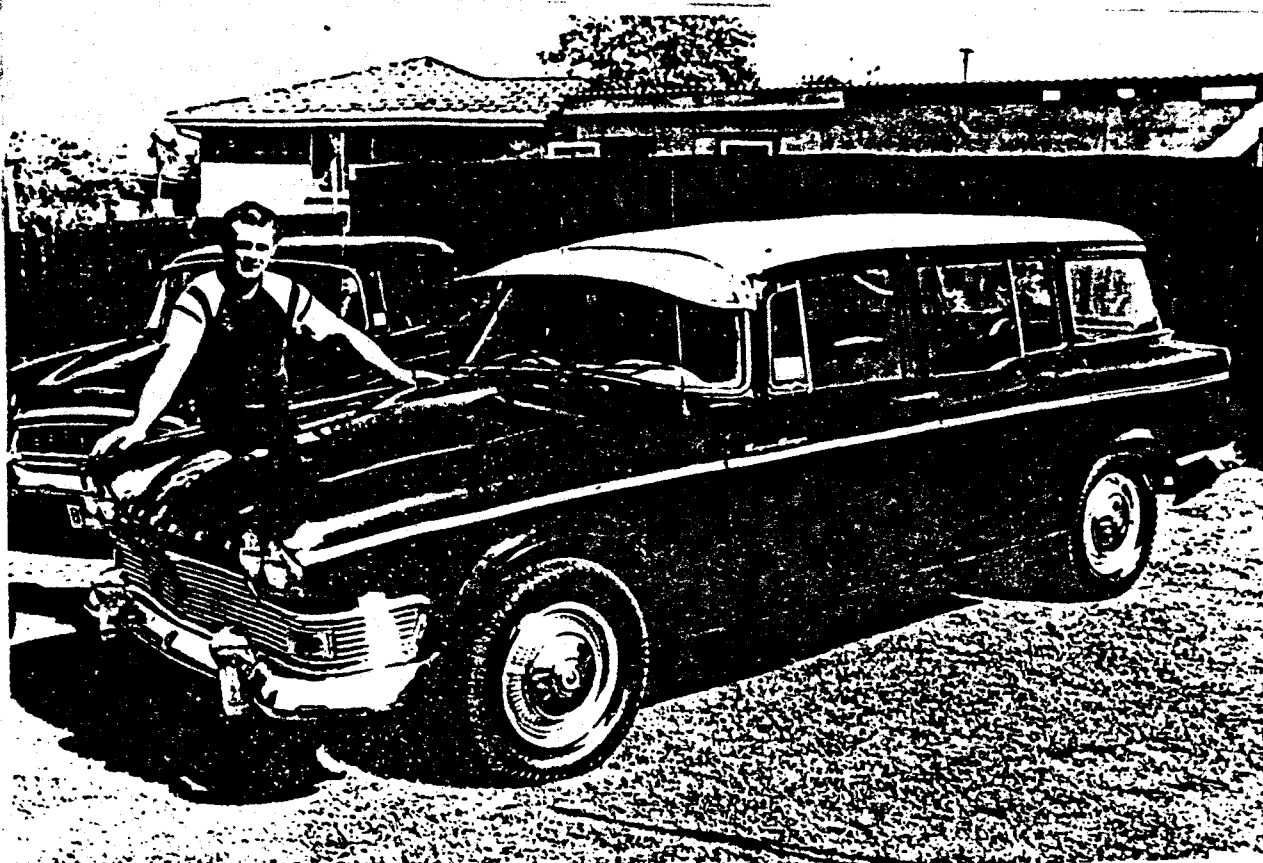


40 Beeston Humber tandem, 1885



1909 BLERIOT TYPE IX

This is the Fourteenth Blériot built and is identical to the one Louis Blériot made his historical channel crossing in on July 23, 1909. It is listed as being the earliest plane to still hold a current Certificate of Airworthiness and was made under licence by The Humber Co.



Ross Bromley with his Series III Estate Car

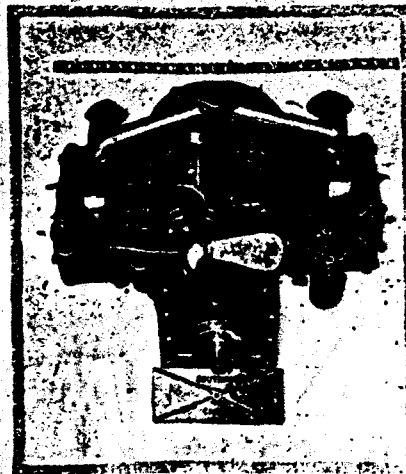
The Southern Cross

Australian Car With Four-cylinder Opposed Engine

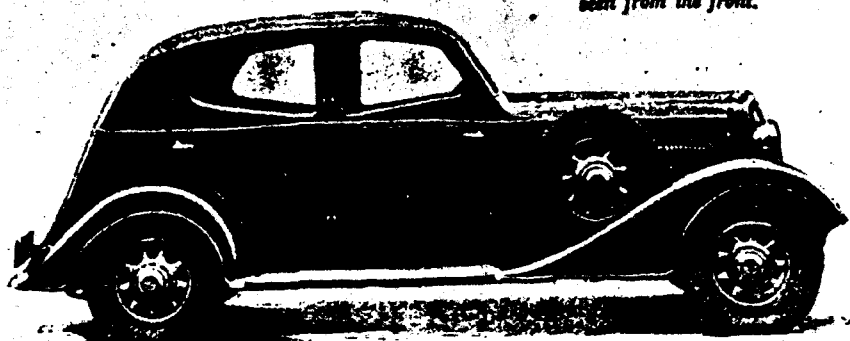
IN the issue of *The Autocar* for July 27th advance particulars were published concerning the Southern Cross car, which has been designed and built entirely in Australia. Photographs of this interesting car are now available by the courtesy of the Vacuum Oil Company, Mobiloil and Plume motor spirit having been used in the tests of the car. In one of the photographs the car is shown at the finish of a run from Sydney to Melbourne. Sir Charles Kingsford Smith, after whose aeroplane the car is named, is a director of the company building the car, Marks Motor Construction, Ltd.

60 b.h.p. at 3,200 r.p.m. Assembled, the engine is less than 2ft. long. Sedan models of this car are on sale in Sydney, where the engine is built, at £295.

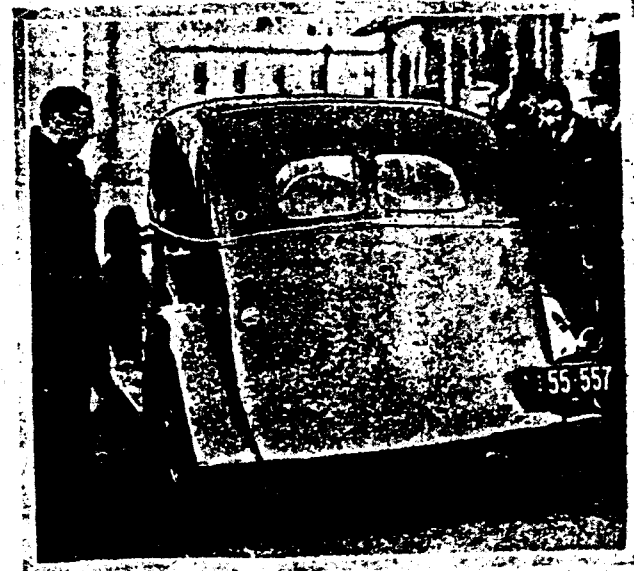
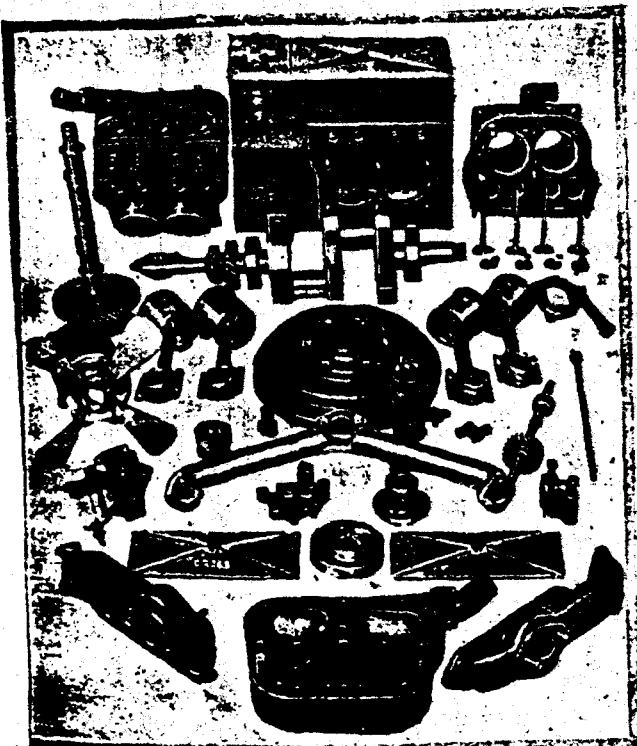
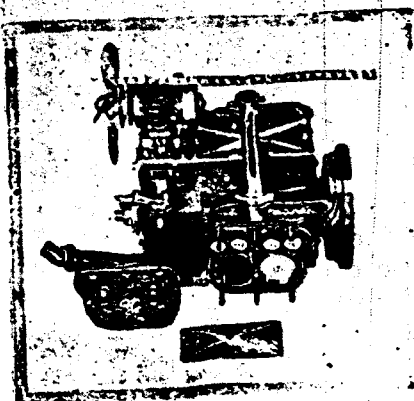
The car, incidentally, is fitted with a type of torque converter, which gives great simplification of control, so that all the driver has to do is to steer, work the throttle, and use the brakes. The gear ratio is automatically determined according to load. When one includes with this feature the smooth torque obtainable from a four-cylinder horizontally opposed engine, which is practically the only completely balanced type in existence, the car should prove to be of exceptional refinement.



(Above) The "flat four" engine as seen from the front.



(Above) The complete car, offered at £295. (Left) A side view of the engine, which is less than 2ft. long.



The car at the completion of its run from Sydney to Melbourne, when it was driven by the managing director of the company.

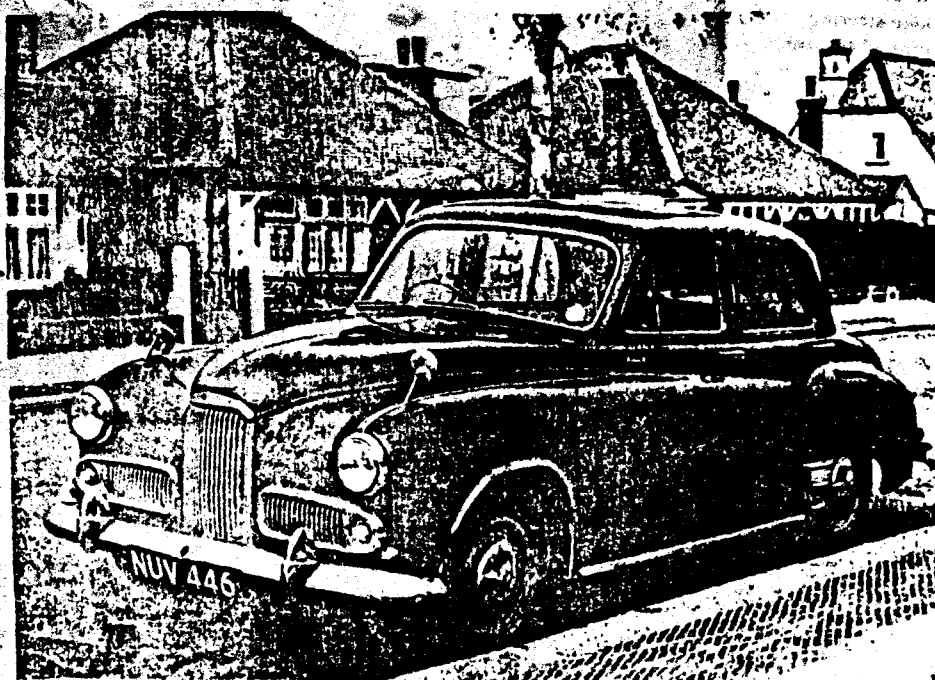
(Left) A view of the miscellaneous parts of the engine dismantled. Note the two-throw crankshaft, two connecting rods working on each crank pin.

HUMBER SPARKS

The Humber Hawk is one of a series of car built by Humber intended as large family or business cars. They are, on the whole, well-built cars which provide comfortable transport for up to 6 people. Like many British cars built after the war, the MK V Hawk is austere by modern standards, but it is a pleasant car to drive.

HUMBER HAWK Mk V SALOON 1953

CHASSIS Suspension (front) Independent, coil springs (rear) $\frac{1}{2}$ elliptic Brakes 4 wheel brakes, hydraulic
ENGINE Tank capacity 10 galls. No. of Cyls. 4 Carburetors 1 Max. B.H.P. 16 (rated) Capacity 2.267 c.c.
DOORS 4
TRANSMISSION Clutch Disk Gearbox 4 speed and reverse, synchromesh Final Drive Shaft to bevel gear
DIMENSIONS, ETC.
Six seater Length 15 ft 1 in Width 5 ft 10 ins Wheelbase 8 ft 9 ins Tyre size 640 X 15 Height 5 ft 4 $\frac{1}{2}$ ins Weight 26 $\frac{1}{2}$ cwt



HUMBER



HUMBER 16 WORKBOAT
15' 6" x 6' 6" 21" tube dia.
Price £1285.00
incl. VAT & Carriage UK Mainland

Send for details to:

HUMBER INFLATABLES Ltd

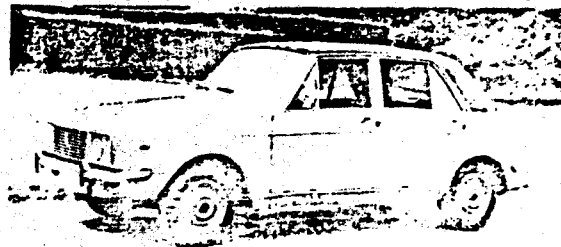
246 WINCOLMLEE, HULL HU7 0PZ

Tel: 0482 226162



HUMBER (GB)

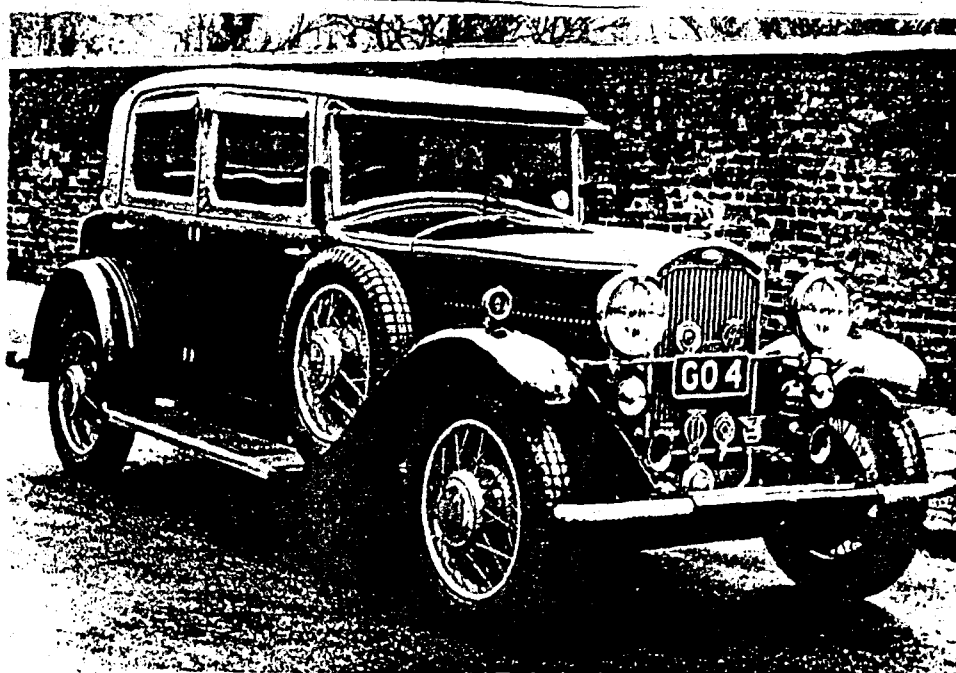
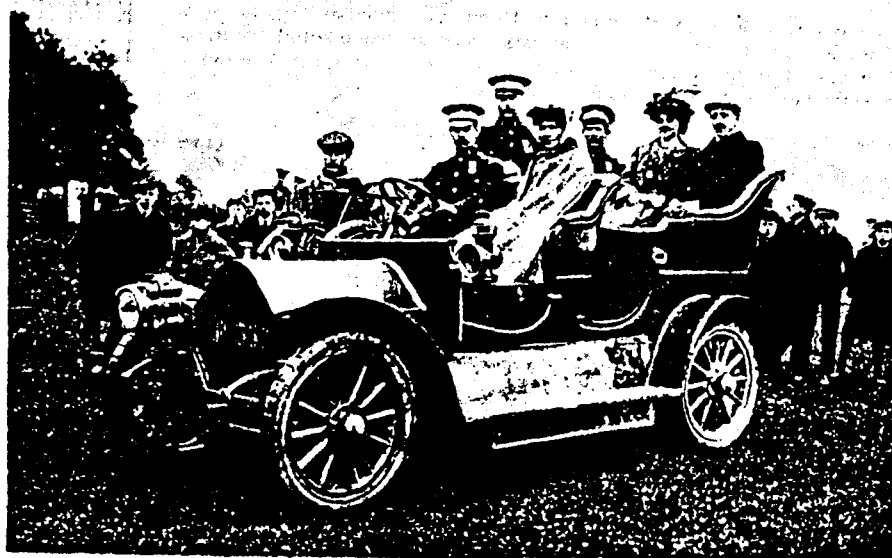
Sceptre



4-in-line	1725cc	82 bhp
Brakes front/rear servo assistance	disc/drum standard	Final drive driven wheels rear
Capacities engine sump 7 $\frac{1}{2}$ Imp. pints fuel tank 10 Imp. gals cooling system 13 $\frac{1}{2}$ Imp. pints		Steering type power assistance recirc. ball N.A.
Carburettor(s)	Stromberg, twin	Suspension front ind., coil springs rear leaf springs
Chassis	unitary constr.	Transmission standard 4F1R, manual, a/s optional 3F1R, automatic
Clutch	diaphragm, sdp	Tyres 155 x 13
Dimensions, overall		Weight, kerb 2184 lb
length 14 ft 1 $\frac{1}{2}$ in width 5 ft 4 $\frac{1}{2}$ in height 4 ft 8 in		Wheelbase 98 $\frac{1}{2}$ in
Engine location front cylinders 4-in-line valves ohv cooling liquid		
bore x stroke 81.5 x 82.5 mm output 82 bhp @ 5200 rpm torque 93 lb ft @ 3300 rpm compr. ratio 9.2:1		

Notes: Introduced 1963 (new shape 1967). The only Humber currently in production. Bodyshell basically similar to Hillman Hunter but more luxurious trim and equipment. Latest version for 1974 has more engine power and interior modifications.

Military outing. A circa 1906 Beeston Humber with tulip body. It is interesting to note that a motorcar was still sufficient to arouse the adulation of the youngsters – or was it the uniforms? The single spoke steering wheel is an unusual feature and surely proves that there is nothing new under the sun



91 Period trappings: the outrigger direction indicators and elaborate two-toning suggest that this 1931 Humber 'Snipe' was aimed at seaside *concours d'élégance*



88 Popularising the razor-edge style: Humber 21 h.p. 'Snipe' sports saloon, 1938

HUMBER SPARES



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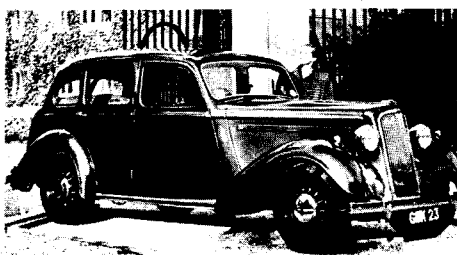


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