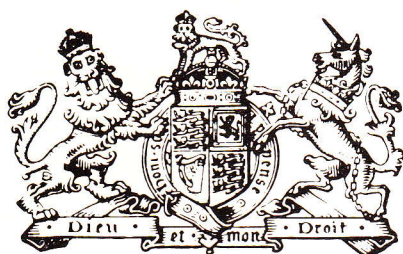


April 1983

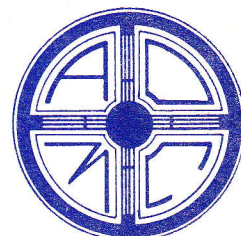
The **HUMBERETTE**



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 1983/1984

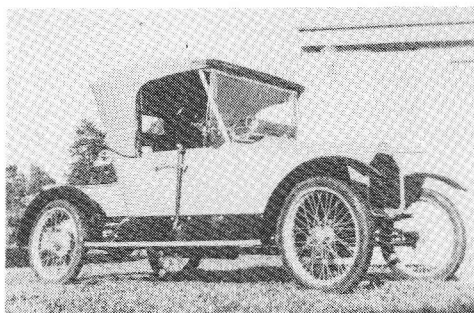
PRESIDENT	Lloyd Hughes	877 3208
VICE PRESIDENT	Bill Holmes	397 7836
SECRETARY	Margaret Willimott	435 6354
ASST. SECRETARY	Keith Willimott	435 6354
TREASURER	Peter Shelden	818 5829
SOCIAL SECRETARY	April Beardsmore	762 4180
ASST. SOCIAL SECRETARY	Brian Beardsmore	762 4180
EDITOR	Jack Waring	725 9884
ASST. EDITOR	Barry Bosnich	460 4505
TECHNICAL OFFICER	Tom McAlpine	(051) 27 4755
LIBRARIAN	Paul Carter	568 8437

SOCIAL CALENDAR 1983

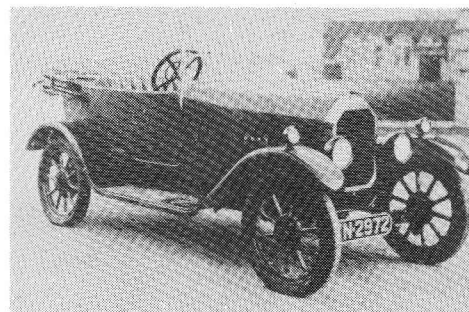
March 25th	General Meeting	July 22nd	General Meeting
March 27th	M.G. Concours	August 14th	Talhoff Restaurant, Warburton.
April 25th	Anzac Day March	August 26th	General Meeting
April 31st (Sat)	Camberwell Chamber of Commerce May Festival	September 23rd	General Meeting
May 15th	Air Museum Point Cook	September 11th	President's Run (Mystery Trial)
May 27th	General Meeting	October 9th	Wolseley C.C. (Car Khana)
May 29th	Vintage Drivers Club Display and Swapmeet, R.M. Showgrounds	October 28th	General Meeting
June 11th to 13th	Echuca Steam Rally	November 6th	Concours d'Elegance
June 24th	General Meeting	November 12th/13th	Bendigo Swap MEET!!!
July 10th	Roast on the Spit	November 26th (Sat)	Presentation Night (no general meeting)
	Williamstown Primary School	December 4th	Christmas Run (no 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.

INTERESTING EARLY HUMBERS

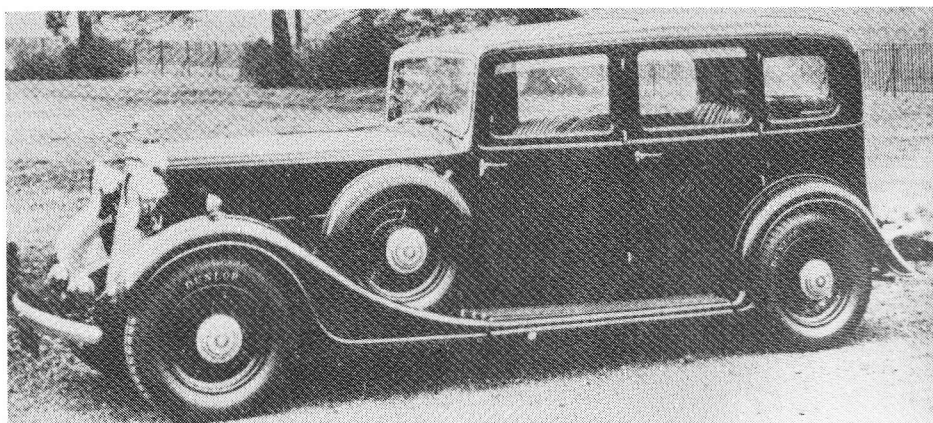


1912 HUMBERETTE
4 cylinder
side valve



1923 HUMBER 8/18
4 cyl. o.h. inlet
side exhaust.
985 c.c. 7'10½" wheel base.

1933/34 SNIPE 80
6 cyl. side valve
3498 c.c.
10ft and 10'4" wheel base



*Similar cars owned by
Norm Watt, Doug Shone
and Lloyd Hughes.*

VICE PRESIDENT'S REPORT

In the absence of Lloyd who was overseas on business I chaired the March meeting, which I feel went very smoothly.

Our guest speaker Chief Supt. Allan Coysh was very enlightening, giving us a lot of useful information regarding cameras at intersections, ten of which are to be installed at major intersections around Melbourne. The Breathalyzer test taken by one of our Lady members was very good. After drinking a full bottle of beer her reading was .04 just under the limit. Good job Nancy.

On Sunday March 27th the M.G. Concours was held at Warringal Park Heidelberg. There was a good turn up of Humbers. Des Judd was elected to enter his Snipe in the Post 57 Luxury Class.

After unloading everything (Mum and Kids included) from his car and polishing it up for Judging he discovered he was up against an 82 Porsche, a Chevy and a Wolseley. After Judging each Class it was the Porsche cars which took all the honours winning 3 different Classes. One must wonder if the time and effort are worth it when the Humber Series VA are up against 82 Porsche. After the concours 6 car loads went back to Gary Rowlands house to view his 1953 Mark IV Royal Tourer Car. Upon our arrival at his house Gary put his head in the back door and announced, "Just a few from the club". We must say a very big thank you to Mrs. Rowlands for her hospitality. Also for showing the Ladies her collection of Persian Cats which had them all wanting to take one home.

See you all on the 22nd April.

W. HOLMES.

* ** ** ** **

APOLOGY - We must apologise to all financial members who erroneously received "Renewal Reminder" slips in their last newsletter. Also to those who are still awaiting their rear window stickers, As mail from our Frankston Post Office Box only reaches the Secretary once a month there may be some delay in its processing. To avoid this, you may prefer to send correspondence direct to the Secretary at her private address: 23 HIGH STREET, WATSONIA 3087.

* ** ** ** **

CHANGE OF ADDRESS:

The preferred address for H.C.C.V. mail this year:

Mrs. Margaret Willimott
Secretary, H.C.C.V.,
23 High Street,
WATSONIA, VIC., 3087.

We will still retain our P.O. Box 35, Frankston, address should you wish to use it, but as Frankston is a considerable distance from Watsonia this mail will only be cleared once a month.

W A N T E D T O B U Y

Vogue Piston 20th O/Size. Water Pump suit Ser. VA.

Swap set new P/rings standard for 20th O/size PETER DAVENPORT Ph: 458-2531

Twin Pully for 1959 Snipe, suitable for power steering. To be fitted.

J. WARING Ph: 725-9884

Instruments for 1926 Humber. Lucas switchbox CS 12 complete, Jaeger clock with silver dial and Jaeger speedometer. Contact: BOB KENNEDY Ph: 789-5119

MINUTES OF GENERAL MEETING HELD ON MARCH 25TH 1983 AT DEEPDENE HALL

In the absence of the President, Vice-President Bill Holmes opened the meeting at 8.10 p.m. before 20 members including 6 committee persons.

Vice-President welcomed 2 visitors and new member Tim Holzer - Series IV Snipe.

APOLOGIES - Syd Humphreys, Adelaide Underwood, Lloyd Hughes, Joan Holmes, Jack Lhuede, Brian Beardsmore.

MINUTES - Minutes of last meeting were read. Passed, Bob Kennedy. Seconded, Des Judd.

BUSINESS ARISING FROM MINUTES: - Des reported that the meeting re: cars for Anzac Day had been cancelled and he would personally contact volunteer drivers about arrangements.

CORRESPONDENCE: Inwards Lega Pty. Ltd.: Lapel badges. Subscription renewals. Grace Lansell, re: sandblasting service. Lake Goldsmith Steam Preservation Co, Re: Steam Rally April 30th, May 1st. S. Isaacs Re: membership Mark Lazarus and Susan Oliver - new members. Newsletters: Wolseley, Classic, S.A. Humber Club, H.C.C.A. and Qld. Austin A40, Rover, Daimler. Phone: Roy Meggs, Echuca re: Steam Rally Accommodation

Outwards Mail: Lega Pty. Ltd.: payment for lapel badges

Phone: Wolseley Car Club, Re: Car Khana. Pt. Cook Air Museum, Re: May Outing M.G. Car Club, Re: Concours 27th March.

TREASURER'S REPORT: - Peter Shelden announced that the Credit Balance as at 25th March was \$791.00. Many subs were still outstanding.

SOCIAL SECRETARY'S REPORT: - April reminded members of the M.G. Concours on March 27th and requested that those going to the Echuca Steam Weekend pay their \$10 deposit as soon as possible.

TECHNICAL OFFICER'S REPORT: Nil

LIBRARIAN'S REPORT: Nil

EDITOR'S REPORT: - a. Jack Waring reported that he was investigating ways of reducing printing costs for the newsletter.
b. It is hoped to include a technical report on a regular basis in future newsletters.

GENERAL BUSINESS: A. BOB KENNEDY announced a 1965 Vogue in good condition for sale at a cheap rate: also a 1955 Hawk sedan at Traralgon See Bob for details.

B. KEITH WILLIMOTT suggested use of a notice board at meetings.

C. BOB announced that the speaker on radiator repairs planned for April meeting would now be coming in May.

D. THE CHAIRMAN expressed the thanks of the members to Roy Meggs, ECHUCA for his help in arranging accommodation for the ECHUCA STEAM RALLY Weekend.

E. THE CHAIRMAN announced that the new lapel badges are now available, price \$3 each. Also rear window stickers at \$1 each and Wynn's Xtend at \$5 per can.

F. GARY ROWLANDS stated that the H.C.C.V. was fortunate to obtain Echuca accommodation as the Classic Club had missed out. He requested information on the '55 Snipe soft-top at Rafferty's Museum, Echuca.

G. GARY extended an invitation to members to inspect his '53 MK IV Snipe on Concours Day. This is an ex-Royal Tour Car.

The meeting closed at 8.45 p.m. after which the Chairman welcomed Chief Supt. Allan Coysh from the Traffic Operations Branch who gave a very interesting and informative talk and demonstration on breathalyzer equipment.

The evening concluded with supper.

SECRETARY'S NOTES

The change over from old committee to an almost completely new one has gone off very well. Of course the odd "teething problem" is bound to occur and one member must have thought it was raining carstickers from heaven! But this is just a sign of super-efficiency on the part of the new committee and extra helpfulness from the old. It is this spirit of care and co-operation between members that makes a club work and I think indicates an excellent year ahead for the H.C.C.V.

Arrangements are now well in hand for the Echuca Weekend with all places filled. Our thanks must go to Roy Meggs for the "Tourist Packs" he assembled and forwarded to us; we are very fortunate to have an active member in this part of Victoria and look forward to meeting with Roy and Wilma on June 11th.

The weather was ideal for the M.G. Club Concours on March 27th. Nine Humbers (7 Snipes, 1 Hawk and 1 Vogue), including the Kennedy's MK IV Snipe, joined the display from numerous Car Clubs around Victoria. After wandering through the extensive line-up of many different marques. I feel we can be justly proud of our vehicles. Des was "elected" to enter his Series VA Snipe in the post - 1957 Luxury class; also competing in this class was an immaculate 1982 Porsche - "enough said!". However, it was a thoroughly enjoyable day all round and the M.G. Club are to be congratulated on their organization of the event.

Following the Concours a number of us accompanied Gary Rowlands on to Reservoir to inspect his Ex- Royal Tour Mk IV Snipe. This is quite a unique vehicle and 30 years on from its Royal role is still in reasonably sound structural condition with original Royal Purple Carpets and leather upholstery. It should be an impressive sight when finally on the road.

Overheard one Humber owner comment as we left Gary's collection of 6 visible cars and assorted "motoring paraphernalia"; "I'm glad my wife's with me, maybe now she won't grumble so much about the space occupied by MY cars!" Our thanks to Beryl for her hospitality when almost swamped by the group of us.

Our next Club outing will be to Point Cook Air Museum on May 15th - details appear elsewhere in the Newsletter. This outing will be the occasion for drawing of the trolley jack raffle. These extra fund-raising activities are largely what is enabling us to produce the Newsletter at its present high standard. The Newsletter is often our main service to country members and we are grateful to all those who are helping us keep its quality production possible.

New President Lloyd, will be in the chair for the next meeting on April 22nd.

Hope to see you there,

MARGARET WILLIMOTT

POINT COOK PARK & AIR MUSEUM

SUNDAY MAY 15th.

This is our next official Club outing.

WHERE TO MEET: In the car park at McDonald's Restaurant, Corner of Geelong and Somerville Roads.

TIME: 10.30 a.m.

WHAT TO BRING: B.B.Q. Lunch

Arrangements have been made for us to use the electric B.B.Q.'s at Point Cook Metropolitan Park which is situated on the foreshore about 2 km. from the Air Museum. There are 4 B.B.Q.'s, 2 of which are under shelter and water is available about 100 yards distant. Entry to both the Park and the Air Museum is free.

ECHUCA STEAM RALLY WEEK-END

Unless there are any last minute changes, all places for this week-end are filled. 10 double units have been booked at the Settlement Motor Inn for the night of Saturday June 11th, and Sunday June 12th. The cost for the two nights is \$66 with \$10 extra (per 2 nights) for each child. This does not include meals. Accommodation has been arranged for all the children - no need to bring sleeping bags, mattresses etc. A booking for Saturday evening meal has been made at the Py-Gee Chinese Restaurant; this is a B.Y.O. Restaurant serving Cantonese and Australian meals. It is hoped to arrange a B.B.Q. for Sunday lunch.

If there are any variations to current bookings please let the Secretary, Margaret Willimott (23 High Street, Watsonia, PH. 435 6354) know immediately as we must confirm the bookings with the Motel.

SOCIAL SECRETARY'S REPORT

Tea and Trading Table: \$45.94¢
Raffle for Trolley Jack is up to \$56.00 so far.

ECHUCA STEAM RALLY 11th to 13th. June

Things to see such as -

Alambee Auto and Folk Museum Warren Street 9 a.m. to 5 p.m.

Veteran and vintage cars, also historic and early Australian items.

Echuca Aquarium Display 601 High Street.

Also milking of venomous snakes.

Echuca Gem Club Murray Esplanade Situated in old pumping station.

Jewellery and rock specimens on view and for sale.

Echuca's Historical Society's Museum High Street.

Featuring river charts, photographs primitive cells, housed in old police station and lock-ups.

P.S. Canberra River cruises on vintage paddle-wheeler.

P.S. Pride of the Murray

Detailed commentary while cruising, of Port of Echuca paddle-steamers and many other historical places along the river Murray. Trip approx. 75 minutes.

Port of Echuca

Historic area. P.S. Pevensey, Bridge Hotel, Shackells Bond Store, Customs House, Star Hotel. Restoration of Australia's largest inland port, 19th Century old buildings in original places.

Tisdall Winery Cornella Creek Road. Tasting daily except Sunday.

World in Wax Museum In Bond Store Murray Esplanade.

Life like replicas of famous people of world renown, from all walks of life e.g. Hitler, Kennedy, Charles Dickens. Open from 9 a.m.

M.G. CONCOURSE Warringal Park.

Members in attendance were:-

Bob and Nancy Kennedy and Family	MK IV Snipe
Des and Denise Judd and Family	Series VA Snipe
Ron Forth and Family	MK IV Hawk
Fred Page and Family	Series VA S.Snipe
Keith and Margaret Willimott	Vogue
B. & A. Beardsmore	Series I Snipe
Garry Rowlands	
J. Waring	Series III Snipe
Vic and Glad Wilson	Series IV Snipe
Bill and Joan Holmes	Series VA Snipe

The judging of the cars was rather strange, they put Des Judd's series VA up against a 1982 Porsche, about 19 years difference - What A Joke. The weather cleared up after lunch and stayed quite fine.

APRIL AND BRIAN BEARDSMORE

EDITOR'S NOTES

It was quite a good turn out for the Concours. I feel that the highlight of the day came when six cars followed Garry to his home to view his Royal Humber Convertible which is in good condition when you consider it is 30 years old; it will be a real gem when brought back to its former glory.

Of course one of us had to get a flat tyre, one guess who "Yours Truly". Thanks for the help given in changing. In the future even on short trips I will carry a wheel brace. Good job it didn't happen en route as I'm sure I couldn't have found my way to Garry's.

Apart from the cars we saw at Garry's there was a collection of petrol pumps from past years, also a good collection of garage signs, some no longer in operation such as "Plume " and "Neptune" just to mention only two.

I wonder if any of those old pumps will finish up in someone's front garden. Now who left their camera behind. Thanks for your call Garry, but it turned out not to be mine. No doubt it will be claimed at the next meeting. I would like to add my thanks to Beryl for a most enjoyable afternoon tea to round off a really good day enjoyed by all. There is a possibility of getting Humber t-shirts if there is enough interest from members.

Jack

FOR SALE

1955 H/Hawk Sedan. Olive Green. Body quite good - no rust. Upholstery fair Mechanics Fair. \$100 or near offer. Mrs. Sandra McGown, 17 Armstrong Court, Traralgon. Can be inspected in Melbourne. Phone: 051 - 74 3093

1965 Vogue. Good Engine, Good Body, Int. Fair, Good tyres , Gear Box -No Good.
Mrs. Boydrie Phone: 39 8496.

Humber S/Snipe. Ser. I Good throughout. All wood work re-polished. New radial tyres. R.W.C. 6 months reg. \$1500 or near offer. Phone: 874 4335

1934 Snipe. 7 Seater - to be sold by Auction. Mainly for spares. For further information contact :- Bill Holmes. Phone: 397 7836.

* * * * *

ASSISTANT EDITOR'S NOTES

Print from 1981 U.S. Auto Repair Publication.

An estimated 25% of American car owners now perform their own tune-ups and minor repairs. This represents an increase of 15% from 1957, when there were far fewer cars on the road. One reason of course, for this phenomenal increase is the fact that more and more car owners have come to realize that the average so-called mechanic often knows less than they do even though he charges exorbitant prices.

Cars often have to be returned to the shop again and again for the same trouble. Finally the disgusted owner decides to locate and fix the trouble himself - and he usually does it with far greater success than the supposedly expert mechanic.

The main reason for this sorry state of professional service is the fact there are not enough "TRAINED" mechanics to go around. One expert estimates that at least 75% of the garage mechanics in the U.S. are insufficiently trained.

The cost of having your car repaired is reaching astronomical heights, and gas pump jockeys are learning auto repair as they go along at the customers' expense. Obviously, then, it not only pays to do your own repairs because of the money you will save, but also because you will be sure that the repair will be done properly. To do this you don't have to be a professional engineer. All you need is common sense, patience, and basic knowledge of the workings of an automobile - something many so-called mechanics lack.

Assistant Editor's Notes continued.

GASOLINE ECONOMIZER

Make a tested and proved fuel saving device for your car.

Some car owners use just a piece of bronze screen mesh between the carburettor and the intake manifold. A small piece of screen "16 cross wires per inch mesh" may be cut to gasket size, then shellaced around the outer edges and clamped between the carburettor and the intake manifold. The carburettor gasket will provide a good seal even with the screen in place if some shellac is spread on the gasket surface first. The screen helps break up the fuel - air mixture more completely thus supporting smoother combustion and promoting operational economy.

Barry Bosnich

"VACATION PLANNER"

1983 School Holidays.

Vic.	7th May - 22nd May, 20th August - 4th September, 16th December - 30th Jan.1984
S.A.	14th May - 29th May, 27th August - 11th September, 17th December - 5th Feb 1984
N.S.W.	9th May - 20th May, 29th August - 9th September, 16th December - 1st Feb 1984
W.A.	14th May - 29th May, 27th August - 11th September, 15th December - 2nd Feb 1984
TAS.	28th May - 12th June, 27th August - 11th September, 22nd December - 20 Feb. 1984
N.T.	1st April - 8th April, 18th June - 17th July, 26th September - 30th September, 10th December - 22nd January 1984.
Q'LD.	1st. April - 10th April, 25th June - 10th July, 17th September - 2nd October, 10th December - 22nd January 1984.

HUMBER 9/20 hp 1926, Great Britain.

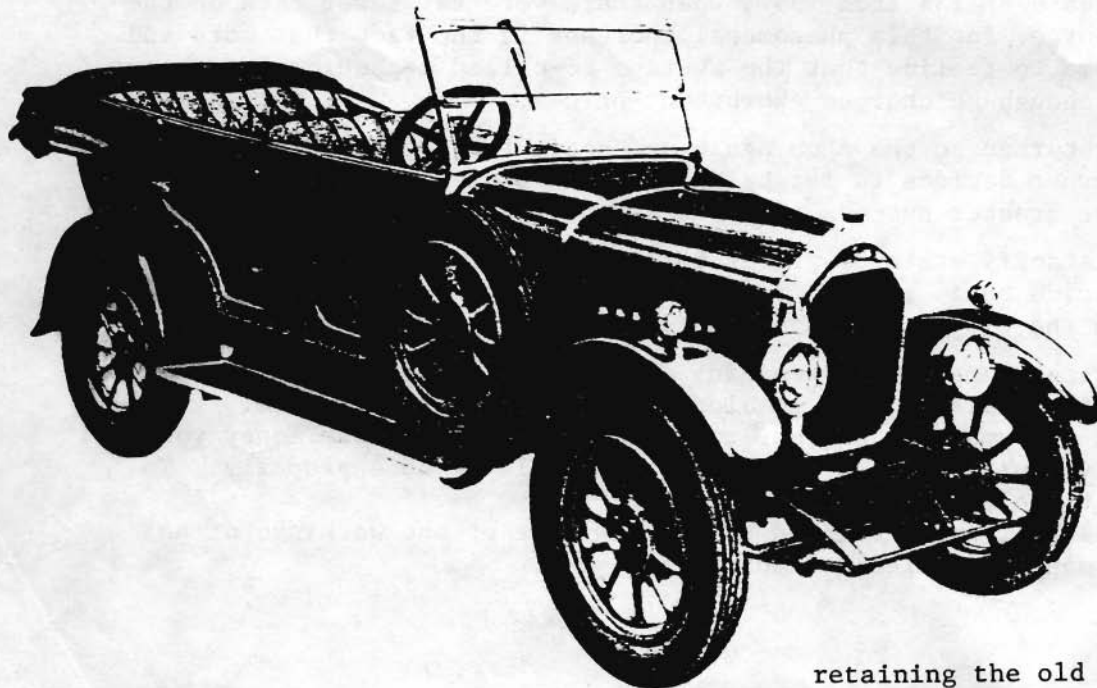
Contributed by Nancy Kennedy.

Humber's post-war light cars were the sort of machinery that sold well only in Britain: small-capacity tourers constructed to the highest standards. The firm claimed that the rigid side curtains supplied on their open cars offered saloon-type weather protection, but the marginal motorist in search of a bargain in 1926 would not have chosen the 9/20 for all its refinements. At £260, it was undercut not only by Morris and Clyno, but also by Rover's 9/20 (£190) and by the imported 509 Fiat at £215.

None the less, the little car sold well, accounting for nearly half the 3,306 new Humbers made that year. The model's roots lay in the company's first post-war baby, the 985cc 8/18 seen at the 1922 London Show. This had a two-bearing monobloc four-cylinder engine with overhead inlet valves, splash lubrication and (surprisingly) coil ignition

though a magneto was used from 1924. The clutch was a cone, three forward speeds sufficed, and the footbrake worked (not very well) on the transmission. Springs were quarter-elliptic. This car had grown up by 1926 into the 1,056 cc 9/20 on a longer wheelbase with room for four-seater bodies. It also featured semi-elliptic suspension, a rear tank with Autovac feed and a front-wheel brake option, albeit of uncoupled type, and

retaining the old drum on the transmission.





Bond Minicar Mark D

Introduced in May 1956, the Mark 'D' was the final development on the original Minicar theme; the last example was produced in November 1958 by which time the Mark 'E' had appeared featuring unit construction with longer slab sided body.

Sharps Commercial of Preston introduced the Mark A Minicar in 1948. Early examples had no suspension and featured a Villiers 125cc two stroke motor cycle engine. Before long De Luxe versions boasted the Villiers type 6E 197cc unit and in June 1951 the Mark B appeared with improved suspension, curved windscreen and rack and pinion type steering box.

January 1953, and the Mark C saw a restyled body with 'dummy' front wings, trailing arm suspension, that at the rear being of Flexitor bonded rubber type, and 3 wheel brakes operated by a mixture of rods and cables.

Improvements for the Mark D include Villiers 9E type 187cc engine with 12 volt SIBA electrics providing an option of reverse — a second circuit with additional ignition points is timed to make the engine run in the opposite direction. Further changes were improved rear suspension and a multi-plate instead of single plate clutch.

Mark D bodywork is in 18 gauge aluminium with fibreglass rear wings. 2 or 4 seater bodies were available, a fibreglass hardtop being available for the smaller type while the vertical tailed 'Family' model had a pair of small inboard facing hammock type seats for

children at the back. Starting was by means of a foot operated decompressor and 'pull wire' attached to the kick start, however, De Luxe versions enjoyed the luxury of an electric starter.

The relatively huge steering wheel is reached via the passenger side door and sliding across the bench seat as no door is provided on the offside!

In use, the final drive chains require frequent adjustment, and the brakes were not brilliant. Tyres of 4.00 x 8 must be found for Mark Ds, but those at the rear last well.

At one point in his early motoring career the Editor of *Practical Classics* had a Mark D. Family De Luxe and remembers that it was good fun when it went, especially flat out through downhill bends in the wet! Quite often it did not go at all.

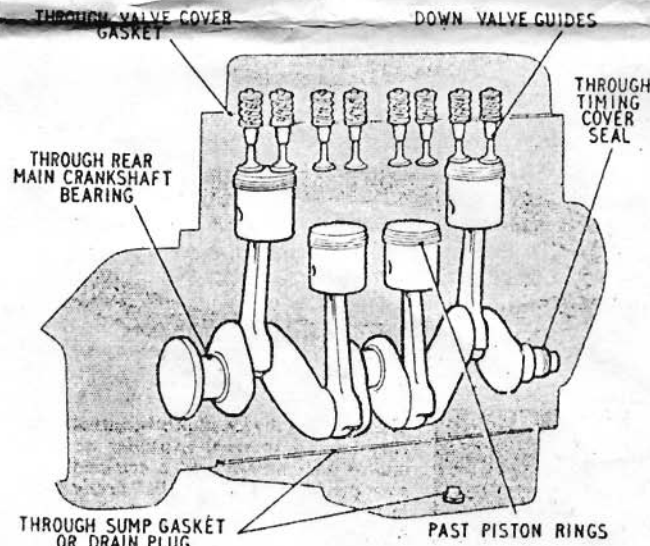
In December 1957, production of all but the Family De Luxe Mark D ceased and that type continued until the following November. A very small number of Family Tourers were produced in October and November 1958, these in fact being the Family De Luxe fitted with the new 4 speed gearbox from the subsequent Mark E.

Engine: 197cc Villiers 9E Comp. ratio: 8:1 8bhp.

Transmission: 3 speed column change (very few 4 speed) final

Performance: 50mph. drive ratio 4.9:1.

Weight: 520lb.



The principal sources of oil leaks. One way of tracing an elusive external leak is to clean the outside of the engine, dust it over with French chalk and leave it standing.

Post Vintage Humber Car Club

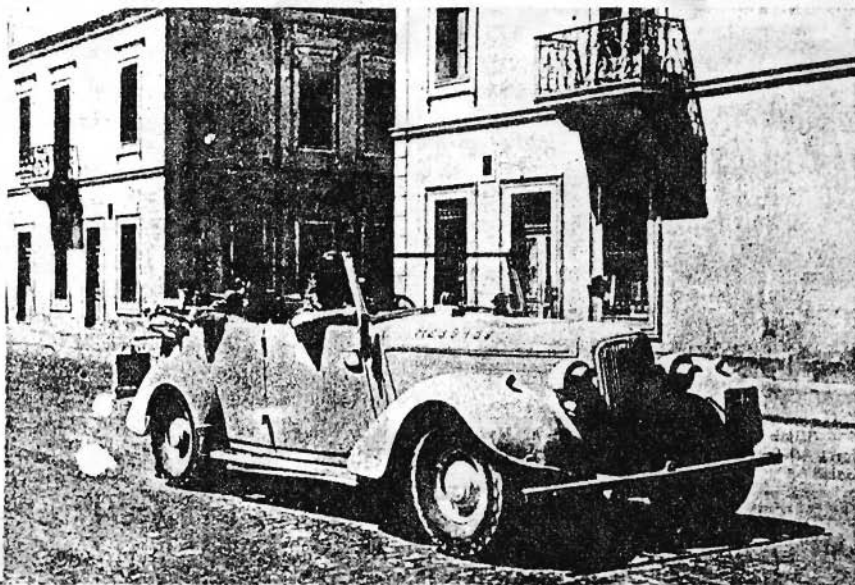
the club that caters for ALL Humber cars built 1931-1976

Super Snipe - Hawk - Sceptre

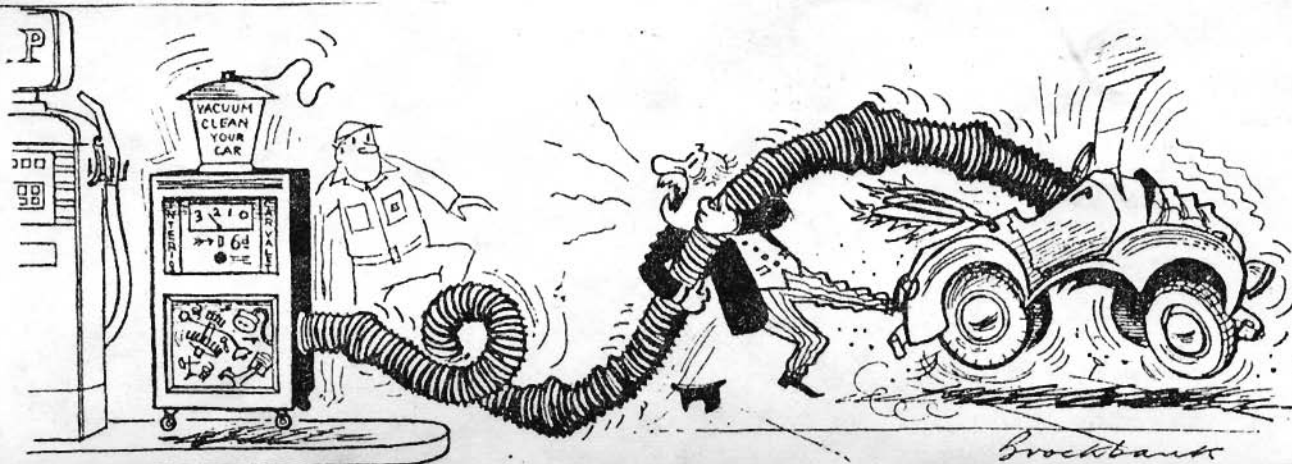
MAGAZINE - MEETINGS - RALLIES - SPARES

DETAILS (SAE): P. C. PEARCE, 154 OVERDALE ROAD, DOWNEND, BRISTOL.

Details (SAE): P. C. Pearce, 154 Overdale Road, Downend, Bristol.



1941 Humber Super Snipe "Old Faithful" R.588
Field Marshal Lord Montgomery in "Old Faithful", the Super Snipe WD Touring used by him during the North African Campaign. Apart from the small wheels and extra-low pressure tyres, mechanics are stock 1940, though a Super Snipe tourer was never Cataloged in Britain



DENT REMOVER

I've seen this technique used years ago, and it still might be useful so I'll relay it to you. It concerns removing a dent from a panel which you can't get behind to beat out. You can drill a hole and insert a screw, and pull on this using a slide hammer, but I've always hated making holes in good panels. An alternative is to clean a small area in the centre of the dent to bright metal, tin, and solder a length of stout wire to the surface,

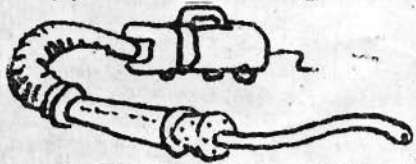


which can then be steadily pulled to remove the dent. It used to be called 'wire-drawing' — wonder if it's still used?

SUCKER PLUCKER

Came across a demon device the other day for retrieving oddments which have got lost in the bowels of the engine — a friend of mine dropped a tiny nut down a carburettor venturi and was in despair trying, unsuccessfully, to get it out using pieces of bent wire, small magnets and thick grease on the end of sticks. Some of these would pick up the nut but it would invariably get knocked off as it was cautiously withdrawn past the butterfly spindle.

Then just as he was resigning himself to remove the carb. he had one of those flashes of inspiration which come to us all occasionally (only not often enough to me in these sort of circumstances). Off he trotted indoors and came back to the garage with the wife's vacuum cleaner with the flexible tube attachment fixed on. To the nozzle of this he fitted a large cork which he'd drilled a hole through, and into this hole he pushed a length of windscreen washer tubing. Then it was simply a case of switching on and



inserting the tube in the carb; whereupon the suction held the errant nut tight, and the tube was withdrawn to complete a totally successful operation! Brilliant — and the cork and tube was kept safely in a drawer ready for any similar emergency in the future.

INNER KNOWLEDGE

Sometimes during a rebuild you are faced with the problem of getting electric wiring up (or down) through parts of the bodywork structure, like windscreen pillars and sills. The problem is, of course, how to get the wiring to come out of the hole at the bottom/end of the enclosed section.

Well, try using an old inner speedo cable, either securing the wire to the cable then feeding it through, or getting the 'inner' through the bodywork first and then pulling it back with the car's wiring attached. The 'inner' is very springy but doesn't kink, and it's usually possible to locate the hole at the

Your cars

Alan's Humber number

WHEN the large white 1951 Humber Super Snipe Tickford Coupé draws up at the kerbside, you might be forgiven for thinking that 'The Boys' had arrived with their violin cases tucked under their arms. But before you dive for cover behind the sofa, wait awhile and you will see a very harmless Alan Meyrick alight from the car, perhaps to sell you some of his very fine stained glass work in which he specialises. He hasn't quite gone to the lengths of fitting stained glass to the Humber yet, but you'll find it all over his shop in Leicester.

He's owned the car for three years now, having seen it for sale in a garage and being mightily attracted by the Humber's body and the magnetic presence it exudes. He knew nothing about Humbers at the time, so he was then unaware that this Tickford coupé body is really rather rare and very special. The body is coachbuilt with aluminium panels from the scuttle back. The immense hood may be opened to the three quarter or de ville position, that is, open above the driver and closed over the rear compartment. It looks especially attractive when in this state. Or it may be completely let down, with a hood bag to hide the remnants. This operation is quite easily accomplished but is not really ideal for one person to cope with quickly should a heavy shower come on.

Originally the Humber was jewelescent almond green but this proved hard to match so, Alan, having owned previously a Triumph Roadster sprayed in BMC Old English White which he liked, decided to spray the Humber the same colour. He had a new hood made by Autotrim of Leicester who specialise in this work. Mechanically, the Humber was sound with the exception of the brakes which were seized, so a new master cylinder and slave cylinders cured that problem. New tyres were fitted all round, and as Alan could not find a correct silencer, he made one up himself! He then decided that the door trims needed renewing and let in a new piece of leather into one of the seats.

Thus he has a rare car which, if not absolutely immaculate in every respect, is nonetheless very presentable (which anyone who saw it at Knebworth will testify) and, more to the point, is eminently usable. And use it Alan does. He finds his weekends very busy these days too, because the Humber convertible being white is in constant demand as a wedding car. "Trouble is",

said Alan, "the confetti gets everywhere. You think it's been vacuumed out, and then the first day I go out with the roof open it seems to rise up out of every nook and cranny." And there are rather a lot of those on the Humber. Anyway it's one problem that cannot be common to too many other classic car enthusiasts!

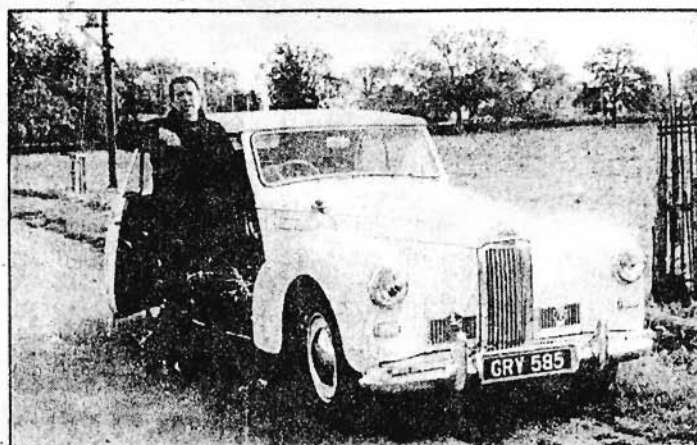
Alan loves his Humber very dearly. He likes its style and comfort. The big six cylinder 4 litre side-valve engine develops 100bhp, sufficient to propel the saloon version to some 84mph, so the lighter Tickford coupé may be good for close on 90mph. All this performance available, incidentally, with little need for gearchanging on the four-speed column shift, such is its flexibility. Despite this good performance and relatively high weight (something in the region of 30cwt) 20mpg is extracted and Alan has seen as much as 28mpg on gentle runs, such as to Knebworth recently. And that is pretty economical for a large car even by today's standards. Who said classics are expensive to run?

Fortunately mechanical spares are easy enough but body panels are extremely difficult to obtain today which is a worrying situation for all who are in this position, the more so if they use the car regularly. I've heard of more than a few classics going about their business being attacked by errant company Cortinas or Marinas driven by housewives more intent on what baby is doing than concentrating on where they are driving.

Currently Alan is a member of the Post Vintage Humber Club but he feels that they do not adequately cater for the earlier side-valve cars like his, the vast majority at rallies being Humber Sceptres. So Alan would like to see a separate register set up to cater for the needs of side-valve Humber owners. Any offers?

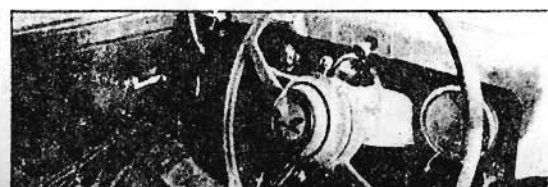
Alan's favours are not entirely Humber orientated — he also owns an Austin A40 Devon Estate and an even more rare Pick-up version. Both have been restored and painted that rather unusual Austin 'utility green'. The Estate will probably be drawn into service for Alan's business, because it is both suitable for the purpose and fits in with Alan's belief that classic cars should be driven. Indeed he cites the post-war classics' usability in 'modern conditions (decent brakes, adequate performance, reasonable economy, heating and demisting) as the reason for their popularity compared to pre-war cars. However he had to admit, shamefacedly, that he would sell his beloved Humber if the right car came along, and that right car might just be the vintage 3-litre Bentley which he has always lusted after.

BP



Alan Meyrick and imposing Humber. Above, imposing bonnet. Below, clear instruments, column change and bench seat.

Below left, the handsome Tickford body shown with hood in the de ville position.



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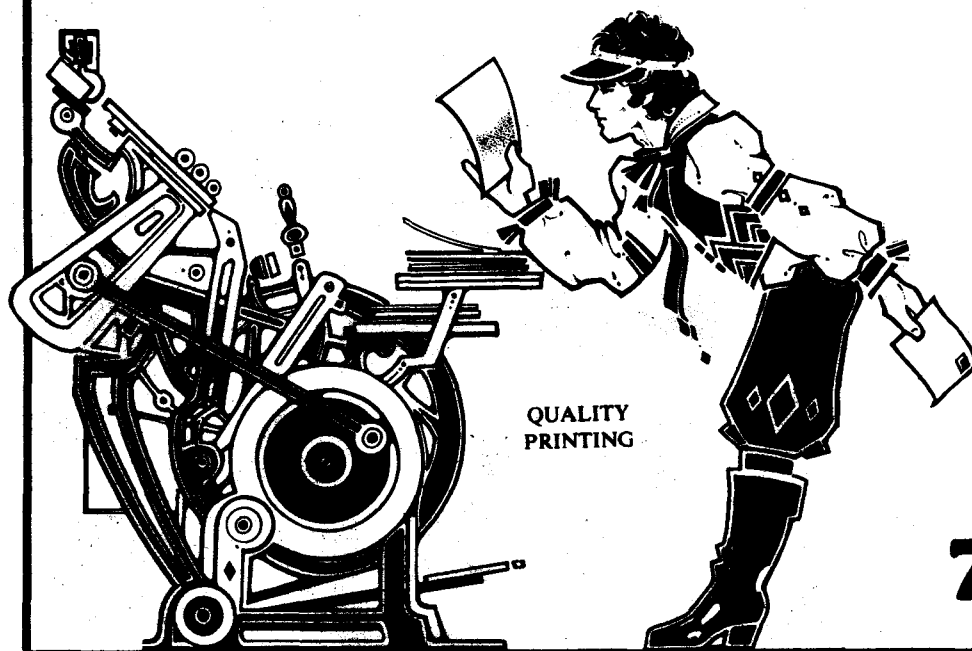
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