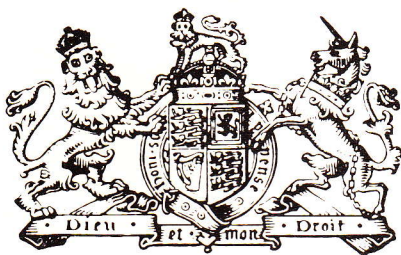


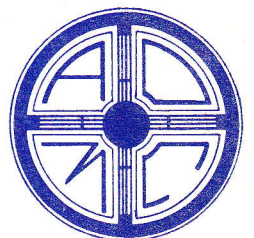
April 1984



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

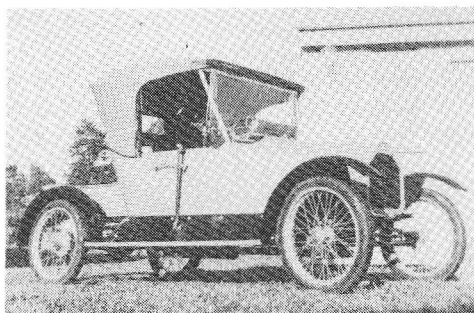
PRESIDENT	Lloyd Hughes	877 3208
VICE PRESIDENT	Bill Holmes	397 7836
SECRETARY	Margaret Willimott	435 6354
ASST. SECRETARY	Keith Willimott	435 6354
TREASURER	Peter Shelden	818 5829
SOCIAL SECRETARY	April Beardsmore	762 4180
ASST. SOCIAL SECRETARY	Brian Beardsmore	762 4180
EDITOR	Jack Waring	725 9884
ASST.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

SOCIAL CALENDAR 1983

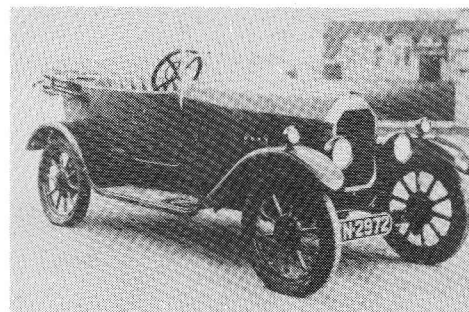
March 25th	General Meeting	July 22nd	General Meeting
March 27th	M.G. Concours	August 14th	Talhoff Restaurant, Warburton.
April 25th	Anzac Day March	August 26th	General Meeting
April 31st (Sat)	Camberwell Chamber of Commerce May Festival	September 23rd	General Meeting
May 15th	Air Museum Point Cook	September 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



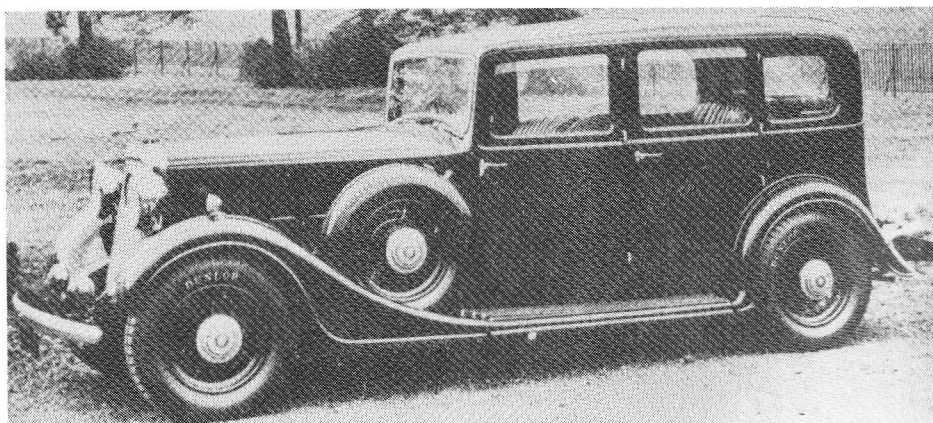
1912 HUMBERETTE
4 cylinder
side valve



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.*



CALENDAR

APRIL 27th. LAST DAY FOR REGISTRATION FORMS,
BENDIGO WEEKEND.

MAY 20th. TECHNICAL DAY,

MAY 25-27th. VINTAGE DRIVER'S CLUB. SWAP MEET &
"SPECTACULAR".

JUNE 9-11th. QUEEN'S BIRTHDAY WEEKEND. BENDIGO
TOUR.

JULY 27th. 7.00 pm. - 8.00pm. GENERAL MEETING.
8.00 pm. - 10.30pm. GAMES & AUCTION
NIGHT. DEVONSHIRE SUPPER.

AUGUST 12th. SMORGASBORD LUNCH AT TALHOF RESTAURANT,
WARBURTON.

SEPTEMBER 9th. DAY RUN TO MOE.

NOVEMBER 4th. CONCOURS D' ELEGANCE. BELLAM PARK,
FRANKSTON.

NOVEMBER 17-18th. BENDIGO SWAP MEET.

NEXT GENERAL MEETING: FRIDAY, APRIL 27th at 8.00 PM.

SPEAKER: AN ADDRESS AND DEMONSTRATION ON
"SLICK 50", AN OIL ADDITIVE.

CORRESPONDENCE: PLEASE ADDRESS ALL CORRESPONDENCE TO,
SECRETARY, HCCV.
23 HIGH ST.
WATSONIA.
3087.

NEXT OUTING:

TECHNICAL DAY.

WHEN:

SUNDAY, MAY 20th.

TIME:

1.00 PM.

WHERE:

ENGINEERING DEPT., PHILLIP MORRIS
COMPLEX, LOWER DANDENONG RD, BRAESIDE.
MELWAY MAP 88 A.7.

ENTRANCE IN LOWER DANDENONG RD.

INSTRUCTIONS:

AMPLE CAR PARKING & UNDER COVER FACILITIES.
WARM CLOTHING ADVISABLE.

BRING PLATE OF AFTERNOON TEA. HOT WATER
AVAILABLE. BRING OWN CUPS.

TRADING TABLE:

THE FOLLOWING MEMBERS HAVE OFFERED TO PROVIDE
DEPOTS FOR DONATED GOODS. ITEMS MAY BE LEFT
OR WILL BE COLLECTED ON REQUEST.

HEIDELBERG AREA: PETER DAVENPORT. PHONE 458 2531

BLACKBURN AREA: LLOYD HUGHES. PHONE 877 3208

WILLIAMSTOWN AREA: BILL HOLMES. PHONE 397 7836

FRANKSTON AREA: BOB KENNEDY. PHONE 789 5119

T.V. RAFFLE:

THERE ARE STILL TICKETS AVAILABLE IN THE BLACK & WHITE
PORTABLE T.V. SET.

THIS WILL BE DRAWN AT OUR TECHNICAL DAY ON MAY 20th.

TICKETS, 50c each.

5 for \$2.

TEE*SHIRTS:

SHIRTS ON ORDER ARE NOW AVAILABLE, SIZES 10 - 20.

PLEASE COLLECT AT NEXT CLUB MEETING. PRICE, \$7 ea.

IF ORDERING BY MAIL PLEASE STATE SIZE & INCLUDE \$1

EXTRA FOR POSTAGE.

PRESIDENTS REPORT

As this is my first report since being elected President, I would like to thank Lloyd for the excellent job he has done over the last year and also all other committee members. After being in hospital for a heart operation in which I had 5 by-passes done, I am now looking forward to the year ahead.

On Sunday 25th March, we attended the British Motor Show, there was an excellent display of cars, my favourite being a little Austin 7 which I fell in love with.

With Easter almost here, we are looking forward to our trip to Dubbo.

For our April Meeting we are having a guest speaker to tell us about 'Slick 50', this product is for coating all metal surfaces, is also good for stopping that metal to metal noise, which occurs when cars are left sitting unused for a while.

To all our sick members get well quickly and we hope to see you at our April Meeting. Come along, have a chat and a cuppa which our willing lady members do such a good job at.

Also don't forget our trading table, goods are urgently needed, you may just find something you want.

BILL HOLMES.

COMING EVENTS

National Rally Dubbo Easter 1984.

Laurie Bennett has advised that hoses and ramps for car cleaning are available for campers at Poplars Park. The shell garage in Dubbo is providing some sponsorship and rally trophies and may be able to help non campers with a car washing area.

Van users must supply their own linen, blankets and cutlery. Remember to take a name tag and lapel badge, membership card and club T shirt if you have one.

You are responsible for providing all your own meals except Sat. lunch (Steak sandwich with salad at \$3.00 per head available at the concours ground) and Sat. dinner at the R.S.L. Club.

Bendigo Run - Queens Birthday Weekend - June 9th-11th

Please get your Registration forms and deposit (see last Newsletter) returned as soon as possible.

There are still 2 on-site caravans and 1 6-berth cabin available for the Sat/Sunday nights at Rodger's Caravan Park. Once these are filled late-comers will be required to pay the full 3 night accommodation. I am still negotiating with the Park Management for the 2 night tariff but hope to have this finalised shortly.

COMING EVENTS cont.

As notified in the last newsletter cabins are \$21 per night and vans \$18 - if more than 2 people, extra adult is \$3, child \$1.50.

Everything is supplied in the vans except linen and blankets.

Park facilities are excellent and include mini golf, playground, trampolines, games room, T.V., lounge, gas B.B.Q's and bush walking paths. A large supermarket is close by.

There is still plenty of Motel accommodation available at \$38 double per night.

Registration forms and deposit should be forwarded to Secretary HCCV, 23 High Street, Watsonia 3087.

NOTICES (CORRECTIONS)

The Committee list on the inside cover inadvertantly fails to state our assistant Technical Officer for 1984-85, Peter Davenport. Peter is a wealth of information regarding Humbers and is always ready to help, his phone no. is 458-2531.

Gary Rowlands is at present a patient at Heidelberg Repat. He is expected to be there for 2-3 weeks and all of us wish him a full and speedy recovery.

Raffle - The drawing date for portable T.V. will be on May 20th at our technical day at Moorabbin.

MINUTES

Minutes of HCCV General Meeting held on 23-3-84 at Deepdene Park Hall.

The President, Bill Holmes, opened the meeting at 8.30 pm and welcomed the 27 members present, including new member Edna Huxstep, series VA Snipe.

APOLOGIES: Murray Roberts, Robert Smith, Harold Underwood, David & Melissa Dunlop, Brian Beardsmore, Jack Lhuede, Syd Humphreys.

MINUTES: Minutes of the last meeting as read were confirmed on the motion of Jack Waring, seconded Vic Wilson.

BUSINESS ARISING: A new batch of magazine covers have been printed and are now ready for use.

T-Shirts and Bendigo weekend held over till General Business.

MINUTES cont.

CORRESPONDENCE:

IN: Burnley Horticultural College; re-booking for Technical Day.
F. McGuire; membership subscription.
S. Young; Car for sale.
Antique Automobile Accessories of Australia; Toyo Mini Lathe brochure.
B. Fox (Wangaratta); greetings calendar.
J. Foreman; request for parts; photo MK IV A Snipe.
P. Oliver (Tas); badge payment.
J. McCorkell; Bendigo tours information.

OUT: R. Bromley (Tas); sample T-Shirt.
D. Pawley, F. McGuire; Membership application/ acknowledgement.
R. Palfreyman; re car ad.
G. Philpott; letter of thanks.
Frankston Historical Society re use of Belan Park for concours.
Newsletter; Wolsely C.C., Rover, Daimler/Lanchester, AMVCV, Chevrolet, C.H.A.C.A., Humber Clubs of S.A. NSW/QLD and N.Z.
Moved P. Sheldon, Seconded L. Hughes. Accepted.

TREASURERS REPORT: Peter reported a bank balance at 23.3.84 of \$767.30.
Moved P. Carter. Accepted.

SOCIAL SECRETARYS REPORT: In the absence of Kara the Secretary gave a brief run down on the MG Concours which 8 members and their cars attended. Bob Kennedy reported on the American Motoring Show which he attended as a voluntary helper.

LIBRARIAN'S REPORT: Paul pointed out the selection of books from the library which were available for borrowing or browsing at meetings. A different selection will be brought each month.

EDITORS REPORT: 148 Newsletters had been sent out this month including 15 complimentary copies, 33 to Tasmania and 1 to N.Z.
Moved I. Fazackerly, Seconded Joan Holmes - Accepted.

GENERAL BUSINESS: Membership Renewal: A reminder was given that all unfinancial members should renew this month.

British Motoring Show: Bob Kennedy reminded those with pre-booked tickets that badges could be picked up any time during the day. Ticket butts should be kept for the lucky prizes later in the day.

Bendigo Weekend: Negotiations were in hand for the 2-day tariff. Booking forms and deposit are needed before the end of April.

T-Shirts: These are now available at the reduced price of \$7. Only sizes 14 and 16 until new order comes in. Orders were also taken for Jacket Patches at \$1.75 ea.

GENERAL BUSINESS cont. National Rally Dubbo: Pat Daly requested media coverage for this if possible.

Key Rings: A variety of styles were displayed but after discussion, it was decided not to make any commitments at this stage.

Photo Album: A reminder to send in your car photo and details for inclusion in the album before Dubbo.

For Sale Vehicles: Brought to the notice of members were:-

2 Snipe ambulances in Trading Post - very rusty condition.

1952 Hawk, in Trading Post - \$750. Needs re-ducoing but upholstery good and many original parts.

1960 Snipe - at Lang Lang - poor condition, open to offers.

Humber Parts from U.K.: Barb Dunlop offered to check out details of a contact who frequently visits U.K. and may be willing to purchase or pick up Humber parts for members.

Speakers: Norm Watt gave details of an illustrated talk from the Vintage Tram Society that C.H.A.C.A. members had recently enjoyed.

Before closing the meeting at 9.30 pm the President expressed his thanks for the assistance provided by the Secretary for his first meeting in the chair.

The evening concluded with supper.

SECRETARYS NOTES

The elbow grease and polishing cloths were out in full force during March with at least 5 motoring shows to catch the eye of the enthusiast.

The pressure is still on of course for those members making the trip to Dubbo at Easter.

Then it's time to relax and catch up on all the finer mechanical points at our Technical Day at the Phillip Morris Complex, Moorabbin, on May 20th. Bob Kennedy, (Humber enthusiast extraordinaire!) and his technical assistants are conducting this clinic where they will have various parts and assemblies from a number of different models displayed and explained. Since Snipe, Hawk and Vogue home mechanics are on the spot the technically minded member of the Club should have a field day.

Sorry Ladies; better bring your knitting that day or maybe we could organise an aerobics or car polishing session to keep warm.

I would like to stress that these rallies, motoring shows and other events don't just happen; they take alot of effort and organisation to make them work. Their success depends on your attendance. That they do happen is due to people like Bob Kennedy who worked tirelessly

SECRETARYS NOTES cont.

as a Humber Club volunteer at both the American and British Motoring Shows; and to Queenslander Laurie Bennett who has so successfully managed the co-ordination of National Rally arrangements. Whether a worker or a supporter, you are equally important and your co-operation is necessary to the success of the club.

Thanks to a number of donors, there have been some interesting items on the trading table at recent meetings. However, current stock is low so look out for those gifts you'll never use or parts that have cluttered the garage for ages; contribute them to the trading table. Remember, one man's junk is the next owner's treasure.

There is no limit to what some members will do for their cars. If you were at the British Motoring Show you would probably have heard Ron Forth's saga of how he acquired his MK II Snipe Ambulance, a photo of which is now featured in the club photo album.

After the trip to Yass with trailer ready to collect the car Ron found himself suddenly requiring the qualities of a combined Tarzan/Superman. Who else would not be daunted by the prospect of loads of rubbish, an impassable creek, red back spiders and jungle vines between himself and his prize? Well, we now know that Ron wouldn't, but the story of how he did it is his to recount in some future magazine.

When you receive this we will be on our way to Dubbo with the Series II Vogue. I believe there are now 118 people and 46 cars expected to attend the Rally. The Saturday morning motorcade is a combined affair with several other clubs so should provide quite a display. The local radio and T.V. stations have been notified and we hope they will provide some media coverage of the event. No doubt our Victorian contingent will give a graphic account of the occasion at our next club meeting. See you there.

Have a happy and safe Easter.

Margaret.

H.C.C. TASMANIA

Not much to report on this month. For southern Tas members your club rep. is Mr Ron Chapman. If there are any enquiries you have, he can be contacted on 622 446, or P.O. Box 51 Richmond 7025. He has been kind enough to render his services for the club which is very much appreciated.

It is with regret that Mr & Mrs Mike James have to leave Tasmania for W.A., Mike explained all this in a letter which he sent to me. He is staying in the club which is very pleasing and we all wish you a safe trip and good health to both of you. He is selling one of his Hawks and taking one to W.A. with him.

That is about all for this month so till the 23rd of April at Rutherglen keep on humbering.

Ross Bromley

WANTED TO SELL (Tas)

Series V Snipe, Good condition, color black, \$1000,
contact Peter Tonk, 38 Arthur Street, Evandale. Ph: 003 918 156

Humber Hawk MK VI 1955. Top condition, all original leather
interior, new exhaust system, Reg. August 1984. Contact David
Yaxley, C/- Wesley Vale P.O. or phone 004-28 4106. Also spare
car for parts.

Humber Hawk MK VI. Mint condition, 73000 original miles,
excellent duco, rad/stereo/cass/ \$1000 - contact Ron Chapman
P.O. Box 51, Richmond 7205 Ph: 62 2446

WANTED TO SELL

As new Atari T.V. Games with 3 control sets, variety of games.
\$200.00 o.n.o. Ian Fazackerley 478-2403.

Ser. 111 S/Snipe - Ser IV S/Snipe - MK VI Hawk - all suitable for
spares. Ron Lang, Lot 7 Whiteside Road, Officer Ph: 707 2076.

Ser V S/Snipe. White, red int., front right corner damaged. Tow
bar, radio, reg. April 84, sun visor. Paint fair (a bit cracked)
91932 miles. Mr Oliver Frost, 25 Elm Street, Elsternwick
Ph: 523 5282.

Ser 111 S/Snipe. Black, red int. Motor overhauled, very good
condition. Reg. A very good buy \$500.00. Gerard Szabo,
7 Lisa Court, Frankston, Ph: 789 4037.

2 Series IV S/Snipes. One excellent motor and transmission.
Heavy duty diff, good Tyres, no reg. One needs work on
transmission, good tyres, no reg. \$300.00 pair.
Mr Steele Ph: 059 - 77 6976, Sommerville.

Series IV S/Snipe Reg. June 1984. Dk grey, int grey,
tyres fair, tow bar, radio, spares. \$300 o.n.o. Roy Alexandra,
Ph: 059 87 2515.

Bonaire MK 9 Four speed, evaporative cooler, portable on trolley
as new \$70. Nancy Kennedy. Ph: 789-5119.

2 1956 S/Snipe Gear Boxes.
1 1961 H/Hawk Gear Box.
Good order, \$50.00 each.
Rob PH: 480 3466.

Series IV Super Snipe, automatic transmission, engine good,
interior good, some marks on exterior coach work, 4 new tyres,
Registered until November 1984. Price: \$850.
Mr Chas Cumming, Mornington Ph: 059 75 5213.

WANTED TO SELL cont.

1952 Hawk, black duco, XM 918. Some rust in body work, upholstery and carpets need repair. From deceased estate. Price negotiable. A & K McGany, 56-58 Serpells Road, Templestowe. Ph: 846 1464.

1964 Humber Snipe. Good running order, body work and interior good. Mileage 68600. Price \$950. Mr S. Young, 6 Miles Street, Bently. Ph: 557 3670.

WANTED

Side moulding retaining clips to suit Series 111 Snipe or Vogue. Des Judd, Ph: 789 6952.

Imperial Sedan. Don't be silly with price, don't mind it being a bit run down. Bob Kennedy Ph: 789 5119.

Clocks of all types, going or not, don't throw it away throw it at Bob Kennedy. Ph: 789 5119.

Vinyl trims for tops of doors, suit Series 1-11-111 S/Snipe. Also bright work Ser/11 Snipe. Barry Bosnich Ph: 460 4505.

All panel work. John Barnett: Reservoir 470 - 1805
Watsonia 435 - 1806

FIRST CLASS JOB.

EDITORS NOTES

Our new cover features four club cars and if any members could send in a photo of their car or cars plus a history of them we will reprint them onto pages of future issues.

During the last couple of weeks I have had the pleasure of meeting purely by chance, for the first time, two long time humber club members, Hilda Sadlon who has a very interesting Mark VI Hawk and Fred Page who drives a Series V A Snipe.

Barry.

ORIGINAL REGISTRATIONS - MELBOURNE

47 JO - KW500	52 WW - ZZ	57 GPL101 - GTX600
48 KW301 - ML300	53 ZZ - GCU	58 GTX700 - GXZ930
49 ML301 - OX500	54 GCU - GGD530	59 GXZ931 - HCK620
50 OX501 - TG500	55 GGD531 - GLG999	60 HCK621 - HHK500
51 TG501 - WW	56 GLH001 - GPL100	

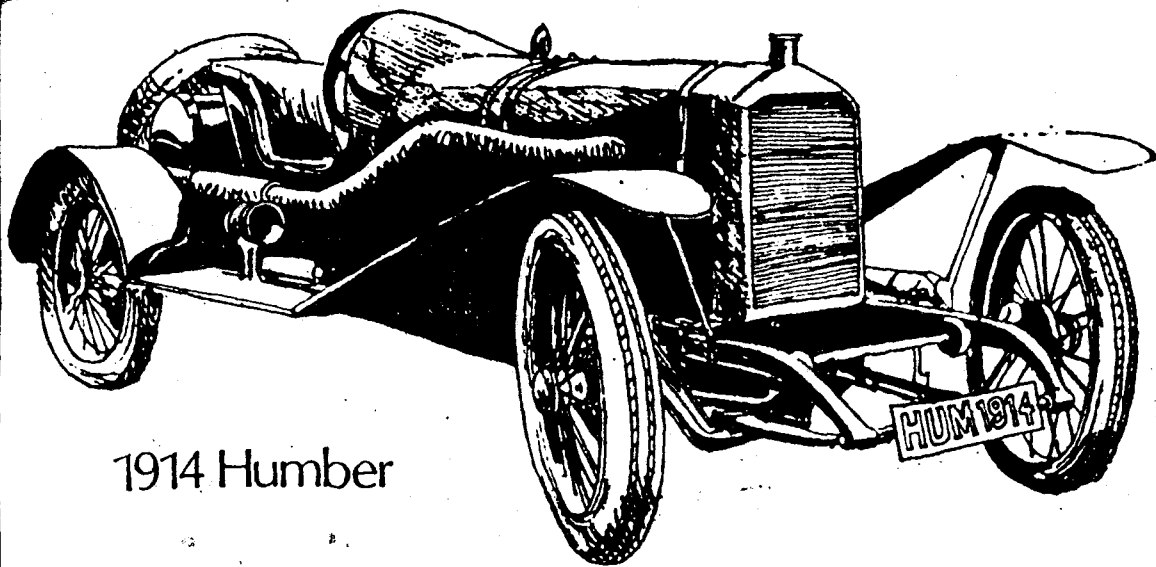
Peter Norman

THE SPRAG OR DEVIL. This was a long lever fitted to many early cars. The idea was that you let it down so that the end dragged along the road when you were ascending a hill. Then, when and if you missed your gear change (an easy thing to do on some of the early gearboxes, especially as the technique of 'double declutching' was not general much before the First World War), the sprag would dig into the road as soon as the car started to run backwards down the hill. The vital thing was to see that you let it down before the car started its backward roll, otherwise the car would leapfrog over the sprag, doing goodness knows what damage. In that event, there was nothing much the driver could do, except either steer and hope for the best, or jump out. Many very early cars had brakes that did not work in reverse.

BRITISH MOTOR EXPORTS OF THE 1930's

The British auto industry was geared to the home market, exports were unnecessary: though the statistics looked impressive, they were based on spheres of political influence. In 1931 Britain exported 18,982 cars, valued at £ 2,942,079 and in her best pre-war year this had risen to 78,113, but the ratio of export to home sales was still very low, at about 20 per cent. As a contrast, 257,922 of the 412,290 cars made in Britain in 1949 went abroad, and even in 1954 with a recession in the principal markets, exports ran at well over 50 per cent. Further, Imperial Preference meant something in the 1930s, boosting sales to such important customers as Australia and New Zealand.

Not that British Cars were suitable for such countries. The Antipodean road system was not what it is today - the famous 'Bitumen' linking the north and south of Australia was a wartime creation, and Queensland bush tracks could do terrible things to frames and suspensions. Early essays into the manufacture of 'colonial' models were confined to stiffer springs and higher ground clearances, and such ventures as Morris's 15.9 h.p. 'Empire Oxford' of 1927 failed dismally. More serious attempts were made to woo the colonials away from the Chevrolets and Buicks in the 1930s, but Hillman's 'Wizard' and 'Hawk' were more expensive to make, and offered nothing a Chevrolet did not have except leather upholstery (an unnecessary frill in the Outback) and sliding roofs, which let in dust. If the later six-cylinder Vauxhalls did rather better, it was because of their American - based specifications, which rendered patriotism painless. In other White areas of the Empire, the demand was even less. Canada had her own industry, turning out American cars in vast numbers at almost American prices, while South Africa had no sentimental ties with Britain which would prompt an Afrikaner to choose a Humber 'Snipe' in preference to a Buick. In 'black' Africa the proconsuls might have graduated from Crossleys to Humber 'Pullmans' and the larger Armstrong Siddeleys, but a district commissioner in Kenya or Uganda, confronted with dust clouds, monsoons, and dirt roads, wanted no part of wood-framed bodies, opening screens and indifferent service. There was no meal for termites in a 'turret-top' Chevrolet, and the Ford's transverse suspension was at its best in the rough. Special export models hardly existed, though 1931 & 32 Morris - Cowleys went overseas with the old 13.9 h.p. 'Oxford' engine in place of the 1,548 cc unit used at home and there was a Hillman 'Minx' - like device in 1938 called the Humber Ten, which was peculiar to New Zealand but neither was significant. British industry built for Britons.



1914 Humber

FOR 14 years, the name of Humber had been synonymous with everything that was respectable, sturdy and reliable in a motor car.

It was the sort of car in which you would take your family to the seaside on a Sunday afternoon, and be quite certain that it would bring you back.

And since its creation in 1910, the Humber company had never, unlike most of its rivals, produced anything resembling a high performance car.

Motor-racing, the company believed, was as undignified as it was unnecessary.

Then, just before the outbreak of World War I, the firm did a

SO THEY CALL IT . . .

The oncer!

sudden and mysterious about-face.

Not only did they decide to enter motor-racing, but they planned to put a team of three rakish and highly potent twin overhead camshaft cars into the 1914 TT.

They were designed by F. T. Burgess, who later joined the Bentley team, and they were the fastest HUMBERS ever built . . . before or afterwards.

The long - stroke,

four-cylinder power-unit developed over 100 brake-horsepower and was transmitted to the road through a four-speed gearbox of advanced design.

Inevitably, the cars suffered teething troubles and, as these were not completely solved before the race, none of the cars finished.

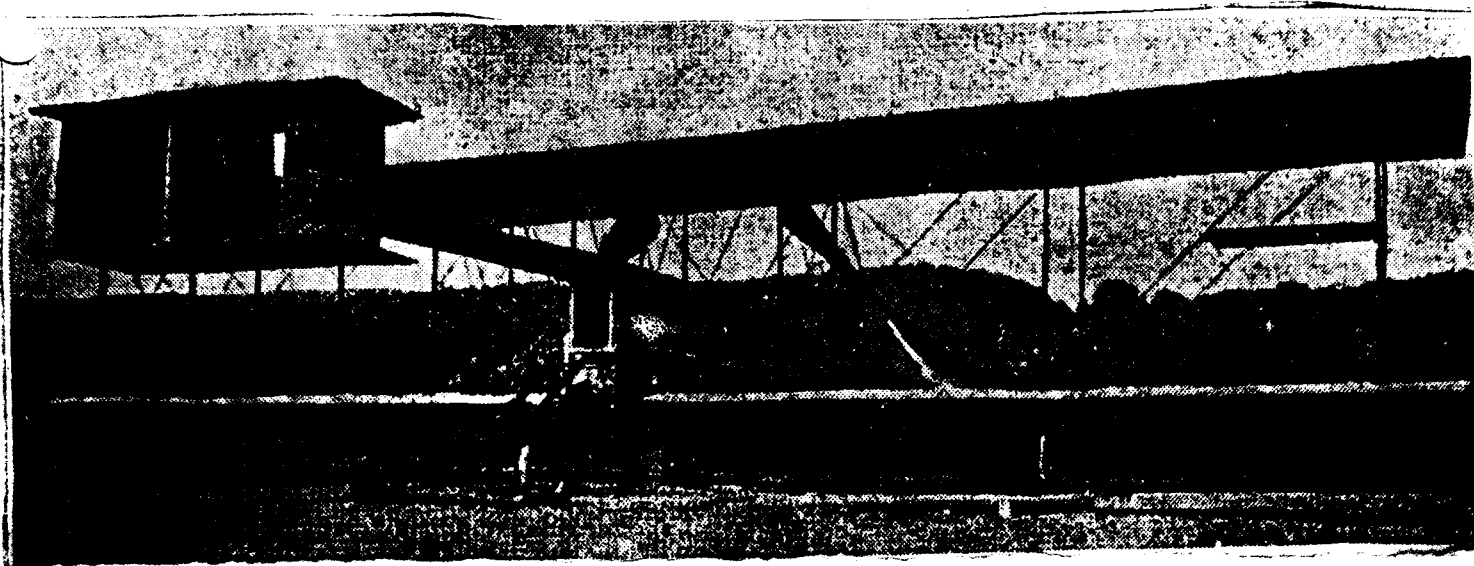
Even so, their performances caused enthusiasts to hope that the racing HUMBERS would be further de-

veloped when the war eventually ended.

But they weren't. HUMBERS went back to making the type of cars they have produced ever since: solid, reliable saloons, soundly, if not spectacularly designed.

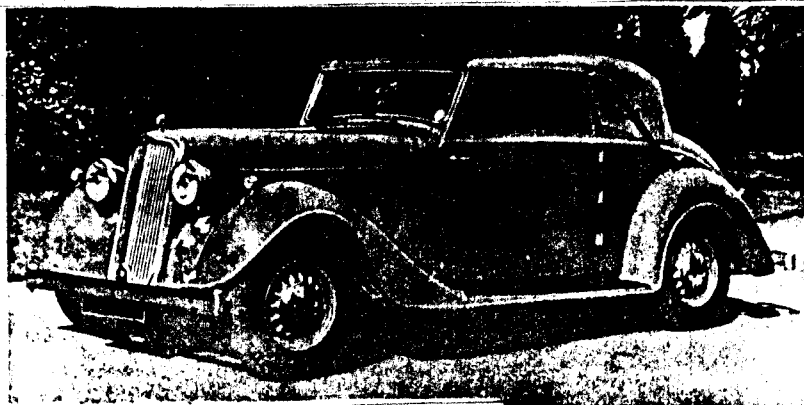
Only one of the racing HUMBERS remains — now superbly restored — to remind us of what might have been, had the racing bug bitten HUMBERS just a little more deeply . . .

KEITH WILLIMOTT



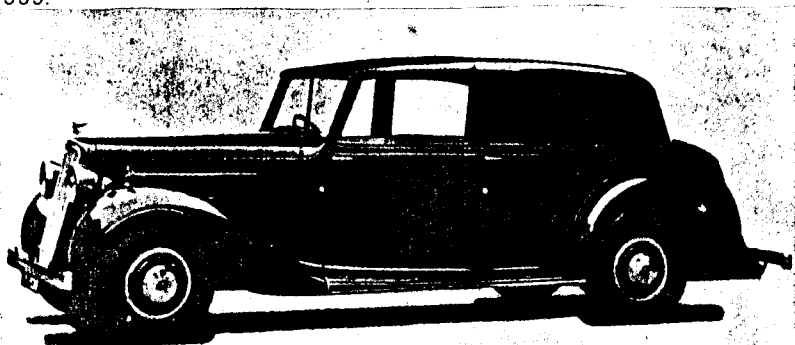
Barnwell Brother's Biplane built and flown at Stirling, Scotland 1909. Twin ten foot propellers and powered by a HUMBER 40 HP T.T. engine.

1939



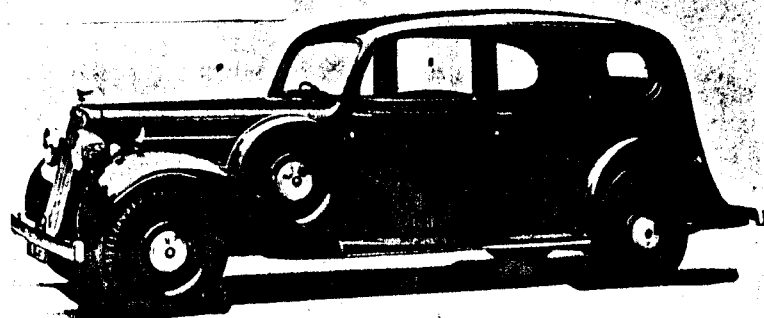
60B: **Humber** Snipe Imperial Drophead Coupé with three-position convertible top. This model sold at £555.

60B Humber Snipe Imperial



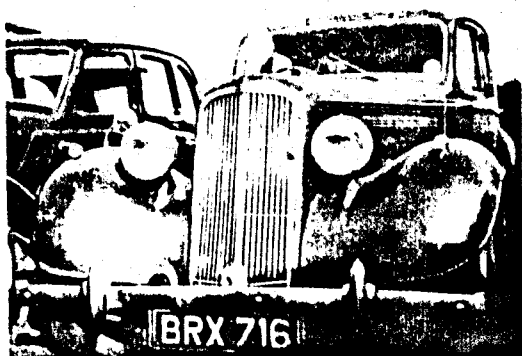
60C-D: **Humber** Pullman chassis had 11 ft wheelbase and 7.50-16 tyres but otherwise its technical specification was much like that of the Snipe Imperial. Shown are two typical examples of Thrupp & Maberly coachwork on this chassis.

60C Humber Pullman



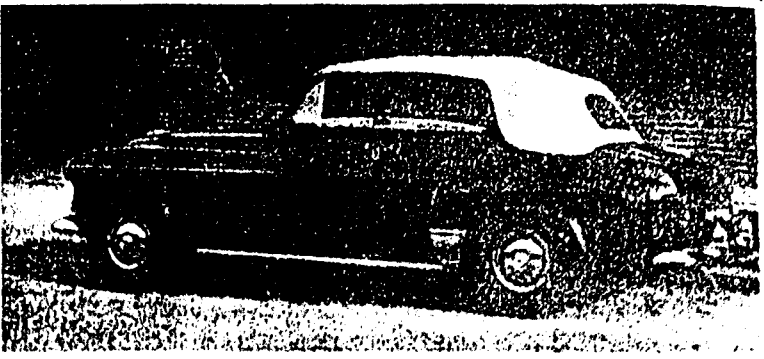
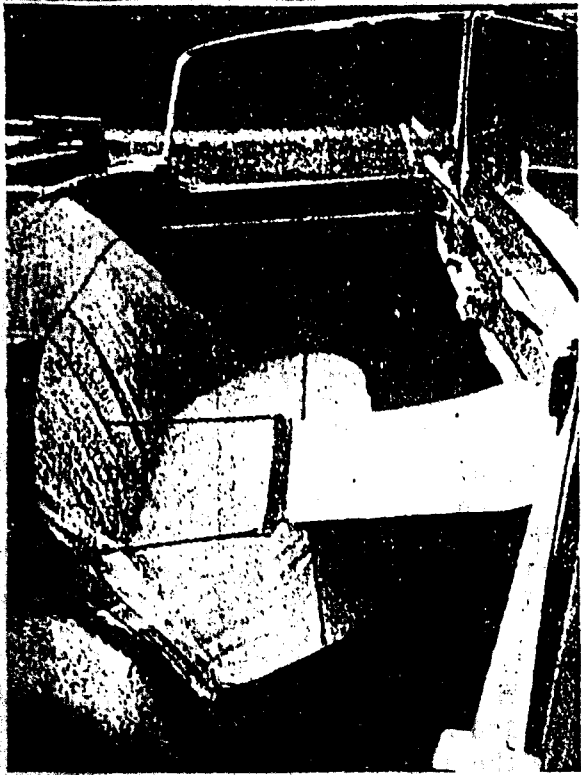
60D Humber Pullman

72D: **Humber** Sixteen, Snipe and Super Snipe for 1939 were all similar in appearance. All had 9 ft 6 in wheelbase and 6.00-16 tyres. Main difference was under the bonnet where the six-cylinder side-valve engines were of 2576.5-, 3180.9- and 4085.7-cc cubic capacity. All had 120-mm stroke, bore being 67.5, 75 and 85 mm respectively.



72D Humber Snipe





ROYAL SUPER SNIPE

This is the Humber Super Snipe to be used by Her Majesty the Queen and H.R.H. the Duke of Edinburgh during some of their State occasions in Australia.

The car is powered by the well-known "Blue Riband" 6 cylinder overhead valve engine which is notable for its extremely low noise level at all speeds.

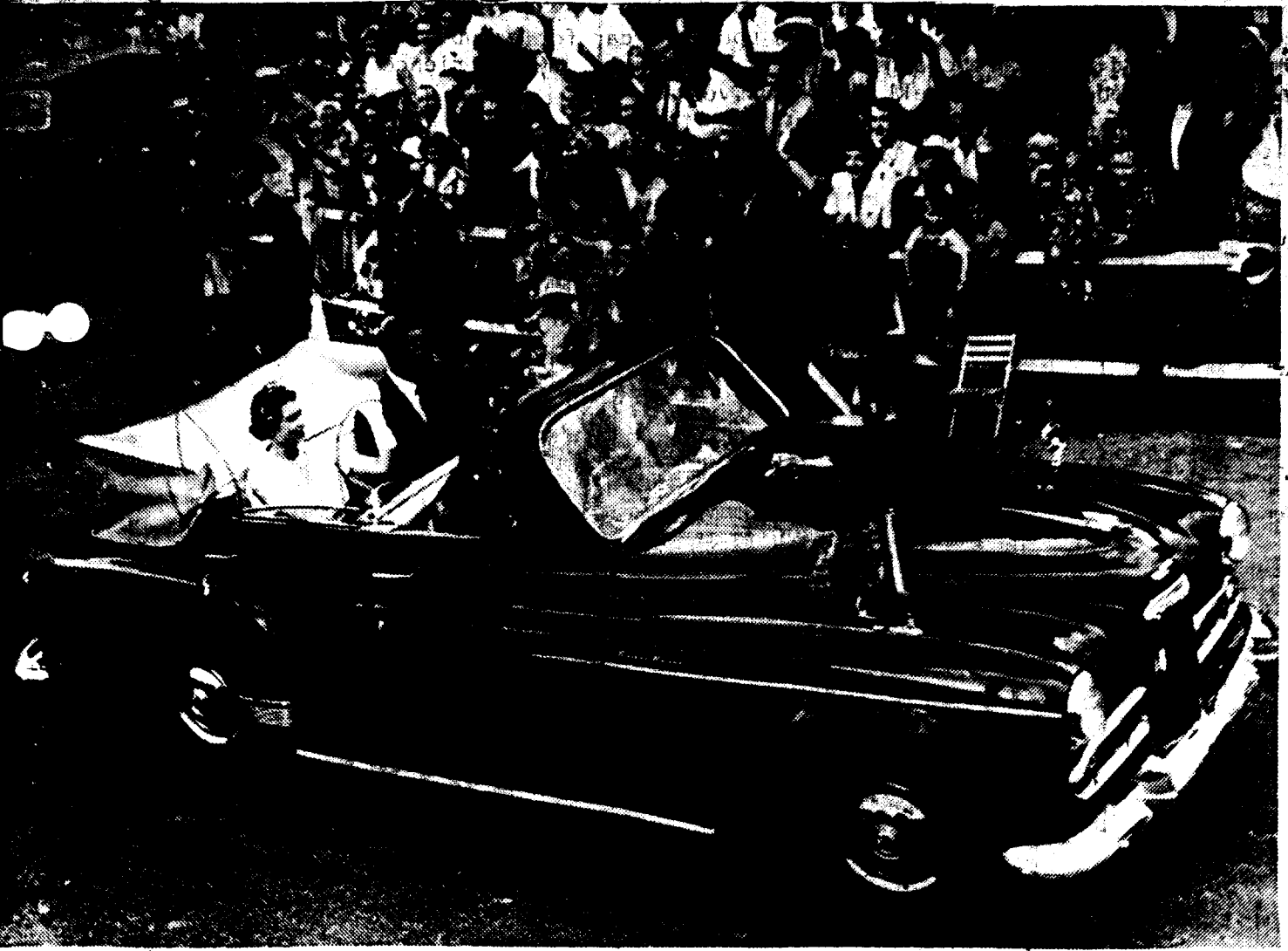
Bodywork is well appointed and the convertible top is easily raised or lowered. The win-

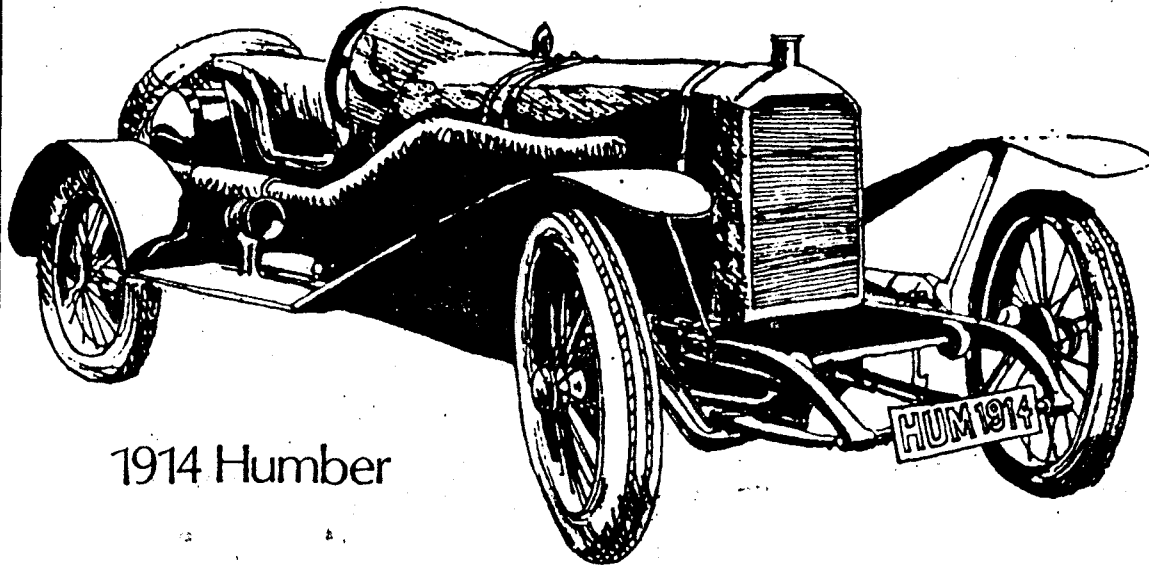
dows are so designed as to give the maximum of vision for the occupants and at the same time allow the public to have an unobstructed view of the Royal couple. Should the weather be fine the hood will be dropped and the Queen will be protected from the sun by a small blind over her knees. This latter device was invented by the Duke during the Royal tour of Africa when Her Majesty was subjected to hours in the sweltering heat in open cars.

The above information was contributed by our Launceston Member Ross Bromley

Below the car is shown as used on Tour.

(One of these Royal Snipes is undergoing restoration by Garry Rowlands at Reservoir).





1914 Humber

FOR 14 years, the name of Humber had been synonymous with everything that was respectable, sturdy and reliable in a motor car.

It was the sort of car in which you would take your family to the seaside on a Sunday afternoon, and be quite certain that it would bring you back.

And since its creation in 1910, the Humber company had never, unlike most of its rivals, produced anything resembling a high performance car.

Motor-racing, the company believed, was as undignified as it was unnecessary.

Then, just before the outbreak of World War I, the firm did a

SO THEY CALL IT . . .

The oncer!

sudden and mysterious about-face.

Not only did they decide to enter motor-racing, but they planned to put a team of three rakish and highly potent twin overhead camshaft cars into the 1914 TT.

They were designed by F. T. Burgess, who later joined the Bentley team, and they were the fastest Humbers ever built . . . before or afterwards.

The long - stroke,

four-cylinder power-unit developed over 100 brake-horsepower and was transmitted to the road through a four-speed gearbox of advanced design.

Inevitably, the cars suffered teething troubles and, as these were not completely solved before the race, none of the cars finished.

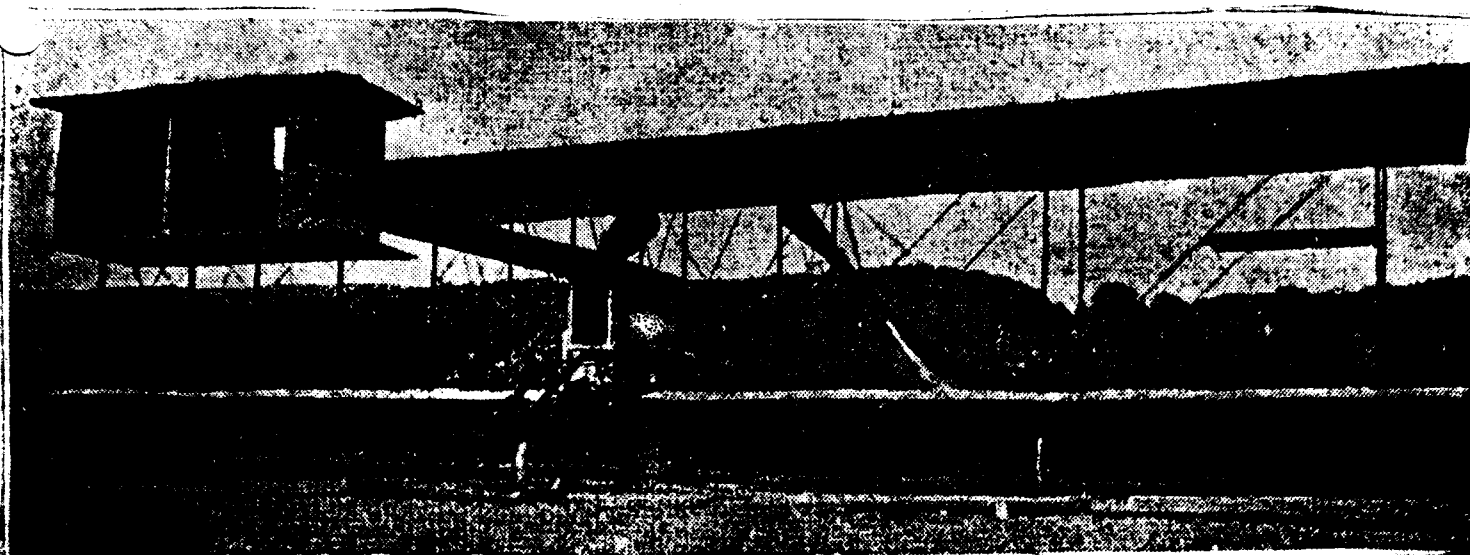
Even so, their performances caused enthusiasts to hope that the racing Humbers would be further de-

veloped when the war eventually ended.

But they weren't. Humbers went back to making the type of cars they have produced ever since: solid, reliable saloons, soundly, if not spectacularly designed.

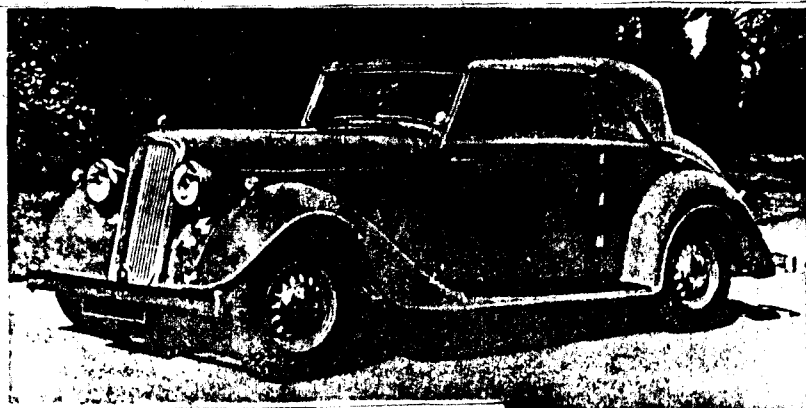
Only one of the racing Humbers remains — now superbly restored — to remind us of what might have been, had the racing bug bitten Humbers just a little more deeply . . .

KEITH WILLIMOTT



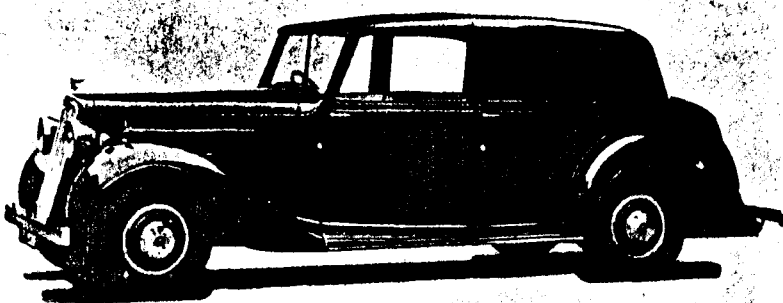
Barnwell Brother's Biplane built and flown at Stirling, Scotland 1909. Twin ten foot propellers and powered by a HUMBER 40 HP T.T. engine.

1939



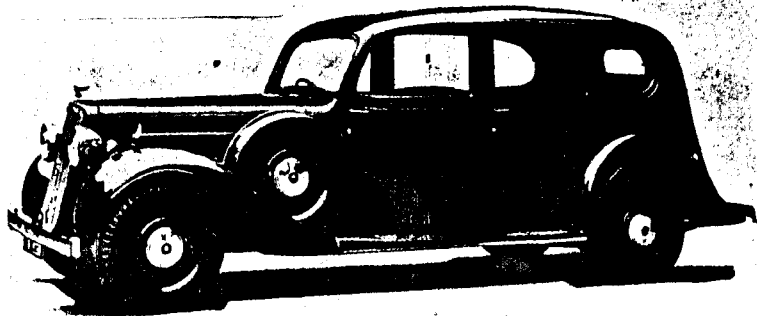
60B: **Humber** Snipe Imperial Drophead Coupé with three-position convertible top. This model sold at £555.

60B Humber Snipe Imperial



60C-D: **Humber** Pullman chassis had 11 ft wheelbase and 7.50-16 tyres but otherwise its technical specification was much like that of the Snipe Imperial. Shown are two typical examples of Thrupp & Maberly coachwork on this chassis.

60C Humber Pullman



60D Humber Pullman

72D: **Humber** Sixteen, Snipe and Super Snipe for 1939 were all similar in appearance. All had 9 ft 6 in wheelbase and 6.00-16 tyres. Main difference was under the bonnet where the six-cylinder side-valve engines were of 2576.5-, 3180.9- and 4085.7-cc cubic capacity. All had 120-mm stroke, bore being 67.5, 75 and 85 mm respectively.



72D Humber Snipe



HUMBER SPARES



HILLMAN SPARES & REPAIRS BLACKBURN

While our first concern will always be Rootes Group Spares (Australia's Largest Range), we have now moved into stocking all model English Spare Parts, but as always we are eager to buy collections of new English Spares for Australian dollars.

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

Telephone and mail orders most welcome.

We recommend C.O.D. post for next day delivery to most areas.

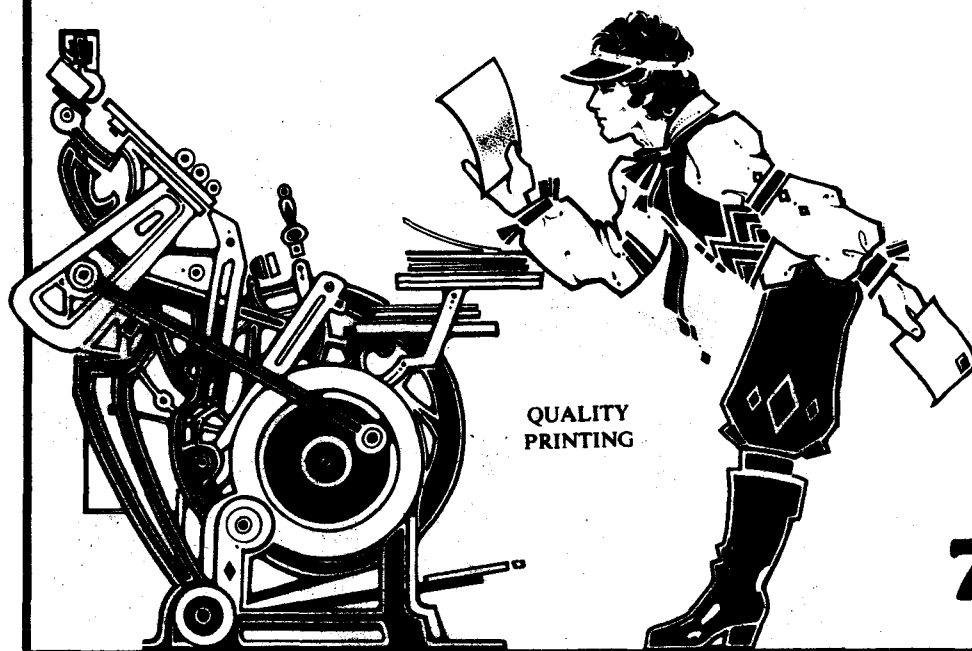
HILLMAN SPARES AND REPAIRS
178 Whitehorse Road,
Blackburn, 3130
P.O. BOX 19, BLACKBURN, 3130
Telephone: (03) 877 4311, 5 Lines



Peninsula Office Services P/L

Suite 1, 100a Young Street,
Frankston 3199

(Above T.A.B.)



Contact Our
Friendly Office
Staff for the
BEST SERVICE
in Frankston.

PHONE

781 5899

WE CAN OFFER YOU

COMPUTERISED

- * Photo Type-setting
- * Word Processing
- * Mail-Merging
- * Address Labels
- * Cash Book Control
- . And Lots, Lots More

OTHER SERVICES

- * Quality Printing
- * Art Work Layout and Design
- * Typing
- * Book-keeping
- * Ledger Machine Accounting
For your monthly debtors
- * Stationery Sales
- * Photocopying
- * Geo-type Rub-off Lettering

