

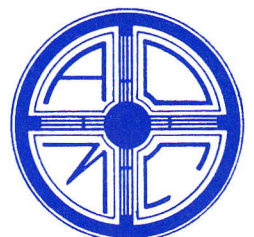
April 1986



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Clubs of Victoria Inc.
and Tasmania

Affiliated with the Association of Motoring Clubs



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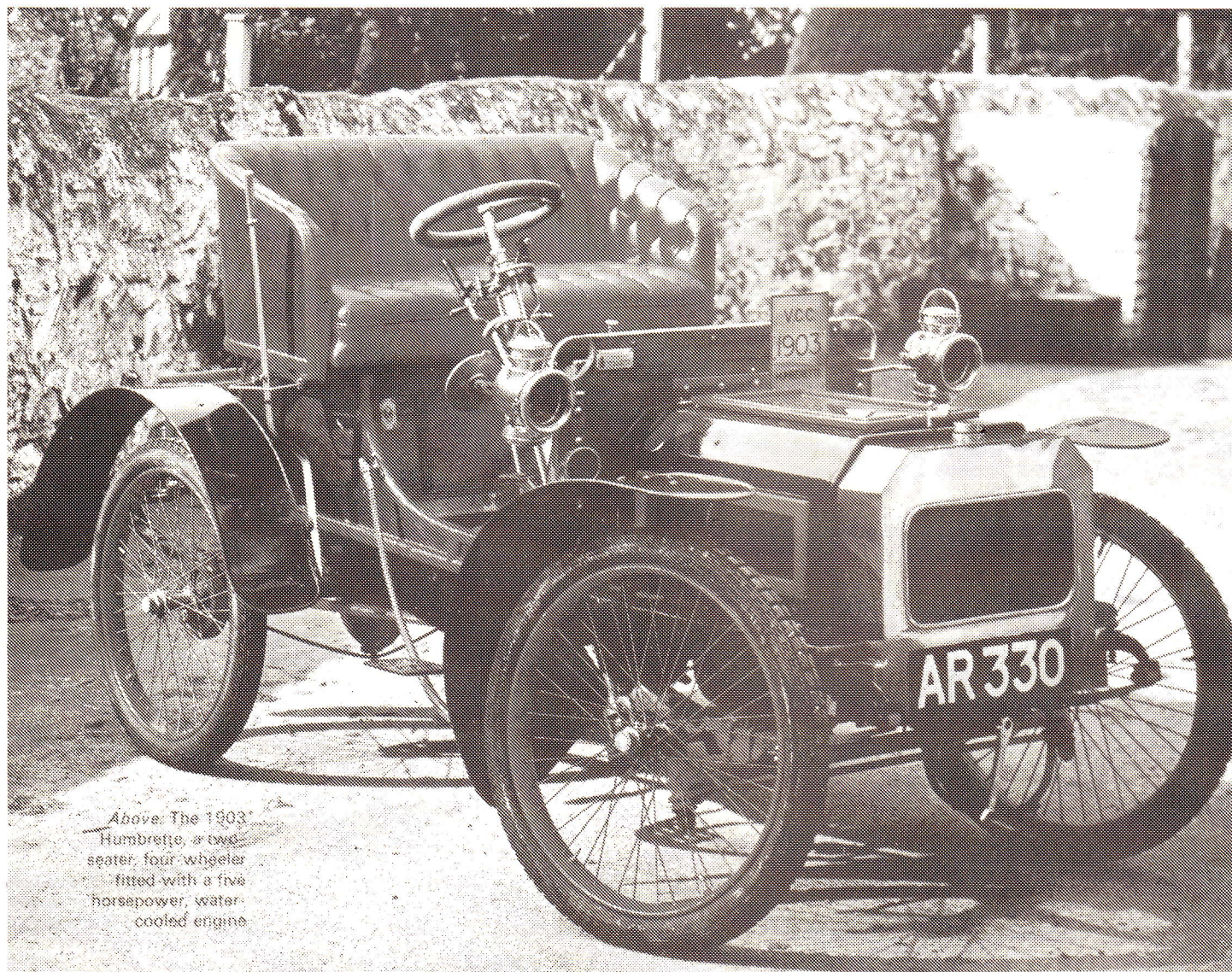
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Above: The 1903 Humbrette, a two-seater, four-wheeler fitted with a five-horsepower, water-cooled engine

CATERING

by

"Saucy Dish"

(LA TROBE UNIVERSITY)

- ★ **FUNCTIONS**
- ★ **WEDDINGS**
- ★ **PARTIES**
- ★ **CONFERENCES**

- ★ **VARIED MENUS**
- ★ **REASONABLE RATES**
- ★ **FUNCTION FACILITIES AVAILABLE**

JAN WILLIMOTT
470 5568

APRIL 25TH.

NO MEETING THIS FRIDAY DUE TO ANZAC DAY.

APRIL 27TH.

(SUNDAY). "AT HOME" DAY AND GENERAL MEETING.

NEW MEMBERS AND THOSE UNABLE TO ATTEND FRIDAY MEETINGS ARE ESPECIALLY WELCOME. MEET AT THE HALL AROUND 11.30AM FOR A PICNIC/BBQ LUNCH PRIOR TO THE MEETING AT 2.00PM. THERE IS A FINE PICNIC AREA WITH ELECTRIC BBQ'S AT DEEPPENE PARK. BRING A PHOTO OF YOUR CAR TO PLACE IN THE CLUB ALBUM IF YOU ARE NOT ALREADY REPRESENTED THEREIN.

MAY 11TH.

METROPOLITAN MEANDER. THIS WILL BEGIN WITH A BYO LUNCH IN THE ROYAL BOTANIC GARDENS AT 12.00 MIDDAY. MEET AT GATE"D", IN BIRDWOOD PARADE, ALMOST OPPOSITE PARK STREET. (MELWAY MAP 2L ,D.2.). DURING THE AFTERNOON WE WILL INSPECT THE "POLLY WOODSIDE" MARITIME MUSEUM IN PHAYER ST. STH. MELBOURNE. (MELWAY MAP 2F. A/9). WE PLAN TO ARRIVE AT THE "POLLY WOODSIDE" APPROX. 2.45PM. OTHER PLACES OF INTEREST AROUND THIS AREA INCLUDE THE WORLD TRADE CENTRE AND THE VICTORIAN ARTS CENTRE & NATIONAL GALLERY.

MAY 23RD.

GENERAL MEETING. DEEPPENE HALL. 8.00PM.

MAY 30-31ST.

VINTAGE DRIVER'S CLUB SWAP MEET. MELBOURNE SHOWGROUNDS. FRIDAY EVENING AND ALL DAY SATURDAY. SEE THIS HUMBERETTE FOR FULL DETAILS.

JUNE 7-9TH.

QUEEN'S BIRTHDAY WEEKEND TOUR TO WARRNAMBOOL. FULL DETAILS WILL BE PRESENTED AT THE APRIL GENERAL MEETING. BOOKING FORM IN THIS HUMBERETTE.

JUNE 27TH.

GENERAL MEETING. DEEPPENE HALL. 8.00PM.

JULY 13TH.

TEN PIN BOWLING DAY WITH CHEVROLET CLUB. CAMBERWELL BOWL.

MEMBERSHIP RENEWAL. 1986.*** A REMINDER.****

IF YOUR COPY OF THE HUMBERETTE HAS AN ORANGE SPOT IN THE TOP RIGHT-HAND CORNER, YOUR MEMBERSHIP IS OVERDUE AND NO MORE ISSUES OF THE NEWSLETTER WILL BE FORWARDED UNTIL 1986 SUBS ARE RECEIVED.

THE HUMBER CAR CLUB OF VICTORIA, INCORPORATED MEETS ON THE FOURTH FRIDAY OF EACH MONTH (EXCEPT DEC.), AT 8.00PM, IN THE DEEPPENE PARK HALL, WHITEHORSE RD. DEEPPENE. MELWAY MAP 46 A/8.

VISITORS WELCOME.

ROOTES

(AUSTRALIA) LIMITED

SALMON STREET, PORT MELBOURNE
AUSTRALIA

REFERENCE SA.79

DATE 11th April, 1960

VOLUME IV.

HUMBER . HILLMAN . SUNBEAM . COMMER . KARRIER

| MAKE | RU | SECTION | A | DISTRIBUTION | ADD | ISSUE NO.3 | Page 1 of 1 |
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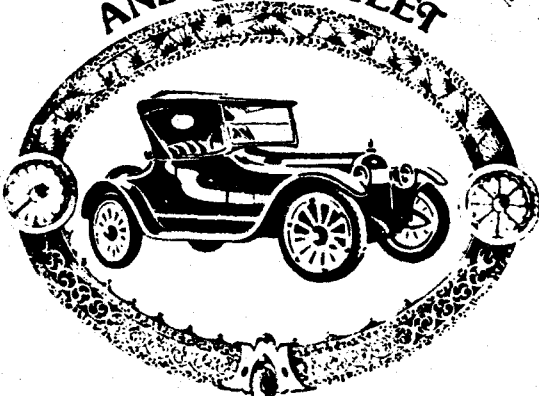
HAWK SERIES 1 WATER PUMP LEAKS.

Cases of water pump leakage have been recorded and to overcome this complaint the Morgan Crucible type of water pump seal has now been superseded by a Superseal.

Note: The new seal unit, Part No. 1202716, is fully interchangeable with the old type seal and should be used to overcome complaints rather than changing water pump.



**SPECTACULAR
1986
AND SWAP MEET**

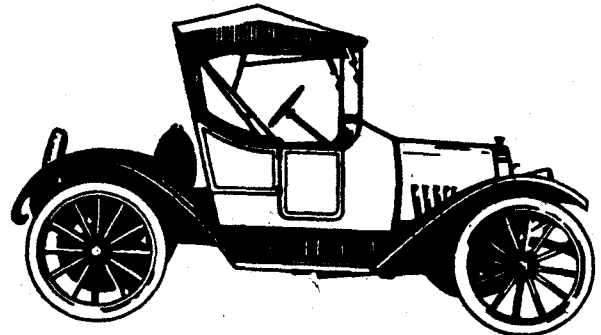


FOR ALL CARS & CLUBS 1885 TO 1986

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THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087
(SEC.) P.O. BOX 201 BELGRAVE 3160

COMMITTEE 1986-87

| | | |
|----------------------|--------------------|---------------|
| PRESIDENT | Bob Kennedy | 789 5119 |
| VICE PRESIDENT | Bill Holmes | (052) 57 1067 |
| SECRETARY | Rod Laredo | 754 8261 |
| TREASURER | Rob Dunlop | 439 7059 |
| EDITOR | Barry Bosnich | 460 4505 |
| SOCIAL SECRETARY | Margaret Willimott | 435 6354 |
| MEMBERSHIP REGISTRAR | Marie Grande | 277 6937 |
| LIBRARIAN | Keith Willimott | 435 6354 |
| TECHNICAL ADVISOR | Bob Kennedy | 789 5119 |
| PUBLICITY/REGALIA | Barbara Dunlop | 439 7059 |



Joan Stewart's 1963 Series II Vogue Automatic,
fitted with a Sunbeam Talbot engine.



John Hosking's Mk II S/Snipe.

PRESIDENT'S REPORT (Kennedy's Klangers)

Greetings again, I trust everyone had a good Easter. The weather, certainly treated us to lots of sunshine. We have returned from Forbes in N.S.W. where you all know the 'National Rally' was held and believe me the weather up there was glorious with most days hardly a cloud in the sky and the temperature rising up in the mid to late 30's.

The rally was hosted by the N.S.W. club and the next rally is being hosted by our own club, so believe me between now and 1988 when it is on, there are lots of things to be organised and sorted out so it runs smoothly like the past rallies we have attended.

To me, attending the National Rallies is a reunion of old friends where you catch up with the latest gossip, meet and get to know new friends and in general have a darn good Easter. If you have not gone to along to an interstate rally, you are missing the chance to meet other Humber lovers and their fine selection of vehicles.

For the people who think that everyone sits around and looks at the cars, I'm sorry to say you are very wrong. At all the rallies, family entertainment is catered for in a variety of ways. So for the stay-at-homes, have a go.

Our club members that participated in the Forbes outing as well as having a ball, also won their fair share of trophies. Tom McAlpines MK1 took the most desirable, Max Heazelwood from Tasmania won the most travelled, Bill Holmes Series II Estate won the Series Class, Collin Anderson won the mystery run, Tom McAlpine took third place in the same run and my MK IV won the MK Class. It was driven up and back by Max Heazelwood, so as you can see we did fairly well. From the Club, congratulations and thank you to all the members who attended the rally, I believe some very good snapshots will be on show shortly.

One thing that stood out at Forbes was the comments from various people from other states that they have trouble getting parts for their vehicles. We in Victoria are very fortunate to be able to go to 'Hillman Spares' or their new name 'Spares Galore' or other organisations for parts as we need them. I have informed as many people as I could that they can have parts sent to them.

Now for the people in Queensland who want house or car clocks fixed, I'll include a name and address for you to use: John Alexander, 11 Prince Street Urangan 4658, Ph: (071) 28 9618. He can repair all types of clocks for you. Queensland editor please note and report in your newsletter.

Well enough of my ravings for now, look forward to seeing everyone at our next outing and general meeting.

Bob Kennedy.

MINUTES OF GENERAL MEETING OF HCCV. INC.

The meeting commenced at 8.10pm and all members were welcomed by President Bob Kennedy.

APOLOGIES: Frank Stockwin, Robert Smith, Nancy Kennedy, Pat Daly, Pam Batten, Murray Roberts, Robert & Barbara Dunlop & Jack Waring.

NEW MEMBERS & VISITORS: Visiting is Tony Davis. New members are Leo Tyndall - S/Snipe VA, Norm Traeger, John & Camilla Wells - Series V S/Snipe.

MINUTES OF PREVIOUS MEETING: Were accepted as read. Moved Peter Davenport, seconded Vic Wilson.

BUSINESS ARISING FROM MINUTES: Nil.

CORRESPONDENCE: IN: John Bate's resignation from the Club and Jim Menzies, Ballarat.

EXCHANGE MAGAZINES: Daimler Lanchester, Austin M.V.C., Chevrolet, H.C.C. Qld, H.C.C. S.A., Rover, Wolseley, Austin A/40, C.H.A.C.A. Correspondence was accepted and moved by H. Underwood, seconded K. Willimott.

TREASURER'S REPORT: Bank balance as at 21.3.86 \$1452.39 and balance of debenture stock account \$1500.00. Accepted by all. Moved K. Willimott, seconded B. Holmes.

EDITOR'S REPORT: New logo on cover of Humberette on the March newsletter.

SOCIAL SECRETARY'S REPORT: Confirmation of outing with Chevrolet Club.

LIBRARIAN'S REPORT: Keith announced the new library list had been well received by members and also the number of workshop manuals on loan was increasing.

CARS FOR SALE: G. Warner, damaged VA at Geelong, V. VA at Kensington free both cars, Neil Watson, a car to be deregistered, Series IV free, off road for four years, contact Lloyd Hughes.

GENERAL BUSINESS:

1. Peter Davenport moved that the Committee be empowered to investigate the possibility of holding the next National Rally within the Victorian state boundaries. Seconded V. Wilson, motion passed.

SOCIAL JOTTINGS

Hello everyone! This year I hope to introduce a regular 'social jottings' column to keep you up to date with approaching events.

The theme for social activities during 1986 seems to have emerged as one of inter-action with our fellow British and Humber Car Clubs. Indeed we have already this year seen two excellent examples of inter-club activities in both the British Motoring Show at Flemington and the 5th National Humber Rally at Forbes during the Easter vacation. By the time you read this, we will also have enjoyed a 3rd multi-club function when we met with other associated Rootes Car Clubs for the Great Rootes G.T. at Monash University.

Coming up later this year is a 10-pin bowling day with the Chevrolet Club (July), and the Standard Vanguard Club Country and Western night in October.

Another opportunity to introduce our cars to the public and to members of other Clubs will be the Warrnambool Tour during the Queen's Birthday weekend. The local Warrnambool Car Club are most anxious to meet us and I believe the Austin 7 Club also plan to be in the area at that time. Activities Chas Speed has planned for us sound great - see Warrnambool Visitors Handbook at the next meeting and maybe even meet Chas in person (he's an Al real estate man and I'm sure he can sell you Warrnambool as well!). This newsletter includes a return form for those wishing to participate in the weekend. Come for one night or even one day if you do not wish to spend the whole weekend at Warrnambool. Accommodation is varied and can be pre-booked or you may prefer to arrange your own if coming for only one night. Let's stun the western district with a pride of gleaming Humberes; after all, it was the Queen herself who graced some of our early model cars so what better way to celebrate her birthday!

Please remember our April meeting has been changed from Friday April 25th (Anzac Day) to Sunday 27th. The meeting has been timed for 2.00pm but arrangements have been made to open the hall from 11.30am onwards so that we can enjoy a B.Y.O. picnic/BBQ lunch in the park beforehand. An electric BBQ is available in the grounds and the hot water urn will be ready. There is also a soccer match on the Deepdene Oval that afternoon so entertainment will be abound but it may be a case of 'first in, best parked'. I have requested that the parking area adjacent to the hall be left vacant for us.

Congratulations to the Easter Egg competition winners and a big thank you to Hank Pama (our Wodonga Humber Super Sleuth) for his donation towards the competition. Hank's bright and newsy letters are always a pleasure to receive as is news of his two 'best girls' whom we've decided to award equal first place to for beauty and grooming. In this case, the judge's decision is final, but the two lovely ladies will be featured in a future issue of Humberette.

Our May outing is planned to give the Humbers maximum exposure for minimum miles. We will meet at the Melbourne Botanical Gardens for a picnic lunch and proceed from there to several metropolitan points of interest during the afternoon. See calendar page for full details.

May I extend a personal invitation to all members and particularly new members and those who are unable to attend Friday evening meetings to spend a pleasant Sunday afternoon at Deepdene Hall with us on April 27th.

See You There,
Margaret.

5TH HUMBER NATIONAL RALLY (FORBES 1986)

VICTORIAN & TASMANIAN PARTICIPANTS

Barry Bosnich & Peter Davenport - Series II S/S
Bob Bruce - Series V S/S
Colin & Anne Anderson & family - Mark VI Hawk
Bob Kennedy & Peter - Series V S/S Estate
John & Bobbie Hosking - Series V S/S
Bill & Joan Holmes - Series II S/S Estate
Tom & Lyn McAlpine - Mark I S/S
Max & Pam Heazelwood & Carly - Mark IV S/S
Keith & Margaret Willimott - Mark I Sceptre

Easter Competition Winners

1st - Fred Pieterston, 2nd - Rhys Jones, 3rd - Herb Perkins,
4th - Peter Davenport.

PRIDE OF OWNERSHIP

I have felt most disappointed having read recent advertisements for the sale of Humber cars be they Vogues, Hawks or Snipes. Compare these with prices asked for large USA cars in the various papers. Some seem to think that made in USA means luxury and all that goes with it. If only they knew the truth! How many have steel coil springs for the seating like Humber or machined combustion chambers like the Snipe? The Snipe's water-heated inlet manifold or its flow-through exhaust manifolds. Its great capacities for oil and water give one confidence on a long fast journey. Which USA car offers the Snipe's braking capability - 11 3/8 front discs and 11" rear drums - they're just fantastic if an emergency occurs.

Have you thought why the Commonwealth Government used so many Series type Snipes or why the British Police were 'Snipe' addicts after their run of Jags? On visits to Australia the Queen used MK IV and Series III Snipes as shown on the pages of the Humberette.

I feel that members do not fully appreciate what they have or drive. I have not asked Nancy Butt, but I'll wager she would not let her Snipe be sold for less than \$12,000. Members, you are underselling one of the best assets you have according to your advertisements.

Despite my age and disabilities, I have just been given another three year licence and intend to drive both my Snipes till I'm disallowed by the licence branch. Several times I have been offered \$10,000 cash for each my Series III (black) and the same amount for the green Series IV (twice winner of the 'most desirable car') but even that amount would not entice me as I have had them since new and grown to love them.

My object is to try to get members to realise the value of their cars and to spend money if necessary to bring their vehicles up to near new condition. Keeping them in such condition then becomes a very economical task in labour and materials. Members it is well worth the effort as you will never get another vehicle with such potential.

When looked over those on display at Deepdene Oval, I realised just how many members just took things for granted. I hope this will give thought to many who have the potential of a sparkling, economic car in their care.

Ralf Chalmers.

DISPERSAL SALE OF MY COLLECTION

Lloyd Hughes - Ph: 877 3208

1952 MK 2 S/Snipe, very good low mileage car, only faults are broken windscreen and leaking petrol tank. \$1750.00

1937 Snipe Sedan, very original car, genuine, 37,000 miles. \$2000.00.

1954 S/Valve MK 5 Hawks, 2 good cars at \$500.00, one not so good body but very good mech. \$300.00

1956 O.H.V. MK 6 Hawks, one good cond except for slipping clutch, new clutch supplied, \$850.00. One needs work on body, good motor, gearbox just rebuilt. \$400.00.

1956 MK 4A S/Snipe, good low mileage car, tidy body and interior, runs well, gearbox linkage need attention. \$1250.00.

1964 Series 4 S/S, very straight and original car, one previous owner, good int and duco, just fitted with new second hand motor, good radial tyres. \$1000.00.

1935 Snipe 80 Sedans, one fully restored by Peter Todd restorations, retrimmed in leather, chrome fittings need re-assembly, motor needs some work. Unrestored Snipe 80, complete, straight body, rebuilt motor and gear box. Plus spares car 95% complete but poor condition. \$10,000 the lot.

'LETTER FROM JIM MENZIES'

I was sorry to have missed seeing members when I was at Werribee and also when you came to Ballarat. I guess I was just in the wrong place at the wrong time, but I hope to see you perhaps at the end of March.

My restoration on the MK VI is going slowly at the moment due to a shortage of funds but progress is being made. If there are any MK VI blacks in this area that are known to you could you please let me know.

I travelled to Hamilton to look at a Series V Snipe a couple of weeks ago but it was in too poor a condition to buy.

I have been in the market for a good Snipe Series IV for some time but I guess I am fussy. So I am interested in whats for sale.

I have been impressed by the quality and contents of the magazine and enjoy reading it very much; especially the articles on the MK Model Snipes used in the Redex Trial and the Royal Tour. (P.S. I have a Puegot that was in the same Redex trial as those Humbers).

I am also looking for two chrome strips for L.H. & R.H. front doors and R.H. rear door chrome dressing.

Well having told you of my small troubles of the moment I will sign off until my next winge.

Yours faithfully,
Club Member
Jim Menzies.
23 Vale Street,
ALFREDTON 3350
BALLARAT

FOR SALE

1956 Hawk, unreg, \$500.00 o.n.o.
Mrs Harris, Ph: 435 0146 - D. Dunlop.

S/Snipe Series 4, slight rust, not run two years, faulty s/motor, uph o.k., free to good home.
Bruce Graham, Boronia, Ph: 720 3390 or at work 669 6139.

Series 1 S/Snipe
H/Hawk '56-'57 cream roof, maroon body, no reg. \$500 o.n.o.
April Beadsmore, Ph: 793 3452.

Series 3 S/Snipe, black with red int, no reg, runs well, diff good, lots of spares. \$500.
Trevor Howard, A.H. 689 8243 contact Bob K.

I have large amounts of parts to suit MK and Series models, limited parts for 8-18, 9-20, 14-25 models. Ask and you maybe surprised.
Bob K, Ph: 789 5119.

Series 4 Estate Car, power steering, leather seats, mech good, fair cond, green with grey roof, reg. \$2200 o.n.o.
Bob K, Ph: 789 5119.

1947 MK I S/Snipe, full restored, reg 12 months, ch plates, genuine sale, \$3000 or serious offers.
Peter Norman, 113 High Street, Wedderburn 3518, B/H (054)94 3061 or A/H 94 3261.

POST VINTAGE HUMBER CAR CLUB VISIT TO THE POLICE DRIVING CENTRE

No this is not a photograph of one of our members getting booked! On the 21st January, about fifteen members visited the Police Driving Centre in Hendon, London. It was a showery day and six Humbers braved the elements ranging from a 1951 MK III Super Snipe to a 1968 Hawk Estate.

Our members were shown a Tape and slide show on all aspects of the driving school, from Motorcycles and Vans to Motorway Patrol Courses. A trip outside to the skid pan was met with a deluge of rain from the heavens, and a fantastic driving display by two Police instructors waltzing two SDI Rovers in a very skilled and controlled way. One of the instructors used to use Super Snipe Estates on Motorway Patrol and was very interested in the Humbers members had brought along.

Inside again we were treated to a look around the garages and a video of Police driving to an emergency, and pursuit driving. In both instances a camera pointed through the windscreen so you had a good view of events - even when driving at over 100 mph.

After the visit, several of us visited the local Hendon Air Museum where aircraft of all ages was displayed, needless to say we managed to stumble across another Humber relic, a 1909 40hp aeroengine!

Later in the evening we finished off the day in true Humberers style at a Noggin and Natter - where 47 photographs kindly sent by Max Heazlewood were eagerly looked at and discussed.

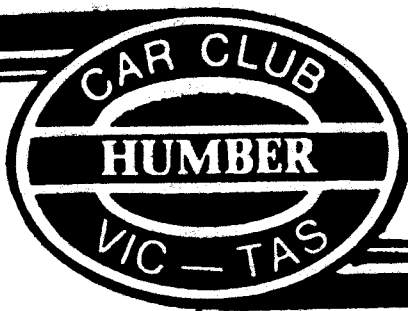
I think most of us in the UK are looking forward to a hot summer this year after last years washout. While I write I can assure you 1986 has not got off to a good start with 6-7" of snow falling in Berkshire on February 6th and the radio announcing wind chill factors of -14 .

With best wishes to all members of the H.C.C.V from the P.V.H.C.C.

David Clarke,
Secretary.

P.S. This years National Rally will be held on the 9th and 10th of August at Billing Aquadrome, Norhants.





TAS. COMMITTEE:

SEC. TREASURER: Nina Densley; P.O. Box 1589 Launceston 7250/003-936128

EDITOR: Max Heazlewood. 6 Woodward Ave., Burnie 7320. PH:004-312894

SOUTHERN REP: Martin Vialle; Telephone-002-236713

ATTENTION!!

The time has come for action I feel regarding the payment of membership dues.

Next months "Humberette" shall be withheld from unfinancial members until payment of dues are recieved at my address.

I have recieved payment from the following members;- R.Bromley; N.Densley; M.Heazlewood D.Viney; B.Duniam; P.Clark. I thank these members for their prompt payments, it makes my job that much easier so come on please, do the right thing.

Now on a lighter note, the Pearn's Steam Day was a great success for the event itself but Humbers were a little scarce on the ground, perhaps they had taken flight for various reasons, they are certainly elusive birds. One or two were noted in the public car park. As for the event itself, around 3000 people attended making it the best exhibition yet, may it go from strength to strenght. A fine display of 14 steam traction engines, many in superb condition along with a fine and much expanded contingent of restored vintage tractors. These really grabbed the attention of onlookers with some painstakingly restored examples amongst them. The usual fine cross section of vintage and classic cars were in attedance along with a large collection of bikes ranging from vintage to choppers. Not forgetting some of the most interesting and thoughtfull exhibits among the many stationary engines on show. A lot of thought went into their displays to show the many uses to which these venerable little engines were put. To my mind the best was from a Penguin exhibitor, right from the beautifully restored engine powering a period generator which powered a little turntable upon which sat in a glass case, a fully working traction engine in miniature, fabulous!! The many exhibits on show food and produce stalls including scale models, childrens rides and competitions makes this one of the States premier events. Shame you had to miss it.

Closing date for the Magazine precludes me from reporting on the Ulverstone trip in association with the Restorers Car Club....report next month.

Their will be a full blown report on the Forbes National Rally next month along with a pictorial coverage of the event.

To change the subject a bit, after being used to temperatures in the mid thirties and then come home to Temps in the mid teens, I've caught a damn cold. We really enjoyed ourselves while we were over their, trouble is it all went so fast it doesn't feel as though we have been away at all. I'm anxiously awaiting the return of my slides (11Films in all) to remind me that we were away at all.

Have just recieved a big parcel from Stephan Lewis of PVHCC, it includes newspapers beer coasters (signed with members names), a list of American members to whom I shall be contacting, athree hour video of Humber related films and shorts, very interesting and quite funny in places.

This month this a pictorial article on the restoration of a Humber Sceptre, albeit from the U.K., should make interesting reading.

All the best untill next month, don't forget those subs or no magazine and you will be effectively unfinancial.

HOW WE CAN RAISE THE VALUES OF OUR HUMBERS AS A COLLECTIVE GROUP

- 1 The main reason these cars have poor re-sale value is lack of image.
- 2 As a club we must make here and now, Humbers more attractive and desirable to own. It's no use saying who used Humbers or why so many years ago; what concerns us the most is what we can do to make them worth owning now. The first step we can take is quite a simple one. Always keep the car clean inside and out full time! Even if the paint work is a little worn, clean glass and tyres & wheels can make a bad car look good.
- 3 If a car is badly rusted, engine smokey, trans noisy multi-colored panels or parts missing, it should be taken off the road straight-away! This is the worst possible advertisement for both the car and the Club.
- 4 Club outings should always finish where the cars are in the public eye, preferably a prestigious venue. This way the cars are seen to be in an environment fitting of their class.
- 5 The Classic Club does not permit sub-standard vehicles on their outings, so why should we put up with cars on our outings which don't measure up. It's a little disheartening to spend half your weekend preparing the car after it has performed it's week's work, to go out on the Sunday and find yourself parked beside a car which has had no T.L.C. for half its life. Usually the owner says that it is only the workhorse; it is this attitude we have to stamp out by asking these people to leave their cars at home.
- 6 Three Humbers per member is about average ownership within the H.C.C.V., so there must be at least one car per member which could be sold by him or her if the price is right. If, say three members were to advertise as many Humbers at an inflated price in Saturday's AGE and not re-advertise if they did not sell and wait at least two weeks then have another three or four members repeat the performance we may find that after 12 months the trend would follow on to other Humber owners who are not even in the Club. With over 100 members in the Vic club alone, this system of advertising would last a good 12 months, and the only cost per member would be one advert., and no cost to the H.C.C.V. at all. It is worth a try, and who knows, you may even sell a car that you don't really want at far more than expected.
- 7 Never keep on advertising a car after 2 or 3 times in the same paper, for people who read the ad. the third time know that the car is just not good enough at the price shown and lowering the price each time only proves it.
- 8 As far as making the Auto Trade aware of Humbers and their values, it would do no harm to pop an advert in Wheels or Modern Motor now and again. Most car dealers read these magazines rather than Restored Cars so if they see Humbers being sold at a good price they may think twice about knocking back a Humber the next time one is offered as a trade.
- 9 If a young Humber owner wants to modify his car, he should not be discouraged from doing so. The neo-Humber may just develop a cult following and that means popularity, image if you like and that spells RE-SALE! It would also make all types of Humbers attractive to all age groups which, at the present time, they are not. It is a welcome trend among young to modify old cars internally and keep the exterior standard, in this way a car can be brought back to original without too much trouble.
- 10 To sum up, don't under-sell your car, keep it at its best, don't take the cheap way out when repairs have to be carried out and if at all possible keep the car under cover; this helps more than anything else in keeping a good car better.

Have you ever tried to buy a book on the History of Humber? It doesn't exist, there just isn't one at all.

I think it is about time we all did something to rectify a big gap in Automotive History.

There are five Humber Car Clubs in Australia and one in New Zealand plus three major clubs in the U.K. If all the members of each could petition one of the large publishing houses in England to produce such a book or alternatively persuade Richard Langworth to write the History of Humber then we just may get a result. But it would have to be a joint effort by all the Humber Car Clubs of the world.

Humber would have to be the most neglected Marque of any in Automobile History! Ladies and Gentlemen, IT'S TIME!

Just my thoughts after 10 years
of Humber ownership,

DES JUDD

Car of the future wired up to run on . . . plain water

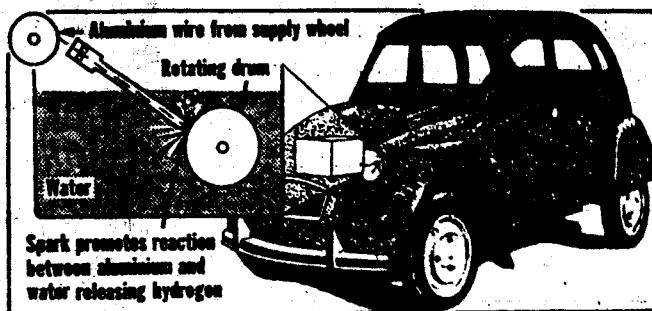
AROUND the turn of the year, a small car, fuelled only by aluminium wire and water, will leave Paris at the start of a demonstration trip that will delight Queensland Premier Sir Joh Bjelke-Petersen - a well-known proponent of the hydrogen car.

The proving run will take it 50,000km around Africa. Fuel costs will be less than a fifth of those of petrol, with low pollutant production an added bonus.

The fuel burned in the car's engine will be hydrogen, produced on demand by an electrochemical reaction between the aluminium wire and water.

The hydrogen generator is the invention of Francois Cornish, a Frenchman who lives in London. It has been developed with the help of the International Energy Commission, originally a United Nations organisation but now hived off.

"The original idea was simply to produce hydrogen on demand. A car is a good way of demonstrating it. In Africa, we will be setting up units for domestic purposes, too," said Mr Cornish.



In the hydrogen generator, a spark is struck between a drum rotating under water and the tip of a wire made from a special aluminium alloy. The combination of the physical effects of the spark and a chemical reaction between aluminium and water releases hydrogen and oxygen.

The gases are mixed with air to increase the proportion of oxygen and fed directly into the manifold of an ordinary petrol engine.

As the tip of the wire is consumed, more is fed in by two motor-driven rollers. The speed at which the wire is fed in determines the rate of hydrogen production; and this is controlled by a microprocessor to meet the demands of the engine.

A fully engineered generator would easily fit under a car bonnet.

"At present, it takes up about a cubic foot, but we should be able to get that down to a 20cm cube," said Mr Cornish.

The petrol tank could be used to hold the water for the generator. Other modifications required to convert a petrol-driven car would be a special inlet for the gas and a new alternator to supply the hydrogen generator as well as the usual car electrics.

Performance is claimed to be as good as for a petrol-fuelled car, apart from minor delays in starting if the generator has been out of use for some time. A kilogram reel of wire would give around five

hours driving, with a water consumption of a few gallons.

Despite the dramatic cost savings, Mr Cornish is cautious about the immediate prospects for the generator. "Petrol is heavily taxed, and if our system caught on, no doubt it would be taxed too," he said.

"In Holland, it took 15 years for liquid petroleum gas to make much impact as a fuel, even though it was cheaper. But the low pollution is a big advantage.

"I don't want to see the generator licensed to a single motor manufacturer. I would like it to be available for anyone who wants to fit it to his car. I would be pleased to see a market penetration of 10 per cent over the next 10 to 15 years."

Whether or not the hydrogen generator catches on in the short-term, its long-term prospects are excellent. Petrol will inevitably become more expensive as oil reserves are used up, and hydrogen produced from water by electrolysis has often been tipped as the vehicle fuel of the future.

The big problem is storage, but with on-board generation, storage is not necessary.

The Sunday Times

From 'spares or repair' to 'Highly Commended'



An 18 month restoration on a 1965
Humber Sceptre, by John Williams.

It all started in January 1983 with an advertisement in "Old Faithful", the magazine of the Post-Vintage Humber Car Club. Richard Guy had been running a 1963 Sceptre for some time, and, hoping to improve this car, was looking for another one to use as a source of spares.

The car which was advertised seemed to fit the bill. It was a 1963 model, which required new sills and some work on the brakes in order to pass the MoT test. Its owner, Mr Crow, was no longer able to drive due to ill health, and sensibly declined to spend the quoted £200-£300 on the necessary work. The price being asked for the car was a little higher than Richard wanted to pay. "I usually pay £90 for a car", he told the vendor. "All right then, £90", was the reply. It then cost almost as much again to have the car transported by low loader from Welwyn Garden City to Richard's home in South London.

From a thorough inspection it became clear that Mr Crow (who had owned the car for a number of years and had been its second owner) had taken good care of this 1965 Sceptre. It was too good to break for spares. For a long time Richard had been trying to persuade his wife, Sue, to learn to drive. "It's a pity you can't drive. I could do it up", he told her. When he returned from work that evening Sue told him that she had booked her first driving lesson for the coming Friday. So it was decided to restore both of the Sceptres, the 1963 model which had been in use since Richard bought it in 1978 (for £90), and the 1965 car which is the subject of this feature. Perhaps it was just as well as there are many differences between the 1963 and 1965 Mk I Sceptres and there were few usable parts which could have been transferred from the later car.

The Mk I Humber Sceptres

When introduced in February 1963 the Minx-based Sceptre was fitted with the 1592cc ohv engine, independent front suspension and servo-assisted braking with front disc brakes. There were twin Zenith carburettors at first, a mechanically driven tachometer, metal overriders, body coloured door cappings, non-reclining front seats, and synchromesh on 2nd, 3rd and 4th gears.

Later in 1963 Solex carburettors were fitted instead of the Zeniths, and there was an electric tachometer and overriders with rubber buffers.

Late in 1964 a new chassis number series was adopted and many Mk 2 Sceptre features were introduced in the last of the Mk 1s. These included reclining front seats, black cappings on the doors to match the fascia, a telescopic steering column, an all-synchromesh gearbox, and the petrol filler was moved to the top of the nearside rear wing and fitted with a locking cap. There were many other minor changes in 1964 so that when the Mk 2 Sceptre was introduced in 1965 its main distinguishing features were the restyled front wings and grille and the 1725cc engine.

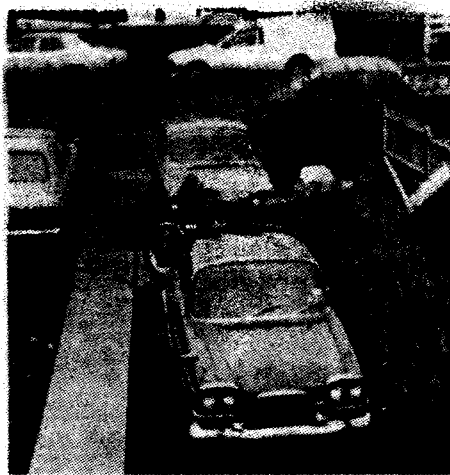
The restoration

The sills, the front wheel arches, and all four "corners" of the car had suffered some degree of corrosion. The engine had covered 64,000 miles but did not seem to need attention (apart from cleaning). Richard's facilities for bodywork restoration were limited to say the least. He had no garage but just a long front garden on which to park his cars — and it was January. He decided to overhaul various mechanical components first, including the brakes, for which he used a Handy brake pipe kit available at the time on one of our special offers. A halfshaft was removed in order to attend to an oil seal, and bearings were replaced at the same time. Rear wheel cylinders and shoes were replaced, as were all flexible and other hoses and the master cylinder, servo and calipers were overhauled.

The next job was to find a reliable bodyshop. Trundle Coachworks Ltd of London SE8 (telephone 01-692 3296) were discovered through their advertisement in *Practical Classics* and they made a good impression right from the start by calling to inspect the car. Dave Mackworth (of Trundleys) allowed Richard to move the car down to the workshop where it was agreed that Richard would do as much of the relatively unskilled work as possible (removing interior trim, dismantling doors, rubbing down — and still more rubbing down) leaving the welding and painting to the experts.

It now seemed likely that all three panels which made up the sill assemblies would need replacing or at least extensive repair work. The nearside front wheel arch, comprising inner and outer panels was badly corroded, partly because previous slight accident damage had not been properly repaired, as two panels had not been joined and water had been able to get between them. The rear corners of the boot had rusted, and the bottoms of the rear wings too, but the petrol tank which is inside the nearside rear wing) appeared sound. This was fortunate, for these petrol tanks are vulnerable to rust once it has got a firm hold on the boot floor. The tank was removed (of course) whilst work was in progress, and the repair work started at the front of the car. The interior was stripped out, and there is always much more work involved here than one expects, and more space needed for the seats, carpets, door and side trim, etc, which should be kept dry and as clean as possible and should not be piled in a big heap as this in itself causes damage.

There was already a nearside front wing in Richard's attic, this having been bought for the earlier car, but other panels were needed. The offside wing had a little rot along its trailing edge but this was repairable. Westmorland Classics had a pair of what proved to be nearside sills (original Rootes panels) for the Sceptre and Richard bought both of them — he has, after all, two cars. Some non-Rootes offside sill panels were found at Auxillary



An open garden is hardly the ideal 'restoration workshop' but Richard Guy arrived at an excellent arrangement with a local coachworks which not only enabled the work to be done but also allowed him to share the work and keep his costs down.



Nearside front wing panels (inner and outer) were replaced and here the car has reached an advanced stage in the paint stripping.



The inner sill panels were not too bad but the centre and outer panels needed replacing. Nearest to the camera is the original centre panel for the offside. Note that this original panel is perforated whereas 'pattern' replacements are not and it is therefore vital that subsequent rustproofing treatment be applied to both sides of the panel if the entire sill assembly is to be protected.

From 'spares or repair'

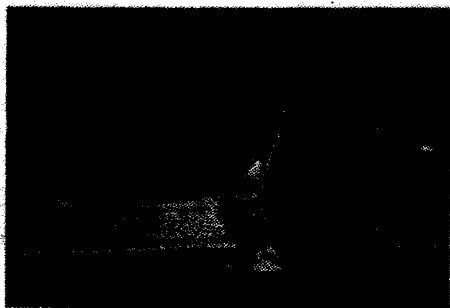
Motor Panels of Leicester. The nearside rear door was "full of filler" having previously been accident damaged and Collectors Car Parts were able to supply a replacement.

During the course of the repair work Richard discovered a new talent. Small repair sections were needed here and there throughout the job and the first one was the rear closing plate for the nearside sill assembly (just in front of the rear wheel). Richard offered to make this and Dave told him to go ahead, doubtless thinking that one really ought to humour the customer. Armed with a ball pein hammer (I hope OUR professional panel beater doesn't read this) and a piece of sheet steel cut to match a cardboard pattern Richard went to work, and the result fitted perfectly. "Where did you learn to do that?" Dave wanted to know.



The inner sill panels on both sides of the car were not too badly rusted. Here you can see the end of the centre sill panel (offside, looking forward) which divides the sill into two halves.

to 'Highly Commended'



The offside front wing had suffered relatively little damage. The corroded edges were cut away and new metal welded in.

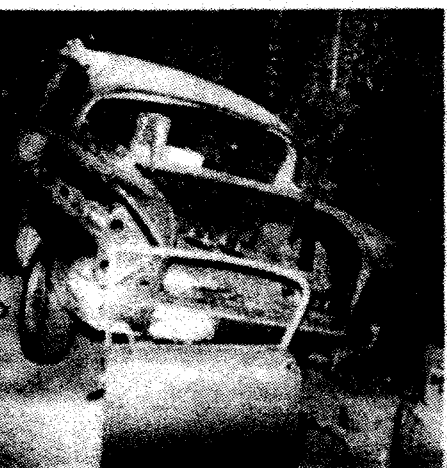


There was rot under the rear corners of the car and repair sections were made for the lower rear wings.



Water leaks had caused rot in the nearside of the boot floor. The petrol-tank, which is situated within the nearside rear wing, was not affected.

If you undertake restoration work to this extent don't underrate the amount of space needed for safe clean storage of all the interior trim and fittings, the external chrome, and the glass, all of which will have to be removed from the car.



Practical Classics-Bromley Pageant 1984 and our subject went on display for the Post-Vintage Humber Car Club.

When the welding was finished the long hard task of stoppering and flattening and levelling commenced. The bottoms of the three original doors were shot blasted and given anti-rust treatment and all were primed. The doors had been stripped of everything that could be removed and, later on, Richard had cause to be very pleased that he had taken the trouble to label everything so that there was no confusion as to where components fitted during reassembly. The rubbing down was hard tedious work. There came a time when wet and dry paper was something that Richard never wanted to see again. "Doesn't this ever stop?" he asked. Dave simply replied "Do you want it to look good, or very good?"

The choice of paint was a problem. The objective was to obtain a colour which was as close to the original as possible, whilst using a paint which would last longer than the original cellulose metallic which tended to go "flat" after about five years or so. The colour was bronze metallic. With the help of the local paint suppliers the colour was specially mixed (a service which Trundleys can now offer on their own premises) using Glasurit 54 line base and clear. The old paint was stripped to bare metal where necessary but mostly it was just a matter of removing the old top coat in order to find a sound base. The car was painted on a Friday (starting with the inner panels of the doors — to see what the paint looked like) and the long weekend which followed was spent refitting.

The reassembly of the doors was the most trying part of the refitting operation — struggling with quarter lights and the window winder mechanisms, fiddling with rubber seals, manoeuvring clips using improvised pieces of bent wire as holders yet still dropping several clips into the bottoms of doors — and all the time trying to avoid damaging the paintwork.

The work was now over. During the restoration the whole of the interior had been removed except for the headlining and dashboard instruments etc. Now, with just the essentials to make the car legal (including seatbelts — the car was first registered on January 1st 1965!) it was taken for its MoT test. Needless to say it passed. "Somebody made a good job of all this", said the examiner "Especially the brake pipes under-

neath." Richard pointed out that he had fitted the brake pipes and that Trundleys were responsible for the bodywork. "Ah well, it will be good if Trundleys did it" said the examiner. This was praise indeed for Trundleys, and an interesting comment on Handy copper brake pipes too in view of the correspondence which we received last year querying whether such pipes were acceptable to MoT testers.

Next came the replacement of the chrome trim. Some of this is still not in mint condition, for example the trims above the headlamps, but Richard hopes to find better replacements in due course. Next the interior door trims were refitted after the rear ones, which had disintegrated, had been rebuilt. Special thin hardboard was obtained for this purpose from the Creech Coachtrimming Centre and this was cut to shape using the old hardboard as patterns. The covers were then transferred, the job being similar to the one which we did on our Riley 1.5 (October 1981 issue).

New carpets have not yet been fitted but Creech are confident that they can match the original colour when the time comes. Finding carpet binding tape of the correct colour is, as yet, another matter.

One of the boxes on the rear section of the exhaust system tends to rot rather quickly because, on short runs at least, it tends to collect condensation. These exhaust sections are not available unless specially made, so Richard approached P.D. Gough of Nottingham to make up rear sections for both of his cars, using stainless steel. The service was impressive. The old section was collected by carrier from Richard's house (for use as a pattern). The new sections were not quite perfect at first. The angles of the pipework and boxes have to be absolutely right as there is very little clearance for this part of the exhaust system over the rear axle and between other components. So, on a subsequent trip to Loughborough Richard visited P.D. Gough with both of the new sections. These were put right and one of them refitted to the 1965 Sceptre at no extra charge. Photographs were taken of the car and umpteen cups of coffee were consumed and all was completed in a single morning.

Clearly, this was not a total restoration. It was more a matter of making good use of

From 'spares or repair' to 'Highly Commended'

available resources to produce a sound usable car. The "leave well alone" principle was applied to some mechanical areas which appeared to be in good working order, the idea being that time and money can be allocated to them later as the need arises. For example the suspension appeared sound but will need new wishbone rubbers before long. The engine has received no mechanical attention and displays only two minor faults. Firstly, the oil pressure, when hot, is slightly low at 30-35 psi. Secondly, Richard tells me that it has a "hollow tappet" which produces a ticking sound. Apparently this is caused by a slight defect in the cam follower which is not serious unless it is a big enough fault to cause camshaft wear.

The box sections and sills have been injected with Waxoyl to keep rust at bay. The sills are sub-divided lengthwise by a central internal panel and it was necessary to inject the Waxoyl on both sides of this panel. As far as the underside of the car was concerned Richard had the choice of carrying out a comprehensive rust treatment and then resealing the underside with an underseal, or simply wire brushing the underside and applying Waxoyl. Rather than risk the corrosion which can occur when underseal deteriorates and allows water etc to get behind it he chose the latter course based on a programme of repeated Waxoyl treatments.

Once it had passed the MoT the Sceptre was put into use right away, even before the refitting was completed. On its first trip (120 miles to Loughborough — and then back again to London) there was only one small problem, the "elbow" in the vacuum pipe had disintegrated. Richard carried out a temporary repair which lasted three months — mainly because it was not until three months later that he remembered to repair it permanently — and for this he used his favourite piece of emergency repair kit, namely plastic syphon tubing from a home-made beer or wine outfit.

The car also visited club events whilst finishing work was in progress and it was completed in time for Rootes Day 1984. Here, despite a poor rear bumper, and no work in the engine bay, it came fourth in the concours and was Highly Commended.

Driving the 1965 Sceptre

I thought that it would be interesting to drive the 1965 Sceptre and compare it with our 1960 Sunbeam Rapier. Richard kindly agreed and we set off on a brief tour of London SE14, but not before Richard's wife Sue, and baby Kathleen, had taken their places in the back. I have frequently sung the praises of our Sunbeam Rapier and am disappointed that so few Rapiers appear to have survived. They are compact, stylish, strongly built, and much faster than most of their critics seem to think. Our Rapier was a little heavy in the steering department but this was its worst fault as far as I was concerned, once, that is, I became accustomed to the need for



It looks as if a surgical operation is about to commence but this is how the car was protected with polythene sheeting and brown paper whilst the engine was cleaned

around 3000 rpm or more in order to get some real performance (the red line is at 5500 rpm) and learned to cope with the tendency to understeer and the adequate but by no means startling brakes.

There was no opportunity to sample the upper end of the Sceptre's performance but in other respects I found some definite improvements on the Rapier. In particular the steering, the clutch pedal, and the gear lever responded to a lighter touch, making the car very much easier to drive. There is more elbow room inside the Sceptre too, only a couple of inches or so but it makes a big difference. My lasting memory is that the car was very pleasant to drive, combining the pleasant styling and quality finish of Rootes products of the period with a greater degree of lightness and responsiveness than had been apparent in earlier models, qualities which became positively conspicuous with the arrival of the "Arrow range" of models in 1967.

It took around 18 months and an estimated £1,200-£1,500 to transform the Sceptre from an MoT failure which was on sale for spares or repair to an eye-catching award winner. Although it will continue to be a concours entrant (and will probably do rather well) the Sceptre is very much



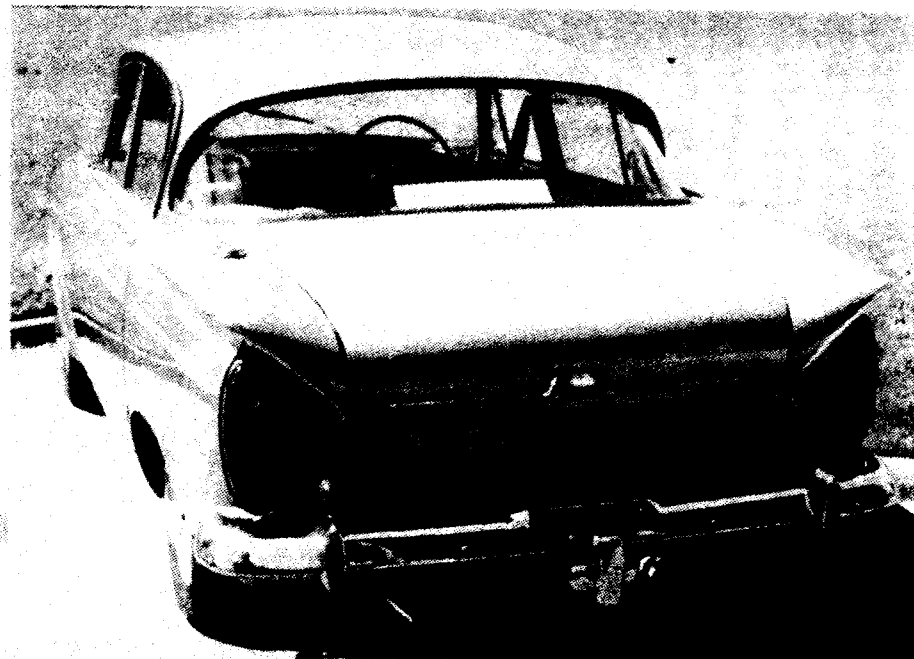
The interior was in remarkably good condition except for the carpets which will be replaced.

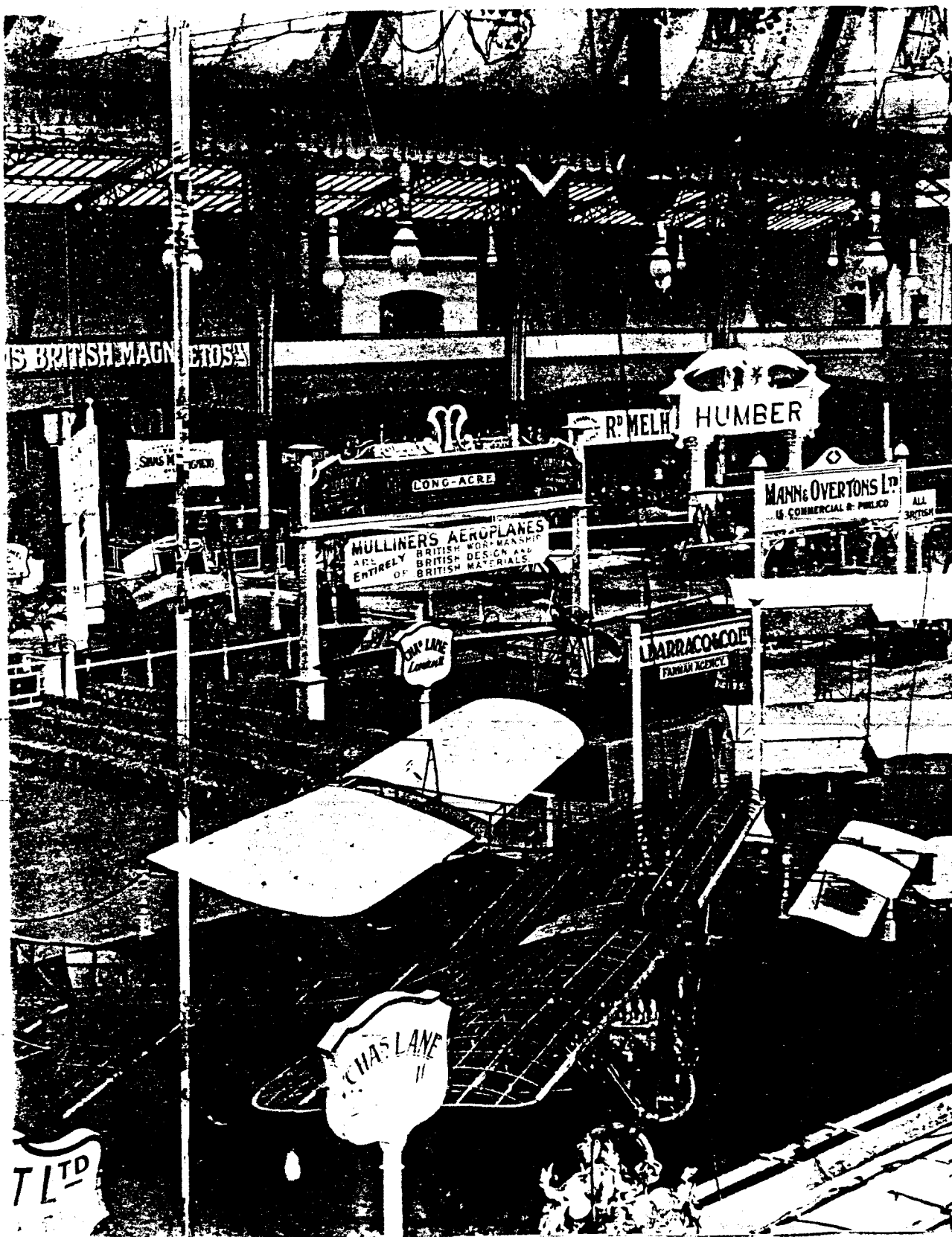
Finally, a mystery

Richard's Sceptre was bought new in Welwyn Garden City at the beginning of 1965, with the registration number FRO 144C. One the same day the same dealer sold another new bronze metallic Sceptre which was registered FRO 145C. Both cars remained in Welwyn for some time, regularly confusing friends of their respective owners. Although it is known to have survived until 2-3 years ago nothing is known of the more recent history or whereabouts of FRO 145C. Has it survived? Is it for sale? No prizes for guessing who would like to know! □

a family car at the disposal of Richard's wife Sue, not forgetting baby Kathleen of course.

This has been a sensible restoration, well executed at a reasonable cost, and worth every penny spent. FRO 144C has a new lease of life.





OLYMPIA FLIGHT EXHIBITION OF 1910

Only a few short years after the Wright Brothers first flight, the Commercial and Military Development of aircraft was gathering momentum as can be seen by the various company exhibits.

Humber who had manufactured the first commercially-built aeroplane in England were offering their own plane, engines, Bleriot wings, (40 pounds pair) and propellers, (12 pounds each) all guaranteed perfect.

The Motor Road Test No. 32/58

Make: Humber

Type: Super Snipe (with automatic gearbox and power steering)

Makers: Humber Ltd., Ryton-on-Dunsmore, nr. Coventry

Test Data

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CONDITIONS: Warm and dry with little wind (Temperature 57-62 F., Barometer 29.8-30.1 in. Hg.) Surface: Smooth concrete and tarred macadam. Fuel: Premium-grade pump petrol (approx. 95 Research Method Octane Rating.)

INSTRUMENTS

Speedometer at 30 m.p.h. 6", fast
Speedometer at 60 m.p.h. 2", fast
Speedometer at 90 m.p.h. accurate
Distance recorder 2", slow

WEIGHT

Kerb weight (unladen, but with oil, coolant and fuel for approx. 50 miles) 31 cwt.
Front-rear distribution of kerb weight 61/39
Weight laden as tested 35 cwt.

MAXIMUM SPEEDS

Mean lap speed of banked circuit 94.5 m.p.h.
Best one-way time equals 95.2 m.p.h.

"Maximile" Speed. (Timed quarter mile after one mile accelerating from rest)
Mean of four opposite runs 91.5 m.p.h.
Best one-way time equals 92.3 m.p.h.

Speed in gears (Automatic change-up speeds at full throttle)
Max. speed in 2nd gear 59 m.p.h.
Max. speed in 1st gear 40 m.p.h.

FUEL CONSUMPTION

29.5 m.p.g. at constant 30 m.p.h. on level
29.0 m.p.g. at constant 40 m.p.h. on level.
25.0 m.p.g. at constant 50 m.p.h. on level.
22.0 m.p.g. at constant 60 m.p.h. on level.
19.5 m.p.g. at constant 70 m.p.h. on level.

Overall Fuel Consumption for 857 miles
47.4 gallons, equals 18.1 m.p.g. (15.6 litres/100 km.)

Touring Fuel Consumption (m.p.g. at steady speed in d'wy between 30 m.p.h. and maximum less 5% allowance for acceleration) 20.3 m.p.g.
fuel tank capacity (maker's figure) 12½ gallons

STEERING

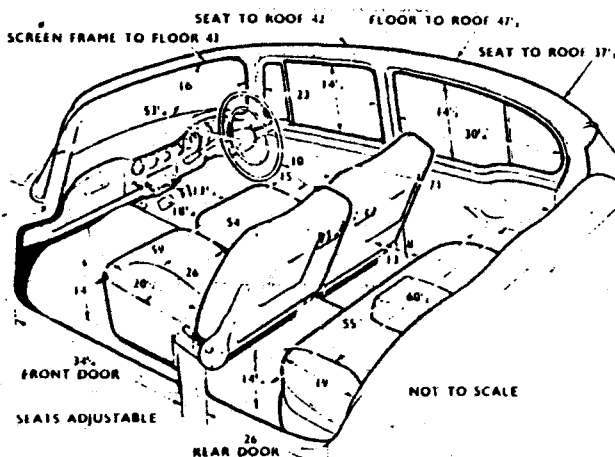
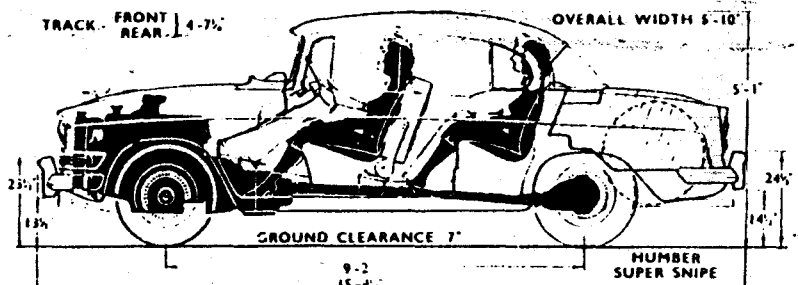
Turning circle between kerbs:
Left 37½ feet
Right 37½ feet
Turns of steering wheel from lock to lock 4½

BRAKES from 30 m.p.h.

0.86 g retardation (equivalent to 35 ft. stopping distance) with 150 lb. pedal pressure
0.80 g retardation (equivalent to 37½ ft. stopping distance) with 100 lb. pedal pressure
0.74 g retardation (equivalent to 40½ ft. stopping distance) with 75 lb. pedal pressure
0.58 g retardation (equivalent to 52 ft. stopping distance) with 50 lb. pedal pressure
0.28 g retardation (equivalent to 107 ft. stopping distance) with 25 lb. pedal pressure

TRACK - FRONT 4-7½"
REAR 4-7½"

OVERALL WIDTH 5-10"



ACCELERATION TIMES from standstill

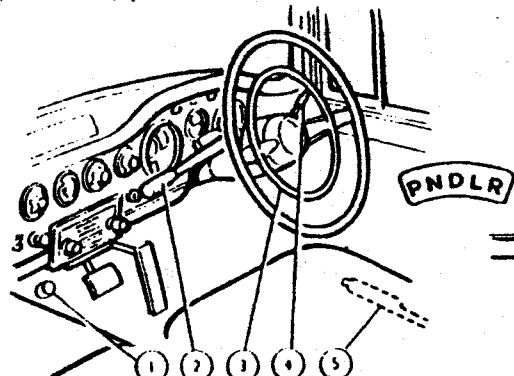
| | |
|-----------------------|-----------|
| 0-30 m.p.h. | 6.5 sec. |
| 0-40 m.p.h. | 9.4 sec. |
| 0-50 m.p.h. | 13.4 sec. |
| 0-60 m.p.h. | 18.3 sec. |
| 0-70 m.p.h. | 24.5 sec. |
| 0-80 m.p.h. | 34.0 sec. |
| 0-90 m.p.h. | 50.8 sec. |
| Standing quarter mile | 21.5 sec. |

ACCELERATION TIMES from Rolling Start

| | Direct Top Gear | "Kick-down" |
|--------------|-----------------|-------------|
| 0-20 m.p.h. | — | 3.8 sec. |
| 10-30 m.p.h. | — | 4.8 sec. |
| 20-40 m.p.h. | 9.7 sec. | 6.8 sec. |
| 30-50 m.p.h. | 10.1 sec. | 7.5 sec. |
| 40-60 m.p.h. | 11.6 sec. | 8.9 sec. |
| 50-70 m.p.h. | 12.3 sec. | 10.9 sec. |
| 60-80 m.p.h. | 15.7 sec. | 15.7 sec. |
| 70-90 m.p.h. | 26.3 sec. | 26.3 sec. |

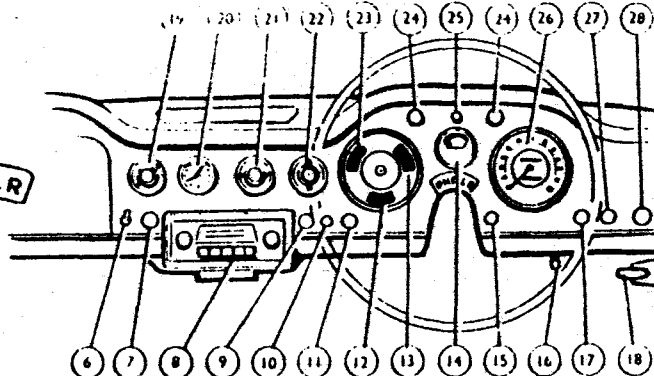
HILL CLIMBING at sustained steady speeds

Max. gradients on direct top gear 1 in 9.5 (Tapley 235 lb./ton)

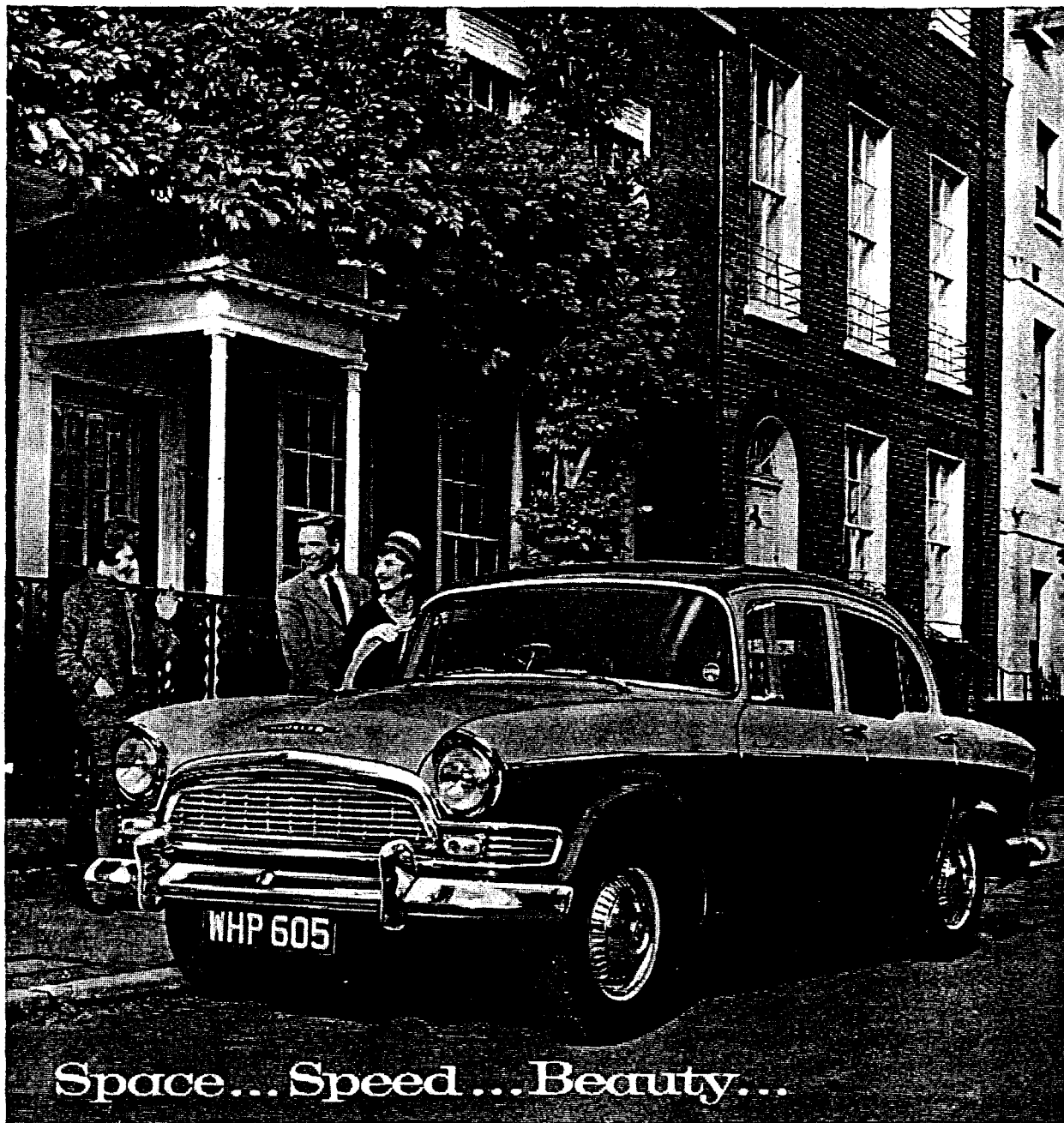


1. Headlamp Dip Switch. 2. Transmission selector.
3. Horn ring. 4. Direction indicator switch.
5. Handbrake. 6. Heater fan switch. 7. Cigar lighter. 8. Radio controls. 9. Ignition and starter switch. 10. Dynamo charge warning light. 11.

Choke control. 12. Water thermometer. 13. Oil pressure gauge. 14. Fuel contents gauge. 15. Panel light switch (rheostat). 16. Trip re-setting knob. 17. Windscreen wipers switch. 18. Bonnet release. 19. Heater air control. 20. Clock. 21.



Lights switch. 22. Heater temperature control. 23. Ammeter. 24. Direction indicator warning lights. 25. Main beam warning light. 26. Speedometer and distance recorder. 27. Windscreen washer button. 28. Intermediate gear hold switch.



Space... Speed... Beauty...

Here is a car with a distinctive personality of its own expressed through a superb elegance of line, luxurious comfort and a brilliant performance. The Humber Super Snipe is available with fully automatic transmission or overdrive, power-assisted steering and individual front seats as extras.

Humber SUPER SNIPE

It is also available as a luxury Limousine and Estate Car.



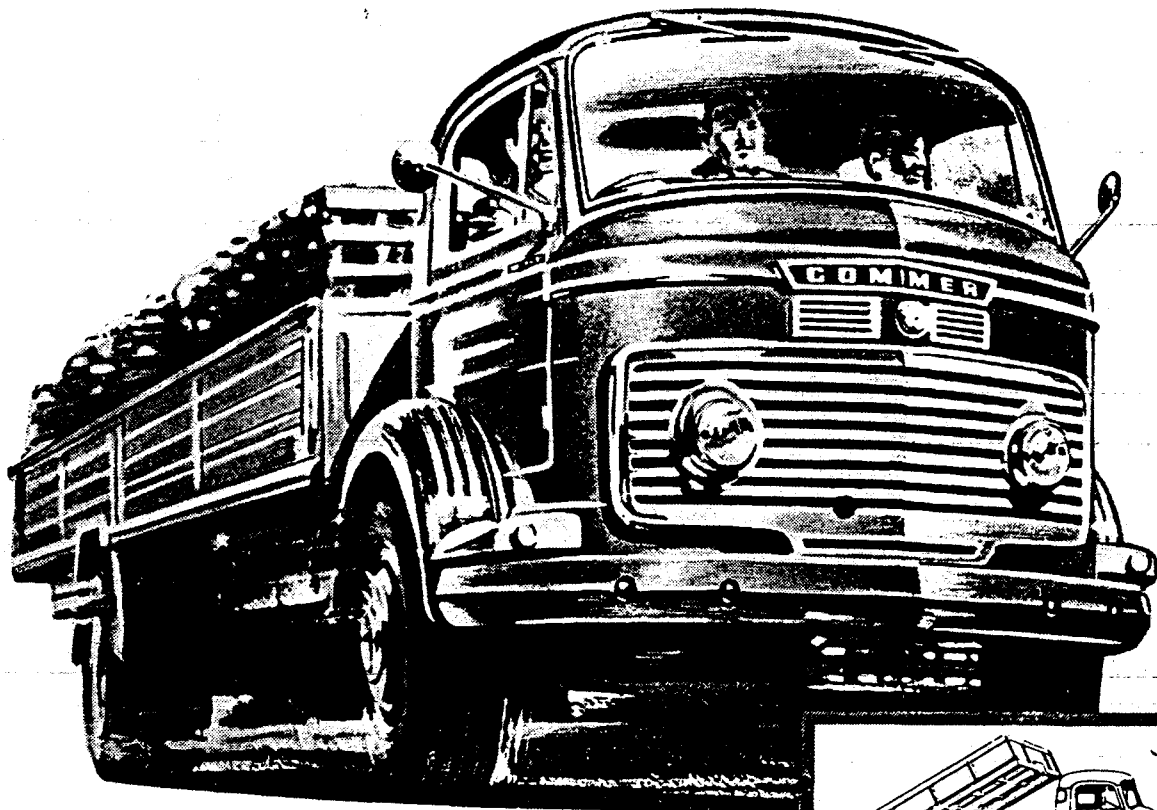
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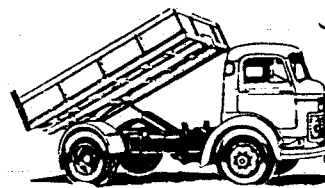
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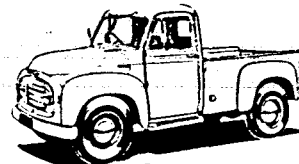
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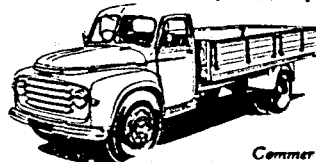
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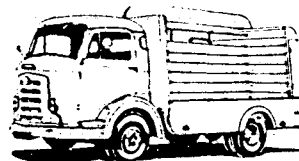
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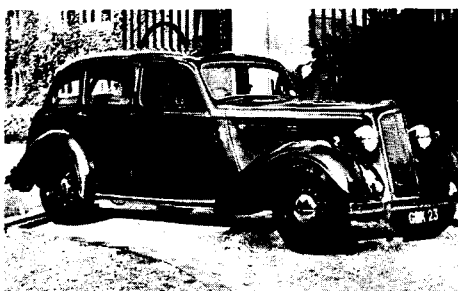
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