

THE HUMBERETTE

August 1980

OFFICIAL NEWSLETTER OF THE



*Ser. VA Snipe JUL-601
Outright winner HCCV Concours 1979
Owner: Reg. Hattersley.*

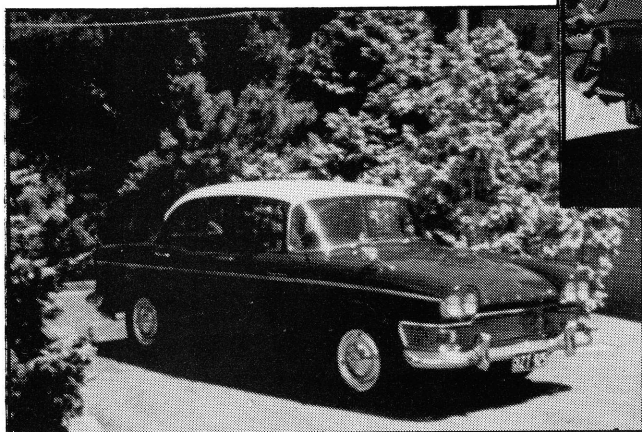


*Ser. 111 Snipe IYX-250
Most desirable car HCCV Concours 1979
Owner: Ralf Chalmers.*

*MKIV Snipe GNH-895
Winner Mark Section HCCV Concours 1979
Owner: Lloyd Hughes.*



*Ser. IV Snipe HZT-925
Owner: Nancy Butt.*



HUMBER CAR CLUB OF VICTORIA

COMMITTEE 1980

PRESIDENT:	REG HATTERSLEY	877 1981
VICE-PRESIDENT:	RALF CHALMERS	857 7640
SECRETARY:	DES JUDD	783 9743
TREASURER:	IAN FOREMAN	528 1578
EDITOR:	LLOYD HUGHES	877 3208
SOCIAL SECRETARY:	MARION HATTERSLEY	877 1981
TECHNICAL OFFICER:	BOB KENNEDY	789 5119

Humber Car Club Calendar 1980

Social Functions: To include Humber Car Club of Victoria Concours (November), Annual Presentation Dinner (November), M.G. Concours (December), President's Run, etc. Full details in your monthly Humberette.

General Meetings

The Humber Car Club of Victoria meets on the fourth Friday of the Month (unless indicated otherwise) at the "Theatrette", Camberwell Civic Centre, Inglesby Road, Camberwell. Please note: meeting commences at 8.00 p.m. sharp.

Dates of Forti:coming General Meetings in 1980

Friday, March 28	Friday, September 26
Friday, April 25	Friday, October 24
Friday, May 23	Friday, November 28 (Annual Presentation Dinner)
Friday, June 27	No December meeting
Friday, July 25	Friday, January 23 (1981)
Friday, August 22	

All correspondence to: ixSecretary,
Humber Car Club of Victoria
P.O. Box 35,
Frankston 3199

All Membership Subscriptions to: Treasurer,
Humber Car Club of Victoria
Ian Foreman,
33 Horne Street,
Elsternwick 3185

All Newsletter Entries to: Lloyd Hughes,
16 Main Street,
Blackburn 3130

HUMBER CAR CLUB OF VICTORIA

NEWSLETTER - AUGUST 1980

EDITORIAL

The Value of a Second Car

Today we seem to have come to the conclusion that a second car is essential to the well being of the family, to give the wife a degree of independence, to run the kids to and from school and the older children to social functions, church, sports and so on.

Yet is it really essential? A close examination of the facts could often show that by a simple re-arrangement of times and schedules, perhaps some back-tracking by car and some walking we could manage with one vehicle. Many people have an ingrained prejudice against trains, perhaps they don't like standing or don't like crowds or find our trams and stations cold and uninviting in winter. Even the modern electric trains and some of Victoria's country expresses can be pretty hot and stuffy in summer too - but what is the alternative?

The never ending increases in petrol prices, the heavy insurance and registration charges, the deceptively quiet depreciation losses eating away at our assets or the continuing costs of service, parts and maintenance? Not to mention repair bills with today's labour costs.

Recently I have had occasion to use taxis more than I would normally and they seem to be quite costly, too but really, for a medium sized trip around the city or suburbia are they all that bad? O.K., so its 85¢ flag call & 30¢ booking fee before you start, but wait - compare that with registration at \$200 per annum, then depreciation at say 10% or \$4,000? Lets say there are 50 weeks in the year for the sake of quick arithmetic and we have $\$200 + \$400 \div 50 = \$12$ per week. Alright then, you say your car is only worth \$2,000 so we have $\$400 \div 50 = \8 per week; whichever way you look at it, these two factors alone are costing you \$10 or \$11 a week. Let us say you opt for Third Party Only, or T.P. Fire & Theft insurance to cover claims from outsiders and decide to carry the risk on the car yourself. I dare say these days that would cost you around \$75 p.a. so there's another \$1.50 a week straight away, and we're looking at \$11.50 to \$12.50 just for these fixed costs.

If you use your car six days a week there's double the taxi's flag call, etc. gone already.

So what does it cost to run the car per mile or per kilometre once you have it registered, insured against those other idiots (not yourself) and assuming of course you've got three or four grand to invest?

Well maybe we can look at that next month or there'll be too big a newsletter to print right now.

Humble Humbling,

Lloyd Hughes

PRESIDENT'S REPORT

Attendance was down at our July meeting, due to sickness, and some of our Members being away on holidays. Des Judd didn't feel up to attending after a trip to his dentist, and some of our regulars including Bill & Joan Holmes as well as Syd & Gwen Humphreys were having a good time on the Gold Coast. Received a card from the four H's, and it's good to hear they are enjoying themselves. Have also received a very newsy letter from Ross Bromley, our Tasmanian Member. Ross thinks he will be over some time before Christmas, and we are looking forward to seeing him.

I was very happy to receive an invitation from the Daimler and Lanchester Car Club to join them on an outing in October, so have accepted on behalf of our Club. It will be good to see our D. & L. friends again.

We hope to have Mr. Larry Lee, from Lucas, back with us for our August Meeting, this time to speak on the ignition system of our cars. Several Members asked if this visit could be arranged so hope we have a good turn up. And on September 7th (Sunday) we are off on one of Des Judd's famous "Mystery Runs". The weather will be perfect, and you will finish at a very pleasant spot, if you can find it.

Looking forward to seeing you at Camberwell on the 22nd, and somewhere on September 7th.

Reg Hattersley.

Editor's Note: Inigo Jones lives again.)

The Humberette is

Registered for Posting as a Publication - Category B
at the G.P.O. Melbourne.

THE PRIDE AND PRESTIGE SURROUNDING A UNIQUE HUMBER

While we are well aware that Humbers have regal and vice-regal airs and graces this item is offered simply as a footnote to the article "William Rootes" which accompanied the July Humberette.

From 1949 to 1952 I owned a MKlll Humber Hawk and in 1952 took delivery of a MKlll Super Snipe, Chassis No. 8004678 RSC, which was fully imported and used solely by Sir William Rootes during his visit to Australia (according to the Sydney importers). I knew the Managing Director of the Importers and he agreed to trade in the Hawk for the MKlll Snipe. The new Snipe was a delight to drive because the body felt very tight and the engine smooth as silk. Obviously it had been thoroughly checked and serviced before Sir Reginald Rootes used it and then being a "house car", it became available to me for about £1,400 which was a steal. It gave little trouble for 123,000 miles when in June 1961 I traded it for £405 and obtained a Series llil Super Snipe at £1,999 (less the trade-in value). The serial No. of this car is B 8180466 WSO which indicates it is a CKD (completely knocked down i.e., unassembled) - RHD Export model. This was the 80,465th vehicle - incredible'!!

I thought this may interest a few fellow Members.

Ralf Chalmers,
Vice President.

Editor's Note: (For the uninformed few) MKlll Snipes had "plates" or "steps" on the running boards otherwise they looked the same as the MKll except for the addition of rear wheel spats plus more bulbous bumpers and rounded over-riders.

Economical Insurance for Older Cars.

At our July Meeting Mr. Graeme Knight explained his recently developed scheme for Classic, Vintage and Veteran Cars which presently covers all makes and models manufactured up to 1960. He hopes to convince the Insurance Company he represents to extend the scheme by another five years, in the very near future. A full report of the scheme will appear in your next Humberette.

Snipe Snippets:

A little bird tells me there's a bit of sniping going on about people who shoot off their mouths at General Meetings's.

Hawk Happenings:

A certain car crank who has more cars than you could poke a stick at has reportedly just acquired a good-looking Mark IV. Who's the dark horse?

SECRETARY'S REPORT

MINUTES OF JULY GENERAL MEETING

The Meeting opened at 8.15 p.m. and the President welcomed new Members and our guest speaker Mr. Graeme Knight.

1. Apologies.
2. Minutes of the June Meeting were taken as read.
3. Correspondence: Letter from G.U.D. Manufacturing Co. - the makers of RYCO Filters. They can provide a speaker on Automotive Filtration for our September or October Meeting.

Letter from the Veteran, Vintage and Classic Club of Wangaratta inviting us to their Annual Spring Rally to be held on the 27th & 28th of September. Accommodation available.
Itinerary for this rally is:

Saturday P.M.	-	trip to a well known winery.
Saturday Evening-		Restaurant dinner.
Sunday A.M.	-	short 40 miles rally, returning to Wangaratta for a BBQ lunch after which a gymkhana & concours d'elegance will be held.

(Would Members please indicate their interest or otherwise in this rally either at the August Meeting or by letter to the Secretary so that he can advise the organisers how many Humber "fanatics" are attending.)

There has been no reply from the H.C.C.A. (Sydney) as to their requirement for windscreen seals. Lloyd Hughes tried to ring Beryl Wilson both night and day but to no avail. Our President suggested Victoria & S.A. may have to "go it alone" now.

4. Treasurer's Report: Credit Balance of \$832.00c.
Most Members have now renewed their Membership but a few notable past Members appear to have either forgotten or have opted to become "drop-outs". As the period of grace has long since expired any 1979 Member now re-joining must pay a joining fee of \$5 plus the annual subscription of \$12 (\$10 for Country, Interstate & Associate Members are those not owning a Humber but interested in the Club activities.
5. Social Report: Coming events were outlined, next being the film night to see "Breaker Morant" and supper at Balwyn Theatre on Friday 8th August and the President's Run on 7th September.

The Club is to run an annual raffle for a Christmas Hamper. See Marion's notes in August Humberette.

6/ ..

6. General Business and Discussion: Ian Foreman mentioned a problem he had with rusting under the boot mat of his Series 11, after spilling mineral water in the boot. The cure - liberal applications of kerosene and oil - 8 parts kero. to 2 of oil scrubbed well into the surface rust. Ian also said we should check the sills on the Series cars to see that mud is not blocking the drain holes.

Lloyd Hughes stated he had made a point of going to see Connolly's the Leather Experts when in London. He obtained information on the best methods of restoring hide upholstery and the correct care and maintenance of same. Connolly's also provided him with a colour chart showing samples of tinted leather as used on most of the prestige cars in Britain in the last 15 years or so. They have Agents in South Melbourne who handle their Hide Food and Leather but the laquers are not stocked. As these are highly volatile they are not allowed as air cargo. Bob Kennedy said he had some air-freighted - which seems strange as Connolly's said air navigation regulations strictly forbade it.

PRODUCTION MODEL V8 HUMBER SNIPE

??????????

To dispel all the rumours and clear up the controversy once and for all here are the facts.

1. Yes, there is such an animal.
2. The model was developed during 1965-66 as a prototype for the successor to the Series VA.
3. It is based on the Series V but fitted with a Chrysler 90° V8 engine of 4473 c.c. capacity (273 cub. in.) with an 8:1 compression ratio. This motor developed 180 BHP at 4,200 RPM.
4. Transmission was the usual Chrysler Torqueflite Automatic driving a modified Salisbury 3.51:1 ratio differential.
5. Appearance of the car was identical to the V & VA Series except for the addition of three V8 badges.

The cars were only sold to the public at the end of 1966 when all prospects of production were abandoned along with the whole Humber range except for the badge-engineered Sceptre. Only eight were built and Mr. G. McLeod of the Post-Vintage Humber Car Club (U.K.) owns two.

Perhaps it is well that the marque virtually died on this note rather than suffer the badge-engineering trauma of so many other fine British cars such as the Daimler and Wolseley. In Australia of course, we watched many glorified Hillmans running around in the guise of the Humber Vogue. In England Singer carried the Vogue badge.

SOCIAL SECRETARY'S NOTES

Thanks to the Members who supported our theatre/supper night on 8th August. The film "Breaker Morant" and the supper afterwards was enjoyed by all those who attended. A good suggestion for a social "do" during the winter months next year.

Members present were :-

Des & Denise Judd
Ian & Inga Foreman
Reg & Marion Hattersley
Peter & Lee Schofield
Lloyd & Pam Hughes with five friends
Nancy Butt & Beryl Ahern
Peter Shelden & Friend
Tom & Lorna Bamber

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SEPTEMBER SOCIAL EVENT

Our September outing will be the "PRESIDENT'S RUN" to be held on Sunday, 7th September. This will be a "Mystery Run" and will commence from the Burvale Hotel, Cnr. Burwood Highway and Springvale Road at 11.00 a.m. (Melway Map No. 62 - D8.)

Our destination is a very pretty spot and not far to travel, so c'mon Humbers and Humberettes rally en-force and make this a happy day for Reg, our President. B.B.Q. facilities available. No dogs allowed.

* * * * *

OCTOBER SOCIAL EVENT

We were pleased to receive an invitation from the Daimler-Lanchester Car Club to join them in a Car Trial and Picnic, to be held on Sunday, 12th October.

No details available yet regarding time and place, but will publish all information in the September Newsletter.

Please keep the date free, as this should be a very enjoyable day.

* * * * *

NOVEMBER SOCIAL EVENT

The "PRESENTATION DINNER of the HUMBER CAR CLUB of VICTORIA", will be held on Friday, 28th November, at CHAUCERS, Canterbury, in the Knights Castle Room.

The cost will be approximately \$18.50 each person, but I should know definitely next month after I have discussed menus and costs with Chaucers. For members who haven't attended our Dinner before, this cost includes pre-dinner drinks with delicious savouries, and a four-course meal including drinks, all beautifully presented and in a gracious setting.

Continued

SOCIAL SECRETARY'S NOTES - Continued.

We have decided that our Raffle this year will be a Christmas Hamper, to the value of \$50, which will be drawn at our Presentation Dinner at Chaucers on Friday, 28th November.

I have enclosed a book of 20 tickets in your newsletter, which I'm sure you will be pleased to sell at 20 cents a ticket. Further tickets are available, if you are able to sell more.

I have received a few donations of goods towards the Christmas Hamper, so if anyone has any little goodies you would like to contribute, we would be most grateful.

* * * * *

Lee Schofield has very kindly offered to make and decorate a Christmas Cake, which will be raffled and drawn at Chaucers, and we thank Lee very much for her generous donation.

* * * * *

The "HUMBER CAR CLUB OF VICTORIA - CONCOURS D'ELEGANCE" will be held at "COMO" again this year, on Sunday 9th November. A beautiful setting for our beautiful cars. News about this later, but please note the date.

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D A T E S T O R E M E M B E R

SUNDAY	SEPTEMBER 7th	PRESIDENTS RUN
SUNDAY	OCTOBER 12th	CAR TRIAL & PICNIC WITH DAIMLER LANCHESTER CAR CLUB
SUNDAY	NOVEMBER 9th	HUMBER CAR CLUB CONCOURS AT COMO
FRIDAY	NOVEMBER 28th	PRESENTATION DINNER AT CHAUCERS
SUNDAY	DECEMBER 14th	M.G. CONCOURS

D O N ' T F O R G E T T O R E M E M B E R

Our warm thanks to Joan & Bill Holmes for looking after us so well on 13th July on our visit to the Railways Museum. It was such a wet and cold day, and we were grateful to be rescued from the elements and treated to hot coffee and a warm room.

Continued

SOCIAL SECRETARY'S NOTES - Continued.

Joan & Bill and Gwen & Syd Humphreys (the four H's), have been holidaying in Queensland and having a lovely time lazing away, sight seeing and playing the pokies. Gwen keeps winning, Joan and Syd keep losing and Bill hangs on to his money, and laughs when they lose. Wise man Bill. Nice to get your newsy letter Joan.

* * * * *

If any of you have any snippets of interest, we would be pleased to include them in the Newsletter in the Snipe Snippets Column.

* * * * *

I have included all the social events for the rest of the year, so please keep your DATES TO REMEMBER handy, and keep the dates free and join us on these social outings.

Marion.

CARS FOR SALE AND WANTED

HUMBER SNIPE SERIES 11 - (last of the single headlight ser.) Motor O.K. but timing out, 4 good recaps, recon. diff., auto trans. O.K. rust in most body panels but scromework O.K. Reg. due now. Will accept any reason. offer for quick sale as is. Phone Don Chalmers - 232 3235 (H) or 354 3742 (Bus.)

HUMBER HAWK Auto. 1960. Motor & Trans. mech. sound, body O.K. leather uphol. reas. good, tyres good. Col - two tone brown, roof light chocolate, body cream. \$350 ONO Reg. to Dec.80. A. Alexander - 233 2442 - 260 Blackburn Rd. Blackburn South.

SERIES 1V Imported bucket-seat model, bodywork well maintained, rebuilt front end, recon. gear box, but some big-end noise. Reg. (& poss. RWC) \$400. Ring owner priv. No. 699 7971.

SERIES 1V parts, including diff., front windscreen, good front & rear fenders - all very cheap. Phone 93 7095 T. Lhuede.

HUDSON 39 - 112 6 cyl. side valve 2 door business coupe. Motor needs doing up. Missing generator, starter, heads off. Ruskin body good. Only missing 2 door handles, boot handle and 1 bonnet side curtain. Best offer. R. Hayward - Phone (053) 43 2212 - 55 Edward St. Sebastopol.

LETTERS TO THE EDITOR

Dear Lloyd,

I think it is a good idea to include a "letters to the Editor" section in the Newsletter.

I would like to see more articles in the Newsletter on how to repair and restore different parts on Humbers, lists of reputable people who carry out work on Humbers.

A couple of problems I have are now do you repair elongated bolt holes in the chassis particularly where the springs bolt onto the chassis and also who can carry out the job of restoring the woodwork, upholstery and sheetmetal work on my Humbers body?

I also would like to know what colours the upholstery and headlining should be in regards to the different 1934 Humber Sports Saloon body scheme colours?

I also would like to know where I can obtain the paint from for my Humber?

Trusting my fellow Humber Members will be able to assist me with the above problems.

Yours faithfully,
Doug Shone.

Roadside Delivery, North Cundare,
via Beeac. Victoria 3251.

Reply -

Dear Doug,

Thanks for your interesting letter - it's a rather tall order to deal with without contributions from other members so I'll throw it open to the next Meeting and maybe we'll get some written replies which can be published in future Newsletters. In the meantime I'd suggest you study each issue of "Restored Cars". This is published by E.L. Ford Publications of Newstead, Victoria (between Castlemaine and Maryborough) and often contains information about good tradesmen and ads for parts are listed therein.

As I'm a poor correspondent at any time and did not have the car at my place when you first wrote to me for details on my "Snipe 80" I will now reply via the "Humberette".

Model: 1934/35 - Snipe '80' Saloon
Body Builder: Not sure, maybe Ruskin or Martin & King,
possibly James Flood.
Body Style: 4 - door, six light, no boot but a
luggage rack.
Chassis No.: 25.8197
Engine No.: 25.5945
Car No.: S 1377
Last Registered: 5/10/1956
Registration No.: 19.264
Colour: Body: Green
Guards: Black

By the way Doug, I can get the proper clutch thrust bearings (carbon type) but they want \$20 each. Are you still interested? Please let me know. Also any other Snipe 80 owner please write. N.S.W. Members please tell Roger Foote.

This month's feature article was contributed by our Tasmanian Member Ross Bromley, of Launceston. Ross is our only Tasmanian Member and is restoring a Series III Estate Car. He was able to borrow a copy of Wheels Magazine for May 1961, and copied out by hand the whole article by Peter Hall, entitled -

HUMBER'S BIG FOUR - EYED BIRD - THE FIRST BRITISH
CAR TO HAVE FOUR HEADLIGHTS

The new Humber Super Snipe not only looks better but also has interior improvements for comfort.

Over the past couple of years, Rootes Australia Ltd. has done its best to impress people that it has been giving them very good value for money. The accent has been on better and better finish and the lowest price possible.

Its claims have been well justified with most models in its wide range, none more so than the Humber Super Snipe.

Basically a conventional design that was introduced four years ago, the Snipe has been gradually improved and modified until last year, the Series II was rightly regarded by many as one of the best values pound for pound, on the whole market.

There was not anything startling in its shape and most of its features were conventional. Its greatest virtue was probably its lack of radical features. Its engineers and designers had clearly gone so thoroughly into every aspect of the car and had had the experience of a generation of Motor cars based on the same principles to guide them, that they were long past the stage of making any mistakes.

It was difficult to foresee Rootes making a new model out of it, and one that startled the London Motor Show when it was released there at the end of last year and will undoubtedly startle many Australians as it gets about here to pinch a line from one Series of Rootes own advertisements, there was a touch of genius about the way they decided to make it a new model. They made the Humber into the first British car to have four headlights.

When American makers, almost to a man, decided to do the same thing. Three years ago, most critics sneered and said it was just another Yankee styling gimmick.

The same was said of the new Humber. But after giving one of the first double-double Snipes off the Australian production line a thorough test. I am inclined to take issue with these critics. In the flesh, the new front treatment of the Snipe looks just fine. The double double headlights fit in well with the new broader fenders, the heavy "sterling Grin" radiator grille and the sweeping flattened bonnet.

The treatment has extended the length of the Humber by nearly four inches; although there is no change in the wheel base, or the body back to the windscreen.

The car now has a much lower clook, a massive almost leering appearance that means business.

Continued...

FEATURE ARTICLE - Continued

The three-litre six-cylinder engine is a fine piece of engineering that helps to give this 30 cwt sedan an impressive performance that will keep it ahead of all but a few cars available out here.

There is no nonsense out of this smooth six. It has hemispherical combustion chambers and an oversquare cylinder pattern.

With the lower of alternative compression ratios available for the Snipe that is chosen for Australian conditions and our comparatively low octane fuel (7.5 instead of 8.0 to 1) The engine develops 125 BHP. Its performance would indicate that the 125 are pretty honest horses, unlike those under bonnets of some cars.

Despite several attempts I was unable to get a better top speed than 94.7 MPH - a fair way off the claimed 100 M.P.H.

Perhaps the lower compression ratio makes the Australian Snipe a slightly slower vehicle than its British parent, but the test car's low mileage 1200 - and the fact that I gave it no more run up (about two and a half hour miles) than every other car gets on my test track, probably had more to do with a top speed figure that is probably disappointing to Rootes.

However, the Company has little cause for disappointment. There are very few cars sold in Australia which in standard form are capable of a genuine ton, despite what their speedos and advertising blurb claim. Having a genuine maximum speed well into the nineties puts the Humber into pretty exclusive company anyway.

Acceleration was particularly good for a big car equipped with automatic transmission. But the Humber's greatest virtues were shown cruising on the open road, a cruising speed of 75 to 80 M.P.H. was well within it's capabilities and allowed driver and passenger to relax completely. The body sat down well on the road and the suspension was untroubled by rough patches or tight corners.

The suspension actually contained the most important of several detail changes in the Snipe that are not immediately obvious.

The front coil springs have been given a higher flexing rate and the leaf springs at the back are wider. Combined with a slight change in shocker settings, these relatively minor alterations have helped to make a noticeable improvement in the car's riding qualities. But the ride on the new model is firmer, smoother and more satisfying to the keen driver who likes to push this very willing car along fairly hard.

The tendency of the old model to pitch somewhat in certain conditions has gone, any body roll on corners has been reduced considerably.

One old Humber fault has not been corrected. The tyres still squeal on corners like a bunch of Presley fans.

It may have been the fault of the particular tyres on the test car, but I rather think it was their design - big fat and low pressure.

However, if you can stand the noise, you will find the Humber will corner with zest and polish.

Rootes have definitely improved the breed with their latest Humber Super Snipe. At its price of twenty shillings under £2,000, it is one of the best big car values on the Australian market.

Specifications - next page

SPECIFICATIONS

Make:

Humber Super Snipe.

Availability:

Immediate.

Price:

£1,999.

Engine:

Cylinders, six; Pattern, in line;
Valves, overhead push rod operated;
Bore & Stroke, 87.3 x 82.55 mm;
Capacity 2965 cc; BHP, 125 at 4800
RPM; Comp. Ratio 7.5 to 1; Carburetion,
Zenith Downdrought single carburetor;
Fuel Pump, Mechanical; Fuel tank cap-
acity, 12½ Gals.

Transmission:

Borg-Warner DG
Fully automatic 3 - speed with inter-
mediate gear hold. Rear axle: Semi-
floating with hypoid final drive,
Axle ratio 4.55 Overall Ratios, Top
4.55, 2nd 7.34; 1st 12.77; Reverse
14.29.

PERFORMANCE:

Top Speed:

Average of all runs, 94.2 MPH

Fastest run one way 94.7 "

Maximum Speed in Gears:

First 46 PMH Second 60 MPH

Acceleration:

Standing quarter mile 21 secs.

(The same on every run)

Through gears; 0 - 30 MPH - 4.9 Sec.

0 - 40, 7.5 secs; 0 - 50 11.7 sec.

0 - 60 15.8 secs; 0 - 70 22.9 sec.

In drive; 20.40 5.8 secs; 40-60 9.2 sec.

Speedometer Calibrations:

Indicated 30 MPH; Actual 27.7;

Indicated 40 Actual 37.5; Ind 50 Act.

47.4 Indic. 60 Act. 57.3 Ind 70 Act.

67.1 Indic. 80 Act. 77.

Suspension:

Front - Independent with Silico
-Manganese coil springs and
anti roll bar. Rear - long.
Semi-elliptic leaf springs.

Brakes:

Girling hydraulics with vacuum
servo assistance. Disc
Brakes at front. Drums at Rear
Hand-brake operates mechanically
on rear wheels.

Steering:

Burman Recirculating Ball
type. Turning circle 38ft
11½ ins.

Electrical Equipment:

Voltage 12. Standard Equip-
ment includes 4 headlights,
2 - speed wipers, heater &
Demister, etc.

Wheels & Tyres:

Tyre, Pressed Steel Discs.
Tyres, 6.70 x 15 - 6 ply.

Dimensions:

Wheelbase 9ft. 2ins; Track -
Front, 4 ft. 8¾ ins; Rear
4ft. 7½ ins.

Overall length, 15ft. 8 ins.

Overall width, 5 ft. 9½ ins.

GO - TO - WHOA:

Special test 0.60-0 20 Secs.

Fuel consumption: 17 MPG
driven hard.

Test Car from Rootes Aust.Ltd.
Salmon St. Pt. Melbourne.

(Editors Comment: Thanks Ross for this interesting article and your
good work in writing it all out. Personally, I always felt the four
eyed look spoiled the Humber - they always looked rather heavy at
the front. I prefer the Series 1 & 11 with their single Lucas Tri-
pod headlamps and attractive chequered-pattern - grille.