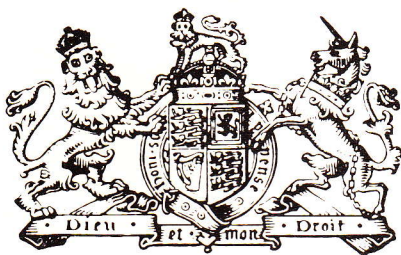


August 1983

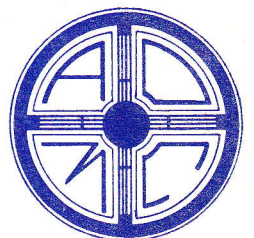
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

P.O. BOX 35, FRANKSTON, 3199
23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1983/1984

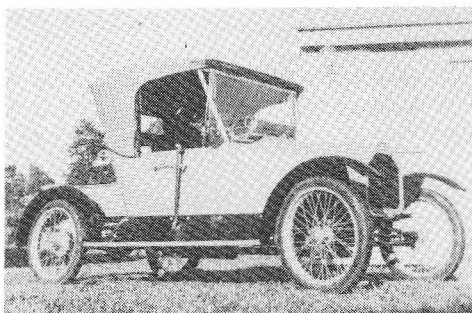
PRESIDENT	Lloyd Hughes	877 3208
VICE PRESIDENT	Bill Holmes	397 7836
SECRETARY	Margaret Willimott	435 6354
ASST. SECRETARY	Keith Willimott	435 6354
TREASURER	Peter Shelden	818 5829
SOCIAL SECRETARY	April Beardsmore	762 4180
ASST. SOCIAL SECRETARY	Brian Beardsmore	762 4180
EDITOR	Jack Waring	725 9884
ASST.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

SOCIAL CALENDAR 1983

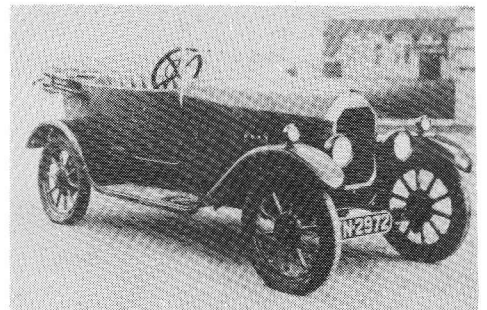
March 25th	General Meeting	July 22nd	General Meeting
March 27th	M.G. Concours	August 14th	Talhoff Restaurant, Warburton.
April 25th	Anzac Day March	August 26th	General Meeting
April 31st (Sat)	Camberwell Chamber of Commerce May Festival	September 23rd	General Meeting
May 15th	Air Museum Point Cook	September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

The Club meets on the Fourth Friday of the month (except December) at 8.00 p.m., in the Deepdene Park Hall, Whitehorse Road, Deepdene.

INTERESTING EARLY HUMBERS

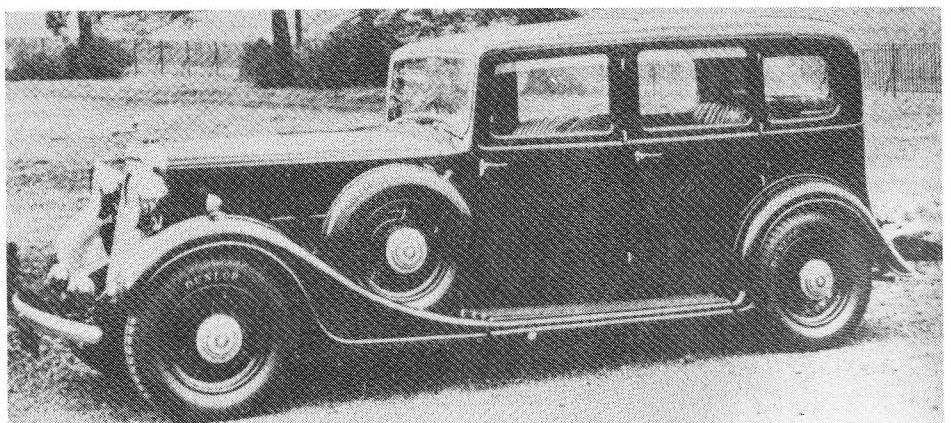


1912 HUMBERETTE
4 cylinder
side valve



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

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



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

PRESIDENT'S REPORT:

Well the main news this month is that the Harold Paynting General Manager of James Flood Pty Ltd, coach and motor body builders since early this century will be giving a talk to old car enthusiasts on September at 8.00 p.m. at Glen Waverley. See separate notice in this newsletter.

Harold was co-author of the James Flood Motoring Books which are so highly valued today and has a wealth of information on early motoring in Australia. I understand he brings a great deal of equipment to such talks which include a "magic lantern show" - this being the forerunner of a slide evening. Highlight of the night is a film of the 1905 Sydney to Melbourne endurance rally which surely must be one of the earliest motoring films in existence.

Don't miss this evening, it has been organized by the Wolseley Car Club and proceeds will go to charity. Incidentally Harold Paynting is the driving force behind the James Flood Charity Trust which gives most of its funds to the Western General Hospital in Footscray.

As you probably know the Association of Motoring Clubs organized the All-American Car Display earlier this year and will now be running the British Motoring Show in late March next year. Venue has not been decided yet but one suggestion was the area surrounding VFL Park, Waverley. The A.O.M.C. is looking for volunteers to help in preliminary meetings and on the day. Let me know if you can help.

The All-American Day will again be run on March 4th next year so March will be a busy month for the A.O.M.C. There is also a suggestion that some time in the future a Continental Car Day held or some display for cars other than English and American.

Regarding our own club, the committee met recently and dealt with a number of matters including finalizing details for the Annual Dinner at Williamstown which will now include pre-dinner drinks. A venue for the President's Run has been set but this shall remain a mystery until the Day.

I understand we have a speaker for our August meeting and I have two films, one on the 1956 Australian Grand Prix around Albert Park Lake and another on the 1965 Armstrong 500 Race. We plan to show these at the September meeting if we can arrange a projector.

At the time of writing this I have been off work sick for the last 2½ days and am not sure if I'll make it to the outing at the TALHOFF Restaurant but in any case I hope to see you at the next meeting on Friday the 26th.

Happy Humbering,

LLOYD HUGHES

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AUGUST NEWSLETTER

WANTED - CHRISTMAS HAMPER DONATIONS

Any donations of non-perishable goods suitable for the Christmas Hamper Special Effort (which is drawn on the night of the Presentation Dinner, Nov. 19th). These can be stored in our new cupboard and will be most gratefully accepted.

CLUB OUTING - SUNDAY SEPTEMBER 11TH

This month we are combining with the Wolseley and Austin Motor Vehicle Clubs for a MOTORKHANA.

WHERE : Chirnside Park Shopping Centre Car Park.
WHEN : 10.15 a.m. for a 10.30 a.m. start to events.
LUNCH : B.Y.O. Picnic or B.B.Q.
COST : \$2.00 entry fee.

* * * * *

MINUTES OF GENERAL MEETING OF H.C.C.V. HELD ON JULY 22ND AT DEEPOENE HALL

The President opened the meeting at 8.30 p.m. and welcomed the 14 members present.

The President asked all present to stand for 2 minutes silence as a tribute to former member Bill Baker, who passed away on June 30th.

APOLOGIES: George Philpott; Murray Roberts;
Peter Davenport; April and Brian Beardsmore;
Harold Underwood; Syd Humphries

MINUTES of the last meeting were read and passed on the motion of Keith Willimott, seconded Jack Waring.

CORRESPONDENCE:

- INWARD
- Sub renewals from Lou Copeland, Jim Yates, Eric Grant.
 - New Membership subscription form Ken Grauss, Darwin, Series VA Snipe.
 - Letters from R. Stedman, Cronulla N.S.W.; and Ken Wylie, Mallacoota regarding car and parts for sale.
 - Letter from J. Carson, Lakemba N.S.W., requesting address of club librarian.
 - Invitation to National Rally 1984, from H.C.C.Q.
 - Request from H.C.C.Q. for copy of Victorian Concours rules.

CORRESPONDENCE:

- OUTWARD
- Invitation to Chevrolet Club to attend Talhoff outing on August 14th.
 - Bereavement card and wreath to family of late Bill Baker.
 - Letter to H.C.C.Q. requesting information on National Rally 1984.

TREASURER'S REPORT:

Peter Shelden reported that the books showed a credit balance of \$698.17, excluding the \$700 in the Investment Account. After deducting accounts presented on the night the adjusted credit balance was \$392.16.

TECHNICAL OFFICER'S REPORT:

Bob Kennedy reported on Tom McAlpine's behalf that he was negotiating purchase of a large number of new parts mostly for 64/65 Snipes and Hawks. Bob then read out a detailed list of parts available. Bob also requested any information the MK IV Tickford convertible for Brian Powell of Queensland who has recently purchased this model.

SOCIAL SECRETARY'S REPORT:

On behalf of April, Jack Waring asked for an indication of the numbers going to Talhoff Restaurant. 13 members indicated that they would attend.

EDITOR'S REPORT:

Jack stated that everything was running smoothly with the Newsletter. He then went on to give an account of a MK VI Hawk which he had recently acquired from Hillman Spares.

GENERAL BUSINESS:

AMENDMENTS TO CLUB CONSTITUTION

After much discussion the following amendments were passed.
Moved by Bob Kennedy, seconded R. Hughes.

SECTION II FEES: Clause (a)

The fee for full membership (Husband and Wife)	
shall be	\$15 per year
Single membership	\$15 " "
Country membership	\$10 " "
Associate membership	\$10 " " (not owning a Humber)
Joining fee	\$ 5

These fees will be adjusted as and when necessary, to be decided as a normal club procedure and voted at a general meeting.

SECTION III COMMITTEE: (a)

The Club's Committee will consist of -
President, Vice-President, Secretary, Treasurer, Editor,
Social Secretary and other elected officers of the Club.

SECTION IV ELECTIONS:

It was decided that this section should remain unaltered from the original wording.

Arrangements were confirmed for the Presentation Dinner to be in the form of a smorgasbord at the Williamstown North Primary School on November 19th.

Bill Holmes suggested that a Juke Box be hired for the evening and he agreed to find out details before the next committee meeting.

Lloyd announced that the Wolseley Carkhana on the 11th September now would include the All-Austin Car Club as well. Details would be printed in the August Newsletter.

Des Judd requested that the Newsletter be posted to arrive early in the week rather than the day that the meeting was held as this gave insufficient notice to members.

Bob Kennedy reported that the new storage cupboard should be ready for next meeting. He would also like the use of another trestle table at meetings.

Des Judd asked whether a special effort to be drawn at the Presentation Dinner would be held this year. Bill Holmes suggested that donations for the Xmas Hamper for this purpose should be called for now.

Joan Holmes requested that the club purchase a sink plug and some new teaspoons for the supper box.

Date of the next committee meeting was set as Tuesday August 2nd at 86 Greville Street Prahran, at 7.30 p.m.

The meeting closed at 9.30 p.m. after which supper was served.

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1983 CONCOURS

Plans for the 1983 Concours at Banksia Park on November 6th were finalized at the last Committee meeting. The "Working Class" of last year will this year be re-named the "Pride of Ownership" class, to keep it in line with clubs in the other states. Three Committee members, Bill Holmes, Brian Beardsmore and Paul Carter, have agreed to form a sub-committee of judges for this event and a simplified judging sheet will be drawn up. Details of eligibility and assessment for the Pride of Ownership event are included at the end of this item. Other classes for the Concours will be Series Class, Mark and pre-war class (1939-), Vintage class (to 1930), Vogue class, most desirable car and the "Winner's Circle" which consists of the outright winners from each of the previous years' concourses.

"PRIDE OF OWNERSHIP" EVENT

This event is intended as an assessment of the standard of GENERAL CARE that members' vehicles receive and its purpose is to encourage members to maintain and improve their Humber cars.

ELIGIBILITY:

1. The event shall be open to all vehicles for which details are held by the Club and are either road registered or club registered.
2. No age limit shall apply.
3. Concours entrants shall not be eligible for an award in this category.
4. Minor departures from original, providing these have been carried out in a safe, neat and workman-like manner, are allowable.

ASSESSMENT:

1. The assessors shall be the above-mentioned sub-committee who will have complete discretion as to the implementation of the rules.
2. The assessors shall award points to the vehicles on the basis of cleanliness and evidence of good maintenance in the following areas -
 - (a) Body exterior - including paintwork, glass and chrome.
 - (b) Interior - including trim, carpet and dashboard.
 - (c) Engine body.
 - (d) Chassis and Underside - suspension, brakes, exhaust etc.
 - (e) Electrical - Lights, wipers, horn etc.
 - (f) Wheels and tyres.
3. Minor departures from original shall not incur any penalty.

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PRESENTATION NIGHT AND CLUB DINNER

Please keep this date free in your social calendar.

SATURDAY NOVEMBER 19TH 1983 AT NORTH WILLIAMSTOWN PRIMARY SCHOOL

7.00 PM- 7.30 PM: PRE-DINNER DRINKS AND SAVOURIES

7.30 PM- MIDNIGHT : SMORGASBORD DINNER AND CLUB PRESENTATIONS

COST: ADULTS \$12.00 CHILDREN \$6.00

B.Y.O. DINNER DRINKS

SPECIAL FEATURES: XMAS HAMPER DRAWN, BRIGHT MUSIC,
FATHER CHRISTMAS.

* * * * *

SECRETARY'S NOTES:

Between now and the end of the year is quite a busy time on the Social Calendar. As well as preparing for the Annual Concours d' Elegance on November 6th, we have the President's mystery Run on October 9th, the Presentation Dinner set for Saturday November 19th in the North Williamstown Primary School and the Motorkhana with the Wolseley and Austin motor vehicles clubs on Sunday September 11th.

The Motorkhana will be something a little different from the usual run of club outings and offers an opportunity to test our driving skills as well as enjoy a pleasant social day with members of the Wolseley and Austin Clubs. Come along with a steady hand and clear eye on this occasion ready to prove your Humber's (or any of your other cars) ability round the various courses. There are four events in each class and you have unrestricted entry in your class - providing you pay the \$2.00 entry fee of course. It is anticipated that trophies will be awarded in each class and to the best performance by a Wolseley, Humber and Austin. See performance sheet and details elsewhere in this issue.

Plans for the National Rally at Dubbo, N.S.W. next Easter (April 20-23, 1984) are now well under way and the latest "Rally Report" from Queensland is included in this Humberette, together with a Rally Application Form. If you intend going and require accommodation it is advisable that this be arranged as soon as possible; either privately if you prefer motel accommodation or by completing the application form and returning it to the Rally Organizer - Laurie Bennett, 5 Solway Street, Carina, 4152 Queensland.

The 1983 RACV accommodation Guide lists 20 motels and 3 licensed hotels in the Dubbo area with an average cost around \$35 - \$40 per night (double).

Please note that you are still required to fill in and return the Rally Application form whether or not you decide to use the official Poplar's Caravan Park accommodation.

There have been a number of articles on silicone brake fluid published in different periodicals this year; the most recent being in the Age motoring section on Saturday August 6th. Mr. John Dymond from Penrite Oil Company will be speaking on this new brake fluid, together with other motor oils and lubricants at our next General Meeting on Friday August 26th.

Hope to see you there.

MARGARET

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COMING EVENTS

- . Harold Paynting talk on early motoring - Saturday September 10th.
- . Swap meet at Shepparton - Sunday September 11th. Organized by Goulburn Valley Motor Vehicle Collectors Club at Shepparton Trotting Track. Admittance \$1.00 All undercover.

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- . Commercial Vehicle Rally. This will run from Fitzroy Gardens to Jells Park, Glen Waverley on Sunday 16th October. Organized by Historic Fire Engine Association.
- . G.M. Day. For all vehicles made by General Motors. At Blind Institute, cnr Burwood Highway and Station Street, Burwood on Sunday November 6th.
- . Day of the Morris Minor. Open to all vehicles of Morris and Nuffield origin and will incorporate Morris Minor Club Concours. Sunday November 27th at Steam Traction Grounds cnr Burwood and Mountain Highways, Wantirna. Entry fee \$2.00 per vehicle.

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THE 1907 TASMANIAN TRIAL

At the turn of the century Tasmanians were not very far behind the mainland in taking up motoring, by 1907 clubs had been formed and there were sufficient cars to make them no longer a novelty.

The committee of the Tasmanian Automobile Club, formed just prior to the event, decided to hold a reliability contest for cars and motor cycles, to be held on November 9-11th 1907, from Launceston to Hobart and return. A fixed speed limit of 25 miles per hour was laid down, with a severe penalty for those who infringed the rules.

At the time the reliability contest was formed "for the dual purpose of strengthening the position of motorists in view of the legislation for the control of motor traffic", then before the State Parliament, "and to promote a sportsman-like spirit among all users of the motor.

Classes were for cars up to and including 9 HP, over 9 HP up to and including 12 HP, and for cars over 12 HP up to any power. The start was from Simitiene Street Launceston. Thirty-eight cars and motor cycles entered, and only a few failed to fulfil their engagements.

A feature of the test was the splendid performance of H.W. LEE who, driving a 15 HP Coventry Humber, made non-stop runs between the various controls, covering the 120 miles in the running time of 3 hours 37 minutes.

Conditions prescribed that "All contestants must strictly observe the rules of the road, reduce speed through towns and show every consideration to the other road users".

Drivers and their cars in this contest were: J.D. HELLEWELL 8 HP one cylinder ROVER. DR. PARKER 9 HP one cylinder CADILLAC. T.C. ARCHER 9 HP one cylinder CADILLAC. A.C. APTHORPE 9 HP one cylinder CADILLAC. B.W. TEVELIEN 8 HP one cylinder DE DION. A. HART 9 HP two cylinder FINLAYSON. C. BOURKE 9 HP one cylinder CADILLAC. G.H. WEBB 8 HP one cylinder DE DION. E. BROWN 9 HP one cylinder CADILLAC. E.W. GIBSON 9 HP one cylinder CADILLAC. A.K. APPLIGATE 10-12 HP four cylinder COVENTRY HUMBER. J. HART 10-12 four cylinder COVENTRY HUMBER. G.D. GLEADOW 10-12 two cylinder BEESTON HUMBER. C.F. HEATHCOTE 18-20 HP four cylinder BEESTON HUMBER. H.W. LEE 15 HP four cylinder COVENTRY HUMBER.

"The times of Mr. Lee's splendid run are interesting" said the report of the "Launceston Mercury" at the time, "showing as they do how remarkably even was his pace and this is an important feature demonstrating the reliability of the motor car of today". Times were:

	HRS	MIN	SECS
TOP OF SAND HILL	12	30	0
PERTH (11 MILES)	12	47	0
SNAKE BANKS (21 MILES)	1	3	10
EPPING (27 MILES)	1	14	15
CLEVELAND (31 MILES)	1	21	45
CAMPBELLTOWN (41 MILES)	1	39	15
	LEFT	45	15
ROSS (48 MILES)	1	57	15
TURNBRIDGE (57 MILES)	2	12	0
ANTILL PONDS (60 MILES)	2	23	15
ONIL LANDS (70 MILES)	2	38	20
	LEFT	58	30
JERICO (78 MILES)	3	13	0
KEMPTON (92½ MILES)	3	43	0
BRIDGEWATER (110 MILES)	4	15	30
MOONAH (120 MILES)	4	33	30

The Hobart Auto Club was formed only a few days before the trial concluded.

BOB KENNEDY

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DID YOU KNOW?

The car to carry the first "STH AUST" registration plate S.A.1 was owned by a DR. W.A. HARGREAVES and it was a BEESTON-HUMBER 6½ HP, that was in 1906. Plate No. SA7 went to DR. A.M. MORGAN, he had a COVENTRY-HUMBER 12 HP.

BOB KENNEDY

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THE THINGS THEY SAY

Looking at a 1939 add for HUMBER it was said, "There can be little doubt that this car will hold its own in world markets, because on performance alone it will beat practically every transatlantic car. It is an automobile of which the British Motor Industry may be justly proud.

Cost :	HUMBER SIXTEEN	-	FROM 345 POUNDS
	THE SNIPE	-	FROM 355 POUNDS
	THE SUPER SNIPE	-	FROM 385 POUNDS
	IMPERIAL	-	FROM 515 POUNDS
	PULLMAN	-	FROM 750 POUNDS

Super Snipe salcon 10 to 30 m.p.h. in 6½ secs ???

BOB KENNEDY

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WANTED TO BUY

Instruments for 1926 Humber. Jaeger block and Jaeger speedometer both with Silver dials. Contact Bob Kennedy telephone 789 5119

- - - - -

Single Eiderdowns (2) in good condition. Contact Nancy Kennedy telephone 789 5119

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Marcasite Jewellery - watches, earrings, brooches, pendants, bracelets etc. Contact Nancy Kennedy telephone 789 5119

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FOR SALE

Series IV

75,000 miles, some rust in lower panels otherwise straight and original. Motor, auto, front and rear end V.G. condition. Red upholstery in G.C. tinted screen. \$100 negotiable. 4 wheel trailer required to move it.
Ken Wylie, 50 Vista Drive, Mallaoota 3889

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Vogue MK I

Variety of spare parts including new front windscreen seal, hub cap, air filter, cartridge etc. Also clutch driver and pressure plate from Commer Van, 2500. Driver plate is Borg and Beck No. B.120W (8" diameter). R. Stedman, 33 Kurnell Road, Cronulla, N.S.W. 2230. Telephone (02) 523 0070 b/w 9.00 a.m. and 7.30 p.m.

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1936 HILLMAN HAWK

4 door saloon with sunshine roof. Original condition. Fully registered. Best offer. Gary Folan telephone 846 1545

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1962 HUMBER SNIPE

Interior needs work. Body fair. No damage. \$250 or N.O.
Jim Massin telephone 791 6715

- - - - -

1961 Series 111

One family owned. 69,000 miles. Green with white roof. Duco good. Good radial tyres. Reg. till December 1983. \$1600 O.N.O. with R.W.C.
Richard Ball 836 2943 (Home)
60 1974 (Bus.)

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USING BOOSTER CABLES SAFELY

There is a basic safety rule which should not be neglected when boosting a discharged battery: never allow sparks, open flames, or any other sources of ignition to come close to the battery.

To avoid injury or damage to the electrical components in your car, the following procedure should be followed carefully when using booster cables.

If possible, both vehicles should be out of the mainstream of traffic.

Place the transmission in neutral or park and apply the parking brake.

Turn off the lights, heater, and all other electrical loads.

Remove rings, metal watch bands, and other metal jewelry and wear eye protection.

Extinguish all cigarettes.

Remove the caps from discharged battery: a) check fluid level. If low the fluid must be brought to its proper level before "boosting" is attempted. b) Check fluid condition.

Cover the discharged battery vent wells with a dampened cloth.

Shut off the engine of vehicle providing the boost.

Connect the clamp of the red cable to the positive (+) terminal of the discharged battery.

Connect the other end of the red cable to the positive terminal of the booster battery.



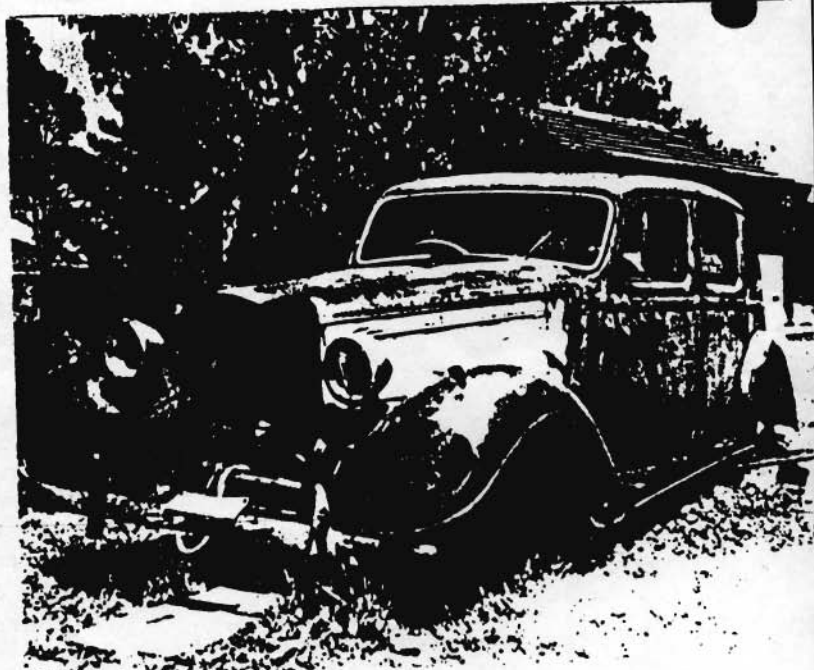
Connect the clamp of the black cable to the negative (-) terminal of the booster battery.

Connect the other end of the black cable to the engine block of the disabled vehicle. Do not attach it to a thin metal part, such as the air filter cover. The ground should be good and solid and at least 30 cm from the battery. Keep clear of belts and pulleys.

Start the engine in the vehicle providing the boost. Let it run for a few minutes, then start the other engine.

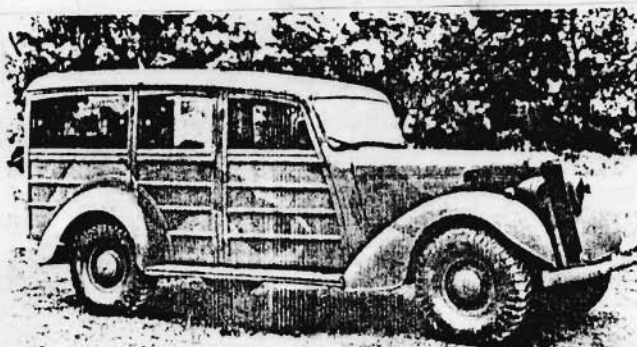
When the stalled vehicle eventually starts, first remove the cable from the engine block, then the other end from the booster battery. Make sure to disconnect the red cable from the now recharging battery then from the booster battery.

Replace battery caps. □



Humber Military Vehicles

Contributed by Barry Bosnich.



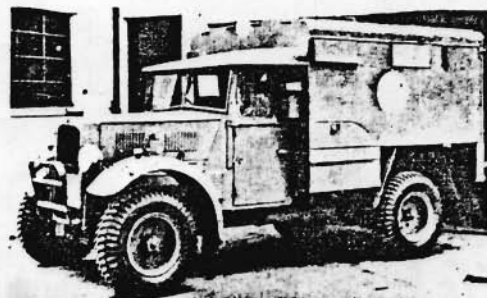
72E Humber Super Snipe

72E: **Humber** started military (Super) Snipe Mk 2 production in the Summer of 1939. Shown is a Utility vehicle as supplied to the War Office. It had large (9-00-13) tyres, wire mesh type radiator grille and other military modifications. Other body styles on the same chassis: Staff Saloon, Open Tourer, 8-cwt Truck, Light Reconnaissance Car, etc. In War Office nomenclature the word 'Super' was usually omitted from the vehicle model designation although all had the 85-mm bore engine.

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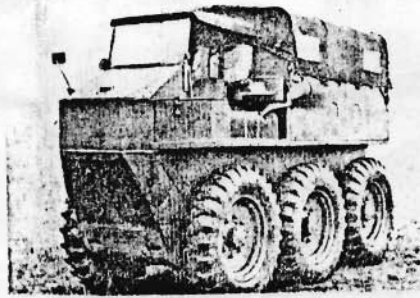
Truck, 1-ton, 4x4, Armoured, FV1611 (Humber) RR B60 Mk 5A 6-cyl., 120 bhp, 5F1R x 1, wb 9'0", 16'2" x 6'8 1/2" x 6'11 1/2", 10,528 lb. Based on FV1600 series 1-ton truck. No winch. Bodies by Sankey and ROF. Variants: FFR (FV1612), ambulance (FV1613), air-transportable launcher (FV1620 'Malkara'), etc. Generally known as 'Pig'.



Ambulance, Light, 4x4 (Humber F.W.D.) 6-cyl., 85 bhp, 4F1R x 2, wb 9' 3 1/2", 13' 9" x 6' 0" x 7' 5", 2 tons 4 1/2 cwt. 9.25-16 Runflat tyres (if fitted with conventional tyres, spare could be carried in N/S locker). Bodywork by Thrupp & Maberly.



Car, Armoured, 4x2 (Humber Snipe Special Ironside) In 1940 Humber produced a few 'Special Ironside Saloons' for conveyance of the Royal Family and Cabinet Ministers. Based on the Ironside Lt Recce Car Mk I, the interior was furnished luxuriously by Thrupp & Maberly.



Truck, 15-cwt, 6x6, GS (Humber 'Hexonaut') Two Hillman 14 HP engine/transmission units, each driving the wheels on one side. Skid steering by levers operating throttles and brakes. Truck could float and was designed to be carried in Dakota aircraft. Believed only three built. Prototype No. 1 shown.

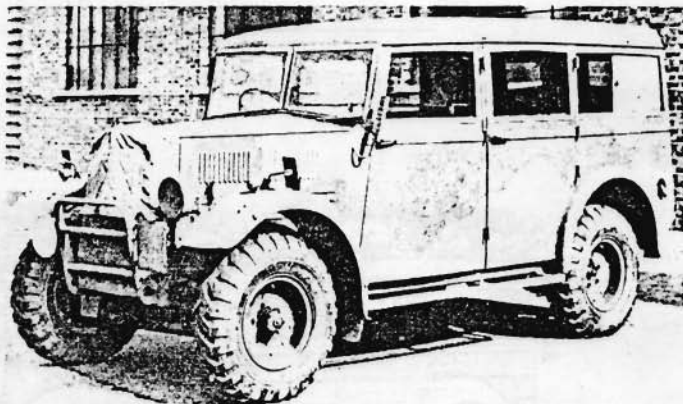
CARS, HEAVY UTILITY 4x2 and 4x4 and 6-SEATER, 4x2

Makes and Models: Heavy Utility, 4x2: Ford WOA2. Humber Snipe.

Heavy Utility, 4x4: Humber F.W.D.

Car, 6-str, 4x2: Humber Pullman Limousine.

General Data: The Heavy Utility was the military type 'estate car', featuring four side doors and full-width rear doors, split horizontally. The spare wheel was carried on the back. A folding map table was fitted behind the bucket-type front seats. They were used chiefly as staff cars. The chassis were classed as 8-cwt and also used as the basis for other bodies. Some Fords and Humbers were converted into convertible-type tourers for use in the North African campaigns. The Humber F.W.D. Utility was the only British-built 4x4 type in this class. In addition to the above British types, the British forces used several imported types, namely the Canadian Ford C11ADF (1941) and C29ADF (1942) militarised station wagons and the C011DF (1941) and C291D (1942) military-pattern F8 models (fitted with British bodywork), the Canadian Chevrolet military-pattern C8A (4x4) and the American Dodge $\frac{1}{2}$ -ton and $\frac{1}{2}$ -ton 4x4 Carryall (WC26 and WC53). A civilian-type Dodge 4x2 station wagon was used in small numbers. The Humber Pullman limousine, which had bodywork by Thrupp & Maberly, was used by the Army and RAF for transportation of high-ranking officers. The Humber Snipe and Pullman models were based on the 4-litre Super Snipe saloon which had been introduced by the Rootes Group late in 1938. A modification of the Humber F.W.D. Utility, used by General Staff officers, featured a forward-mounted sliding roof, strengthened windscreen pillars, improved door window-winding mechanisms, map reading lamp, armrests, etc. In 1943 Thrupp & Maberly designed a 'Cross-Country Saloon' on this chassis, featuring car-type boot and fabric-covered roof. In 1945 an experimental model was produced with coil-spring suspension.



Vehicle shown (typical): Car, 4x4, Heavy Utility (Humber F.W.D.)

Technical Data:

Engine: Humber 6-cylinder, I-L-W-F, 4.08 litres, 85 bhp at 3400 rpm.

Transmission: 4F1R x 2.

Brakes: hydraulic.

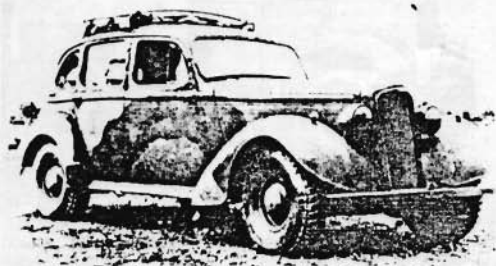
Tyres: 9.25-16.

Wheelbase: 9' 3 $\frac{1}{2}$ ".

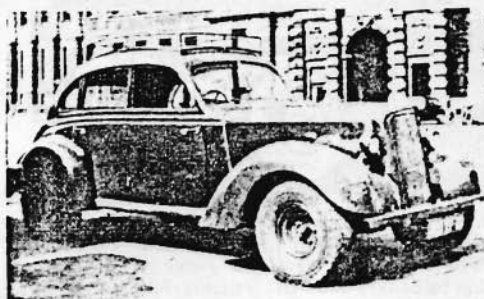
Overall l x w x h: 14' 1" x 6' 2" x 6' 5".

Weight: 2 tons 7 $\frac{1}{2}$ cwt.

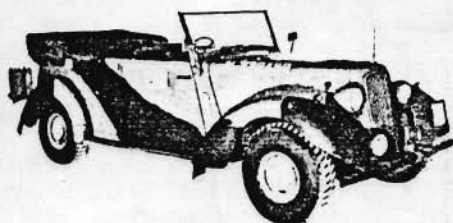
Note: same chassis also used for various other types, including Light Reconnaissance Car Humber Mk III(A). Independent front suspension.



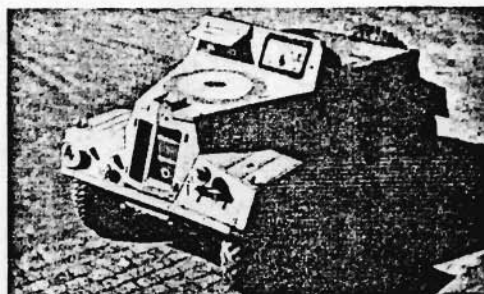
Car, 4-seater, 4x2, Saloon (Humber Snipe Mk 2) 6-cyl., 85 bhp, 4F1R, wb 9' 6", 15' 0" x 5' 10" x 5' 11", 1 ton 13 cwt. 9.00-13 tyres (first production had 7.00-16 tyres). Military version of Super Snipe Saloon. Entered production in Dec., 1939. Roof luggage rail with cover.



Car, 4-seater, 4x2, Saloon (Humber Snipe, modified) 6-cyl., 85 bhp, 4F1R, wb 9' 6", 15' 0" x 5' 10" x 6' 0". Modified 8-cwt FFW truck, fitted with German Karmann Saloon bodywork. Produced in small series for British forces in Germany, shortly after the war.



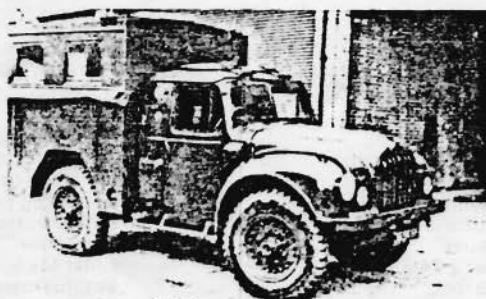
Car, 4-seater, 4x2, Open Tourer (Humber Snipe) 6-cyl., 85 bhp, 4F1R, wb 9' 6", 15' 0" x 5' 10" x 5' 10 $\frac{1}{2}$ " (5' 7 $\frac{1}{2}$ "), 1 ton 13 cwt. Basically as Snipe Saloon. Vehicle shown is 1941 'Old Faithful', used by FM Lord Montgomery in 8th Army, from Alamein to the Sangro, and still exists.



Car, 4/5-seater, Armoured, 4x4 (Humber) 6-cyl., 85 bhp, 4F1R x 2, wb 9' 3 $\frac{1}{2}$ ", 14' 4" x 6' 2". One of several staff-car conversions of the Humber light recce car. Another specimen had an ex-'Jeep' folding windscreen. Note RAF roundel on bonnet. North Africa, 1942.



Truck, 1-ton, 4x4, Cargo, Humber (Rootes, prototype) RR 6-cyl., 98 bhp, 5F1R x 1. Prototype for FV1800 range, produced in 1950 in conjunction with Design Dept. of MoS. Suspension could be released (at points 'A') to lower overall height for air transport. Production cab was double-skin closed type.



Truck, 1-ton, 4x4, Wireless, Humber, FV1604(A) (Rootes) RR 6-cyl., 98 bhp, 5F1R x 1, wb 9'0", 17'4" x 7'5" x 9'1", 8764 lb. Basically as FV1601(A) but 2-speed generator and no winch. House-type body with two compartments and rear door. Waterproof tent for fitting at either side. Speed 55 mph.



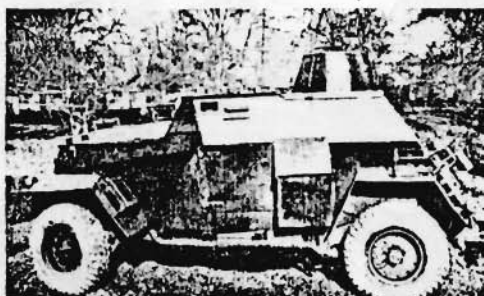
Car, 4- to 6-seater, 4x2, Saloon (Humber 'Hawk' Series III) 4-cyl., 75 bhp, 4F1R, wb 9'2", 15'4 1/2" x 5'9 1/2" x 5'1", 3180 lb. Used by Army (shown) and RAF (Humber Hawk, 4x2, 1963 Model (RHD), Grade 3, AOC Car). One of many Humber models used by these two services. Humber 'Super Snipe' also with LHD.



Car, 5-cwt, 4x4 (Willys MB) This was the nomenclature by which the 1/2-ton 4x4 'Jeep' was known in Britain. Shown is an early Willys fitted with all-weather equipment, made by Humber Ltd in April, 1944. British fitted sidelights on front wings (fenders).

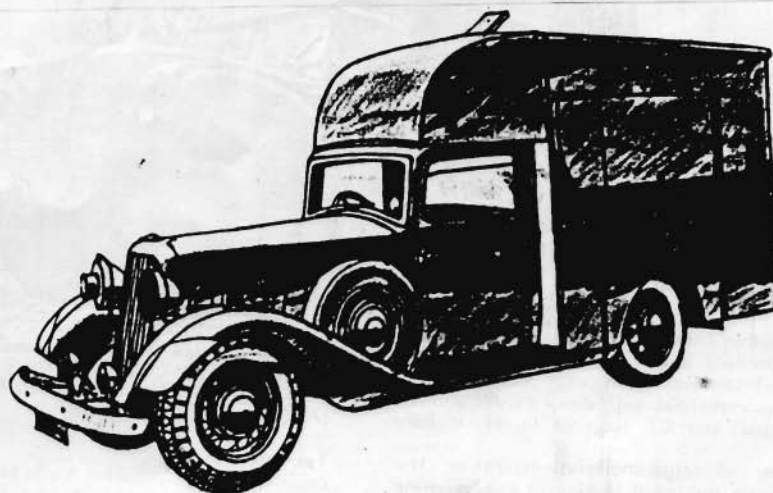


Car, 4x4, Scout, Humber Mk I and II 6-cyl., 87 bhp, 4F1R x 2, wb 7' 7", 12' 7" x 6' 2 1/2" x 7' 0", 3 1/2 tons (laden). 9.25-16 tyres. Differences between Mk I and II were in minor engine and gearbox details. Vehicle shown fitted with Bren mg on ring mount (Dutch army). 4300 built (all Mk's).



Car, 4x4, Light Reconnaissance, Humber Mk IIIA 6-cyl., 87 bhp, 4F1R x 2, wb 9' 3 1/2", 14' 4" x 6' 2" x 7' 1", 3 tons 12 cwt (laden). 9.25-16 tyres. Chassis as Humber 8-cwt 4x4; Mk I (Ironsides I) and II as 8-cwt 4x2. Crew three. Developed from open-top Humberette. 3600 built (all Mk's).

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106 War-time emergency canteen on Humber car chassis (UK)

Humber 1 Ton Armoured Truck (FV 1611)

Great Britain

Crew: 2
Length: 4.93m
Width: 2.05m
Height: 2.12m
Weight: 5790kg (loaded)
4770kg (empty)
Speed: 64km/ph (road)
Range: 400km
Fuel: 145 litres
Wheelbase: 2.74m
Track: 1.72m

Development/Variants

The FV 1611 was developed from the earlier FV 1609A armoured truck which in turn was based on the chassis of the Humber FV 1601A one-ton cargo truck. The chassis was made by Humber and the body by J. Sankey Limited or the Royal Ordnance Factories. The basic vehicles are:

FV 1611: Used to transport personnel and stores, also used to tow the Green Archer Mortar Locating Radar system.

FV 1612: This is a radio vehicle and has a crew of three, driver, commander and radio operator.

FV 1613: Ambulance version. Crew of two, driver and medical orderly. Can carry three stretcher or eight sitting, or one stretcher and four sitting patients.

FV 1620: Hornet/Malkara vehicle is no longer in service having been replaced by the Ferret Mk 5.

Employment

Used by the British Army and Portugal. The vehicles are widely used in Northern Ireland. In 1972/1973 some 500 of these vehicles were fitted with additional armour.

The Humber 1 Ton Armoured 4x4 Truck



GB

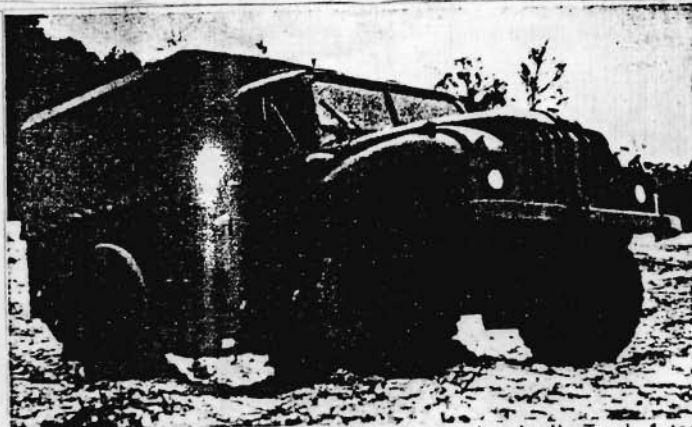
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TRUCKS, 1-TON 4x2 and 4x4

Makes and Models: Austin 'Loadstar' (4x2, c. 1948), K9WD FV16000 Series, Mk 1, Mk 2, Series 3 (4x4, from 1952). Bedford KO (4x2, c. 1950), TA (A2C, 4x2, c. 1955), RL, modified (4x4, c. 1953). Commer Q2 (4x2, 1951). Humber FV1600 Series (4x4, 1952). Morris-Commercial CV9/40, PV (4x2, from c. 1947). MRA1 FV16100 Series (4x4, 1952). Rover, Land-Rover FV18500 and 18600 Series (4x4, 1962), Forward Control '110' (4x4, 1966), '101' (4x4, 1970), etc.

General Data: Some types of wartime 15-cwt trucks remained in use after 1945 (principally Bedford and Morris-Commercial) and were updated to 1-tonners. They were superseded by post-war designs of three categories: CL (commercial, with detail modifications), GS (general service, commercial 4x4 designs) and CT (combat trucks, military high-mobility designs).

All could be fitted with various body types, incl. cargo and house-type vans. The CT trucks, designated the FV1600 Series, were produced by Rootes in Maidstone and supplied under the Humber name. They had RR B60 engines and independent suspension. There were soft-skin and armoured versions. They were later reclassified as GS types.



Vehicle shown (typical): Truck, 1-ton, 4x4, Cargo, w/Winch, Humber, FV1601 (A) (Rootes)

Technical Data:

Engine: Rolls-Royce B60, No 1, Mk 2A or 5 6-cylinder, I-F-W-F, 4250 cc, 98 bhp @ 3750 rpm (gross: 110 @ 3750).

Transmission: 5F1R x 1 (transfer: single speed and PTO).

Brakes: hydraulic.

Tyres: 9.00-20.

Wheelbase: 9'0". Track: 5'8".

Overall l x w x h: 16'7" x 6'10" x 7'9" (6'4").

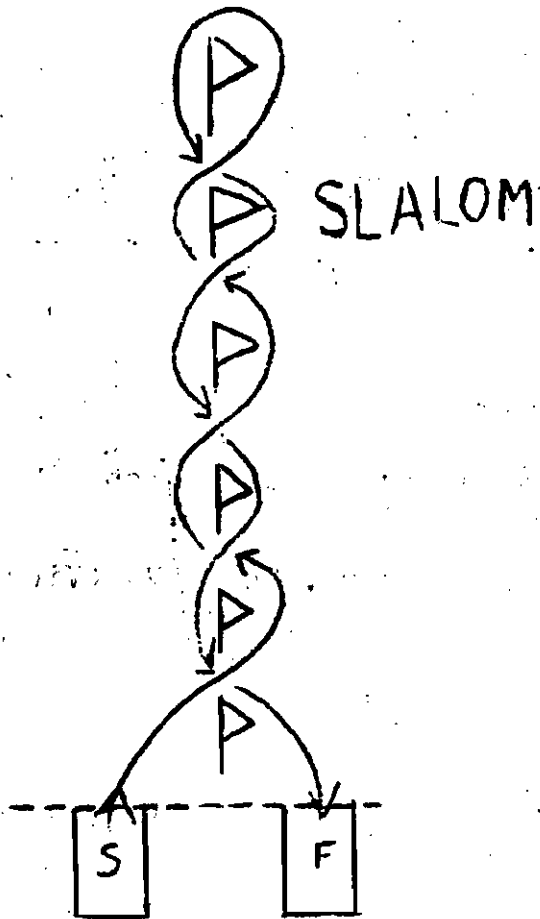
Weight: 7468 lb. GVW: 11,480 lb.

AUSTIN / WOLSELEY / HUMBER

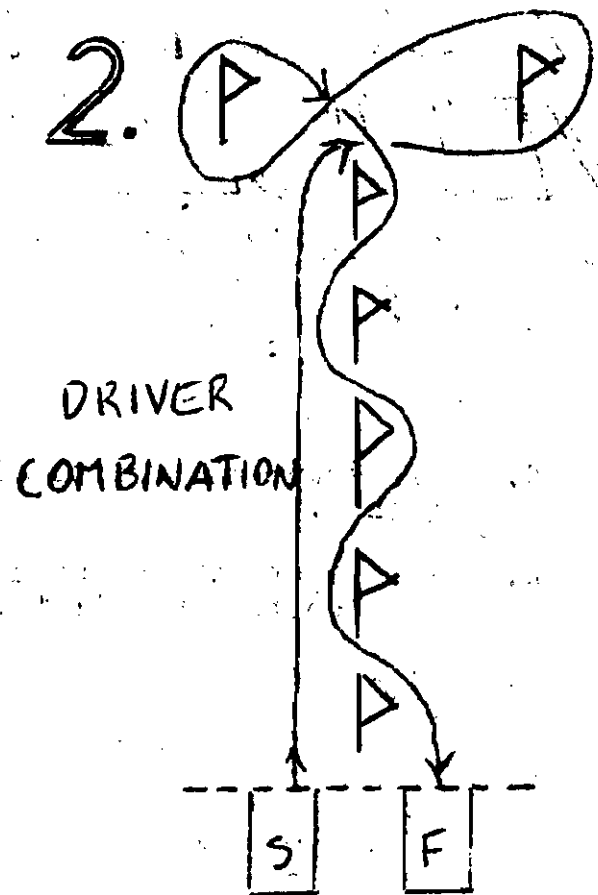
INTERCLUB MOTOR KHANA - 11.9.1983

- RULES:
1. THIS EVENT IS OPEN TO ALL MEMBERS OF HCCV, AMVC AND WCC AND THEIR INVITED GUESTS.
 2. ALL ENTRANTS ABSOLVE THE HCCV, AMVC AND WCC FROM ANY LIABILITY FOR DAMAGES, HOWEVER CAUSED.
 3. THE EVENT WILL BE RUN IN 6 CLASSES AS FOLLOWS:
 - CLASS a. PRODUCTION CARS UP TO 1300cc in CAPACITY.
 - CLASS b. PRODUCTION CARS FROM 1301cc to 2000cc.
 - CLASS c. PRODUCTION CARS FROM 2001cc to 3000cc.
 - CLASS d. PRODUCTION CARS FROM 3001cc to 4500cc.
 - CLASS e. PRODUCTION CARS OVER 4500cc.
 - CLASS f. SPECIALS OF ALL SORTS - i.e. ANY NON-STANDARD CAR OR PURPOSE-BUILT 4 WHEELED VEHICLE.
 4. TIMING IS TO BE BY HAND HELD STOP WATCHES.
 5. NO PERSON IS PERMITTED INTO THE OFFICIALS AREA EXCEPT BY INVITATION OF THE JUDGES.
 6. ALL EVENTS WILL BE BY STANDING START UNLESS WEATHER CONDITIONS DO NOT PERMIT. FLYING STARTS WILL BE AT THE OFFICIALS DISCRETION.
 7. TROPHIES WILL BE AWARDED TO 1ST PLACE IN EACH CLASS, OVERALL FASTEST TIME, FASTEST FEMALE, BEST WOLSELEY, HUMBER AND AUSTIN.
 8. A FEE OF \$2 PER DRIVER PER CLASS WILL BE LEVIED.
 9. ANY PERSON MAY COMPETE IN ANY NUMBER OF CLASSES, PROVIDING THEY PAY A SEPARATE ENTRY FEE TO EACH CLASS.
 10. A PENALTY OF AN ADDITIONAL 10 SECONDS WILL BE ADDED FOR EACH FLAG KNOCKED DOWN. NO PENALTY IS INCURRED IF THE FLAG IS HIT BUT REMAINS STANDING.
 11. ANY PERSON NOT FOLLOWING THE CORRECT SEQUENCE THROUGH THE FLAGS OR TRAVELLING IN THE WRONG DIRECTION WILL BE GIVEN THE SLOWEST TIME PLUS 30 SECS. FOR THAT EVENT.
 12. ANY PERSON DRIVING AN OPEN VEHICLE OF ANY TYPE MUST WEAR A "FULL FACE" CRASH HELMET.
 13. PERSONS COMPETING IN ANY EVENT MUST NOT PLACE ANY PORTION OF THEIR BODY BELOW THE WAISTLINE OUTSIDE THE COMPETING VEHICLE.
 14. NO ALCOHOL MAY BE CONSUMED BY COMPETITORS DURING THE COURSE OF THE EVENTS.
 15. JUDGES DECISIONS ARE FINAL AND BINDING.
 16. CLASS PLACES WILL BE ANNOUNCED AT THE NEXT GENERAL MEETING OF EACH CLUB.

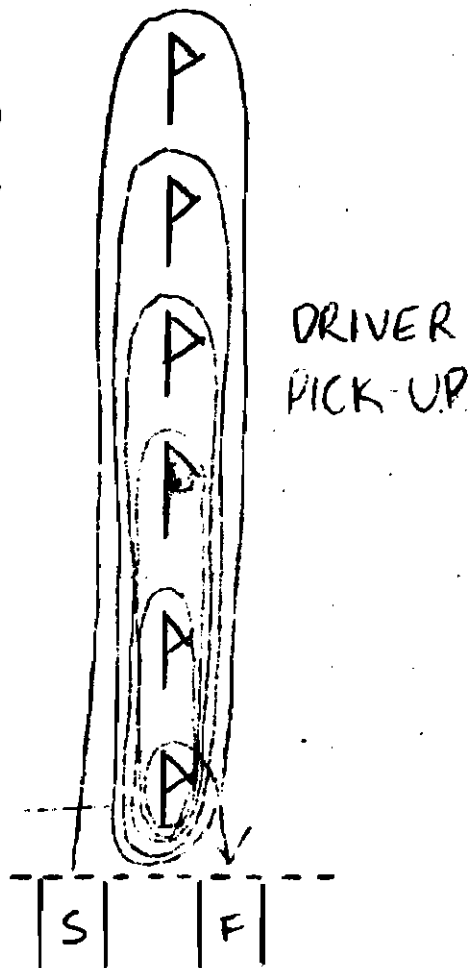
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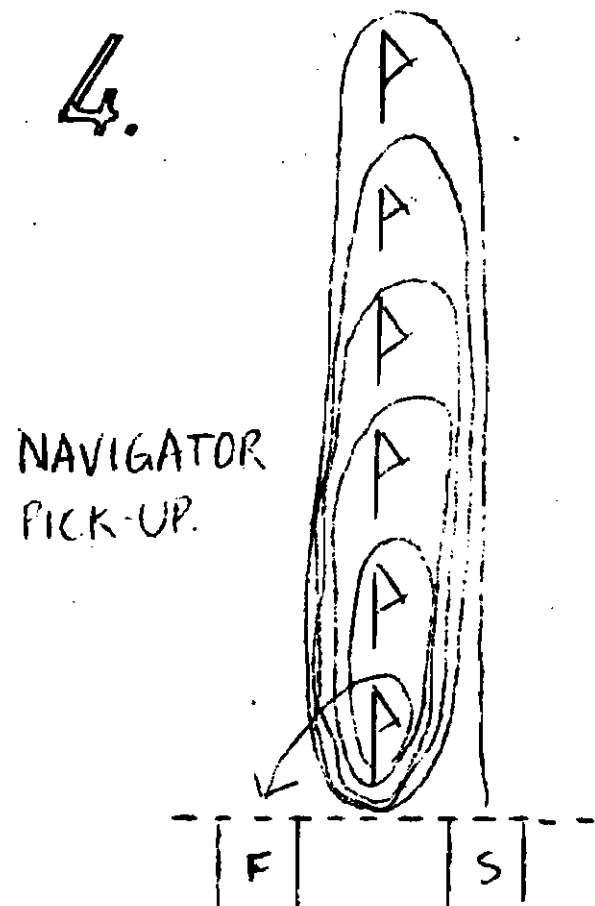
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3.



4.



NATIONAL HUMBER RALLY - DUBBO 1984.

20th to 23rd APRIL, 1984.

APPLICATION FORM.

SURNAME MR/MRS/MISS.....CHRISTIAN NAMES.....

ADDRESS.....

TELEPHONE NUMBER.....

Please indicate type of accommodation required.

OVERNITE VAN () CARAVAN SITE WITH POWER () TENT SITE ()

If booking is for 1 person, would you be willing to share accommodation?

.....

NIGHTS ACCOMODATION REQUIRED (Please indicate Yes or No for each night)

THURSDAY () FRIDAY () SATURDAY () SUNDAY ()

PROPOSED DAY OF ARRIVAL.....ESTIMATED TIME OF ARRIVAL

IF YOU HAVE ARRANGED ALTERNATIVE ACCOMODATION, PLEASE FORWARD DETAILS.

.....

.....

MODEL OF HUMBER WHICH YOU PROPOSE TAKING TO RALLY.....

OF WHICH HUMBER CLUB ARE YOU A MEMBER?.....

DO YOU REQUIRE BOOKINGS TO THE PROPOSED DINNER ON SATURDAY NIGHT?

NO. OF PERSONS.....ADULTS.....CHILDREN

DO YOU INTEND TO ENTER YOUR CAR IN CONCOURSE?.....

WOULD YOU WANT TO ENTER A PRIDE OF OWNERSHIP EVENT IF ONE IS HELD?.....

A DEPOSIT OF \$14.00 IS REQUIRED. (This is one night's accommodation - this price is subject to alteration as it could be increased by Easter, 1984.)

MAKE CHEQUES/MONEY ORDERS PAYABLE TO HUMBER CAR CLUB OF QUEENSLAND.

RETURN BOOKING FORMS AND DEPOSIT AS SOON AS POSSIBLE TO RALLY ORGANISER.

**LAWRIE BENNETT,
5 SOLWAY STREET,
CARINA....4152 .**

MEMBERS DESIRING MOTEL ACCOMODATION ARE REQUIRED TO MAKE THEIR OWN BOOKINGS.

THE JOHN OXLEY MOTEL IS WALKING DISTANCE FROM DOPLARS CARAVAN PARK. THE RATE PER NIGHT IS \$ 37.00 (DOUBLE) PLUS \$ 6.00 PER EXTRA PERSON. (MEALS NOT INCLUDED) BREAKFAST IS PROVIDED AT EXTRA COST, SEVERAL RESTAURANTS ARE NEARBY. TELEPHONE DUBBO 068 824622.

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.

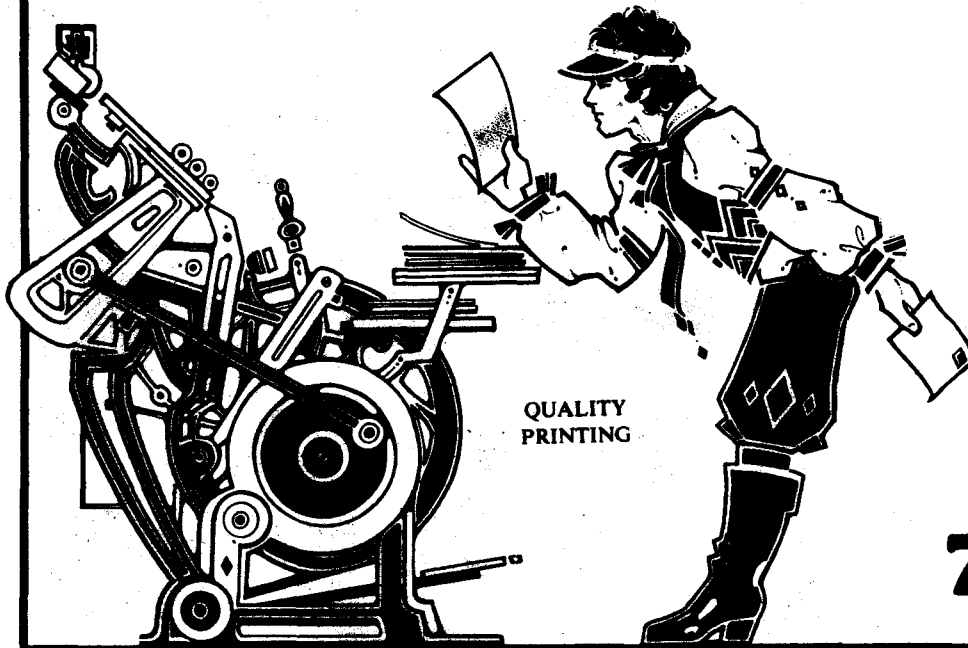
HILLMAN SPARES AND REPAIRS
178 Whitehorse Road,
Blackburn, 3130
P.O. BOX 19, BLACKBURN, 3130
Telephone: (03) 877 4311, 5 Lines



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