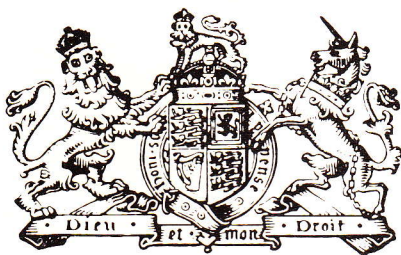


August 1985

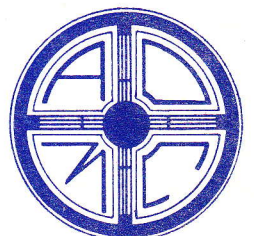
# *The* **HUMBERETTE**



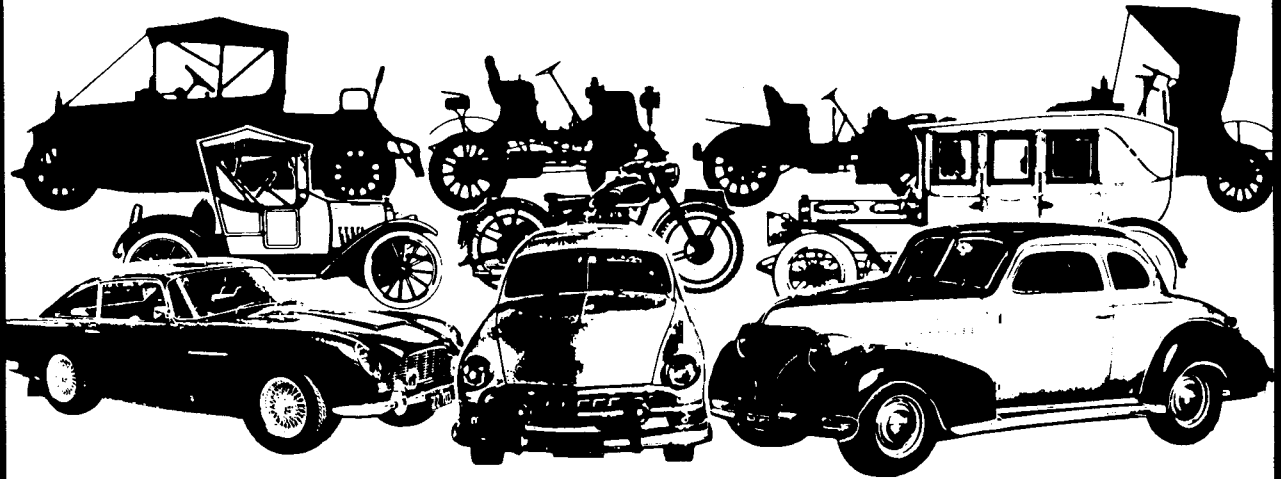
By Appointment to  
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



# Sutherland



## Antique Vehicle Insurance

96 Wellington Parade, East Melbourne, Victoria 3002  
(P.O. Box 129)

Telephone: (03) 419 8166

- AUGUST 23RD. GENERAL MEETING. 8.00PM.  
(SPEAKER: MR. PETER MICHELL; SUTHERLAND ANTIQUE  
VEHICLE INSURANCE.)
- AUGUST 25TH. COMMITTEE MEETING. 2.00PM. 23 HIGH ST. WATSONIA.
- SEPTEMBER 15TH. PRESIDENT'S MYSTERY RUN. SEE DETAILS NEXT PAGE.
- SEPTEMBER 27TH. GENERAL MEETING. 8.00PM.  
NATTER NIGHT AND BIRTHDAY PREPARATIONS.
- SEPTEMBER 29TH. "CHARITY DAY". WITH COMBINED ROOTES CLUBS.  
McPHERSON PARK, MELTON.
- OCTOBER 20TH. CHEVROLET CAR CLUB SWAP MEET. 8.00AM.  
(FOR THE EARLY BIRDS) (KINGSWESTERN CAR PARK, 522 FLINDERS LANE, MELB.)
- \*\*\* OCTOBER 20TH.\*\*\* SPECIAL CELEBRATION DAY: CLUB 10TH ANNIVERSARY. \*\*\*  
DEEPPENE PARK. 2.00PM.  
NO GENERAL MEETING THIS MONTH.
- OCTOBER 26TH. "BACK TO THE 50'S, COMBINED CLUBS DINNER DANCE. ELTHAM..  
(ORGANIZED BY STANDARD/VANGUARD CLUB.)
- OCTOBER 27TH. C.H.A.C.A. CONCOURS. KALORAMA.
- NOVEMBER 3RD. CONCOURS D' ELEGANCE, PRIDE OF OWNERSHIP AND CLUB CAR  
DISPLAY. DEEPPENE PARK.
- NOVEMBER 16/17TH. BENDIGO SWAP MEET.
- NOVEMBER 22ND. GENERAL MEETING. 8.00PM.  
(SPEAKER: VICTORIA POLICE.)
- NOVEMBER 30TH. ANNUAL PRESENTATION DINNER. GOLDEN LANTERN RESTAURANT.  
EAST IVANHOE. TICKETS: \$15.00 SINGLE.

\*\*\*\*\*

## REGALIA FOR SALE



- JACKET PATCHES: \$2.0 EACH, PLUS S.A.E. FOR  
POSTAGE.  
STITCH THESE ONTO JACKET SLEEVES,  
TEE-SHIRTS, WINDCHEATERS, HATS, CASUAL  
BAGS, CHILDREN'S CLOTHING, CAR RUGS ETC.
- SCARVES: \$3.80 EACH, PLUS 50c POSTAGE.  
THESE ARE IMPORTED ITALIAN SILK FABRIC IN COLOURS OF NAVY, ROYAL,  
SKY BLUE, RED, BEIGE, APRICOT, GREY, MUSTARD, HUMBER MOTIF IN CORNER.
- CAPS: \$5.00 EACH PLUS \$1 POSTAGE.  
BLACK WITH HUMBER MOTIF ON FRONT. ADJUSTABLE BAND IN TWO SIZES.
- T-SHIRTS: \$7.00 EACH PLUS \$1 POSTAGE.  
WHITE SHORT SLEEVED INTERLOCH WITH HUMBER MOTIF IN COLOUR ON CHEST.  
FEW BLUE WINDCHEATERS, TO SIZE 16, ALSO AVAILABLE. \$15.00 EACH.
- LAPEL BADGES: \$3.00 EACH PLUS 50c POSTAGE.

ORDERS TO: D. DUNLOP, 271 BOLTON ST. ELTHAM. 3095.

NEXT OUTING. \*\*\*

PRESIDENT'S MYSTERY RUN.

WHEN: SEPTEMBER 15TH.

WHERE: ? ? ? ?

MEETING PLACE: MELWAY MAP 180 E11.  
(Outside Ford Parts Division building, Campbellfield.)

TIME: 10.15 AM.

LUNCH: BRING YOUR OWN PICNIC OR BBQ. LUNCH. BBQ'S AVAILABLE.

DISTANCE: APPROX. 50 KM FROM MELBOURNE.

ADMISSION: POSSIBLE \$2.00 DONATION.

\*\*\*\*\*

**Chevrolet Car Club of Vic. Inc.**

# **SWAP MEET**

**Sunday, 20th October, 1985**  
**KINGSWESTERN CAR PARK**  
**522 Flinders Lane,**  
**MELBOURNE**

**(Between KING & SPENCER Streets)**

Refreshments available. Plenty of all-day FREE PARKING in nearby off-street car parks and in surrounding streets.

**Sellers admitted 7.00 a.m. & Buyers 8.00 a.m.**

**Admission: Buyers \$1 per adult; Sellers see below.**

**CATERING FOR ALL MARQUES**

**VETERAN, VINTAGE, CLASSIC & COLLECTOR VEHICLES & PARTS.**

Entrance height for most sites 2.1m (6'10"). Limited number of sites available with access up to 2.4m (7'10"). If you want one of these you will need to book it IMMEDIATELY! Most sites consist of 3 car spaces side by side. Small number of sites are 4 spaces side by side, two spaces side by side, or two spaces end to end.

Most sites \$5 with few superior ones at \$7 or \$9 and smaller at \$2 or \$3.

Clubs welcome to book sites for Display, Membership Recruitment, etc.  
**BOOK NOW** by sending remittance and stamped, self-addressed envelope to:

**The Secretary, Chevrolet Car Club of Vic. Inc.,**  
**Box 8386, G.P.O., MELBOURNE, 3001.**

# THE HUMBER CAR CLUB of VICTORIA

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

## COMMITTEE 1985/86

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Bill Holmes	397 7836
SECRETARY	Margaret Willimott	435 6354
TREASURER	Rob Dunlop	439 7059
EDITOR	Barry Bosnich	460 4505
SOCIAL SECRETARY	Barbara Dunlop	439 7059
MEMBERSHIP REGISTRAR	Nancy Kennedy	789 5119
LIBRARIAN	Keith Willimott	435 6354
TECHNICAL ADVISORS	Tom McAlpine	(051)27 4755
	Des Judd	789 6952
PUBLICITY/REGALIA	David Dunlop	439 7059

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.

## **PATRICIA DALY AND HER 1963 SERIES III HUMBER HAWK SEDAN (AUTO).**

This one owner vehicle covers 4,000 miles annually and features original duco (charcoal grey) upholstery and carpets (red), total mileage 89,000.  
Winner Pride of Ownership Vic Concours 1984.



PRESIDENT'S REPORT

KENNEDY'S KLANGERS

I have just returned from a very good day at "Chirnside Park" swap meeting run by C.H.A.C.A. These swap meetings are wonderful places for locating those little and not so little bits for keeping your prize iron monster on the road.

It surprises me the gear that seems to be forever surfacing, people seem to find another pile or box full of goodies all the time.

After I had finally folded up our club banner and left I went over to "Spares Galore" (Hillman Spares) where I was shown through some of the huge array of auto parts that they have there, all I can say is WOW!!

The building is ready to split apart, I now know why the boys ask you to bring odd bits over so that they may arm themselves with the part, to make it easier for them to identify the part you require.

Next months outing starting place is outside the "Fords" parts division building at "Campbellfield", Melway Map 180 Ell at 10.15am.

As I am running late with this report I'll close down now, so till next we get together.

Happy Humbering.

Bob Kennedy.

\*\*\*\*\*

MINUTES OF SPECIAL GENERAL MEETING OF HCCV HELD AT DEEPDENE HALL ON 26/7/85.

Meeting opened by President at 8.17pm who welcomed the 27 members present.

APOLOGIES: Edna & Cyril Huxstep, Ronnie Li, Joan Holmes, Frank & Jenny Hajnci, Patricia Daly.

CORRESPONDENCE: 64 proxy voting forms.

GENERAL BUSINESS: The President then reminded members of the purpose of the meeting which was to vote on the following resolution, moved by J. Lhuede and seconded by D. Dunlop.

To authorise the Secretary of the Humber Car Club of Victoria to incorporate the club under the provisions of the Associations Incorporation Act, 1981.

To approve the proposed statement of purposes of the Humber Car Club of Victoria, Incorporated.

To approve the model rules for an Incorporated Association as modified for adoption as the rules (constitution) of the Humber Car Club of Victoria, Incorporated.

The motion was passed on a show of hands, there being 89 votes in favour of the resolution (including proxy votes) and 3 informal votes.

In reply to a question regarding the position of interstate club members the President stated that Incorporation covered club events held in the State of Victoria only.

A vote of thanks to the Committee for their work on Incorporation was proposed by Peter Davenport and seconded by Jack Lhuede.

This was carried with acclamation.

Meeting was closed at 8.38pm.

\*\*\*\*\*

MINUTES OF GENERAL MEETING OF HCCV HELD AT DEEPDENE HALL ON 26/7/85.

MEETING OPENED: 8.40pm by President.

APOLOGIES: As for Special General Meeting.

MINUTES: As printed in Humberette, accepted as correct. Moved S. Isaacs, seconded F. Pieterston.

CORRESPONDENCE: IN - AOMC minutes of meeting, Aust Post Registration Renewal, Rootes C.C. Charity Day; P. Stapler - new address; 2 m'ship renewals; Hillman Spares; CHACA Swap Meet; AOMC - British, American, European Motoring shows; Standard Vanguard Club Dinner Dance; Syd Humphries resignation; B. Broes (Ballarat) spare parts; Sports & Classic Cars brochure; 2 items advertising; 12 club exchange magazines.

OUT - HCCA & S.A.; J. McCorkelle (baby welcome); 2 m'ship applications; J. McMahon (get well card).

TREASURER'S REPORT: Bank balance current account 23/7/85 - \$844.04. Detailed financial statement was presented to meeting and is available for inspection. Report received - moved P. Davenport, L. Hughes.

Payment of accounts as stated on financial statement approved. Moved P. Davenport, seconded H. Perkins.

EDITORS REPORT: 125 magazines out some may be delayed owing to postal strike. New envelopes will be needed for November posting.

SOCIAL SECRETARY'S REPORT: Barbara requested donations of non perishable goods for Christmas Hamper. Installment payment for Presentation Dinner, 30th November are now being accepted.

The special effort prize tonight is a bottle of scotch whisky donated by Bob & Nancy Kennedy.

TECHNICAL OFFICER'S REPORT: Des gave details of a 1948 S. Snipe for sale. Also 1964 black Snipe \$2,500 - details from R. Dunlop. Hillman Spares (now "Spares Galore") is expecting new shipment of parts early August.

FOR SALES ETC: V. Wilson - Series IV S. Snipe - registered \$1600.  
N. Kennedy - Series V S. Snipe - Mt Eliza.  
L. Hughes - give away - good body. Also Hawk at New Richmond Motors.

GENERAL BUSINESS:

DONATION: Technical bulletins from Lloyd Hughes for library.

SWAP MEET CHIRNSIDE: Discussion on a club stall. Several offers of help. Barry Bosnich suggested that club book a site at V.D.C. swap meet next year.

SPORTS AND CLASSIC CARS: Brochures in July Magazine. First issue before Christmas.



REGALIA: David Dunlop displayed caps for sale \$5.00 each. Radiator badges re-order now \$17.50 each for 50 badges or \$12.80 for 100. Other firms to be checked for prices.

AOMC NEWSLETTER: Items on towing a car on trailer and on import duty petition were brought before members.

BRITISH MOTORING SHOW: President announced that helpers would be needed for organizing committee and on March 16th. Several members volunteered.

INTERCLUB FUNCTIONS: Members were asked to indicate if available to attend the following:-

Standard Vanguard Dinner Dance, Eltham (October 26th). 6-10 members.

Rootes Charity Day (September 29th) 8-9 members.

National Rally (Easter 1986) Forbes N.S.W.

CLUB FINANCES: Treasurer expressed concern that income was being outstripped by expenditure. Suggested membership drive, better publicity, trading table boost.

PUBLICITY: David Barker supported the need for more publicity. Discussion resulted in the following suggestions. Advertisement in Age, Unique Cars, Restored Cars. Listing be sought in phone book (\$40 for white pages). Hillman Spares be approached to place ad in window; carry windscreen cards.

TYRE RECAPS: Vic Wilson reported that these were now \$27 not \$22 as listed in last Humberette.

SPARES: Vanguard Co. 34 Harton Cres., Mitcham have some Humber pistons and rings in stock.

There being no further business the meeting was declared closed at 9.45 pm.

Supper and the motoring video "Roadcraft" from R.O.S.T.A. followed.

\*\*\*\*\*

#### SECRETARY'S NOTES

My thanks to everyone who voted personally or by proxy at the Special Meeting to endorse incorporation of the club. We had 64 proxy voting forms returned and these coupled with the personal and family votes, easily exceeded the 51% majority needed for incorporation to proceed. Congratulations all.

At our last meeting, treasurer Rob Dunlop, expressed some concern at the lack of growth in CLUB FUNDS this year. Our major items of expenditure - printing, postage, registration and grounds/hall hire have all experienced an upward turn where as income has remained fairly static. This situation will need to change if we are to continue activities at the existing level and it would be heartening to be able to budget ahead for expansion of operations in the coming years.

Many car clubs have already raised their annual fee to the \$20 - \$30 bracket and undoubtedly many more will follow their lead in the next financial year. This is surely the fairest way of spreading costs amongst all club members. An extra \$5 or so per person per year may not seem very much but when it is consolidated into a lump sum of \$500 - \$600 it represents an appreciable amount of working capital.

Supplementary income raising is therefore most important this year.



Can you - enrol a new member? buy or sell club regalia (see advertisement this issue)? provide a small raffle item for the monthly special effort? support the trading table? donate a concours trophy? sell tickets in the Christmas Hamper? Any other suggestions?

We need to bear in mind that AUSTRALIA'S BICENTENNIAL YEAR will be the time when Victoria hosts the National Humber Rally. Now is the time to start budgeting, planning and saving for this historic occasion.

Remember your new Constitution. "HELP FOR CLUB MEMBERS, BY CLUB MEMBERS", is what it is all about.

Briefly now onto several other matters. The "Share a Spare" program is underway and a listing will appear soon. There are more Spares Register forms available on request to Technical Officer or Secretary.

We would like to get the "Humber Aid" program organised before the Christmas Holiday season, your support in this area is also sought!

Have you marked in your calendar Sunday October 20th, as the big occasion of the year. Our 10th Birthday Party is purely for your enjoyment. So polish up the old Humber, look out the forgotten club photos and come along ready to swap reminiscences with some of your club contemporaries. We can promise you a day to remember.

In the meantime I hope to see you all at the meeting on Friday 23rd, when the speaker will be Peter Mitchell from Sutherland Antique Insurance.

Margaret.

\*\*\*\*\*

#### OBITUARY;

It is with regret that we announce the deaths of HCCV members Joe McMahon (late of Apollo Bay) and Jack Foster, late President of the Wolseley Car Club who was active in the organization of many Humber/Wolseley outings we have enjoyed over the years.

We extend our sympathy to the families and friends of these gentlemen.

\*\*\*\*\*

STOLEN from Glenroy on July 20th, Humber Vogue III, Reg. CGC-649. Black, white roof, luggage rack, could be anywhere, please phone 300 1671 if sighted, B. Lyons.

\*\*\*\*\*

#### FOR SALE:

MK V Hawk, stripped for restoring, no rust, plenty of spares, radio, workshop manual, reluctantly selling to buy another Humber. \$850.00. Ph: 366 1379 St. Albans.

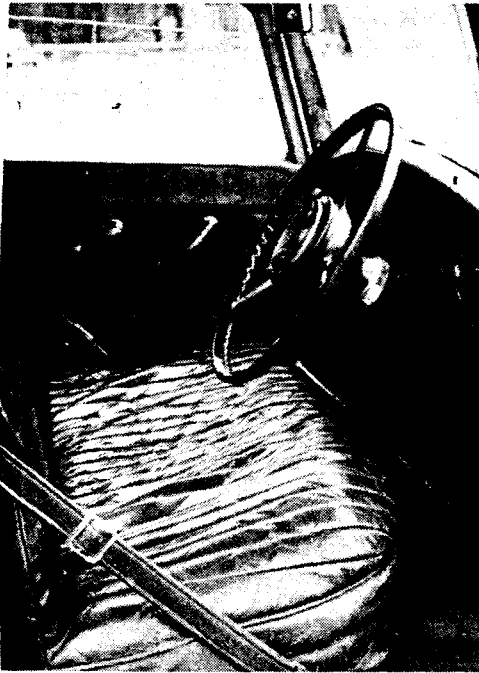
Series II S/Snipe, R.W.C., new battery and radiator, little rust, rough inside, goes well, two tone green and white sunvisor. \$500.00 Ph: 366 1379 St Albans

MK II Snipe (1948) 10 months reg, original paint \$3500.00. D. Mason, 157 West Street, Glenroy Ph: 300 2780 A.H.

Wanted Power Steering unit suit S/Snipe S IV.  
B. Lyons Ph: 300 1671 Glenroy.

\*\*\*\*\*

# 1935 HUMBER SNIPE 80



Administrative Officer Norman Watt is the fourth owner of the Humber Snipe that has spent all its life in Victoria. His interest in restoring cars was increased when he helped a student restore a 1948 Morris so he decided to look for a car of his own.

This Humber is a very rare car as production of Humbers was not very robust during the Depression. The side valve engine in this car was of the type introduced in 1933 and retained to power Humber cars right through to 1966. Humber cars were projected to the middle and upper class market as being above the "run of the mill" mass produced type of car.

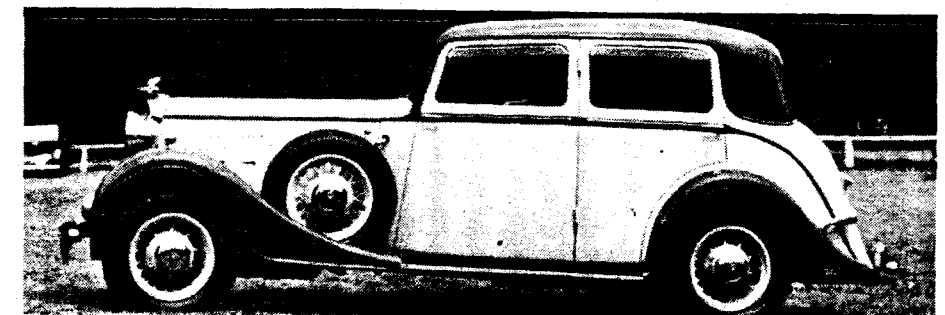
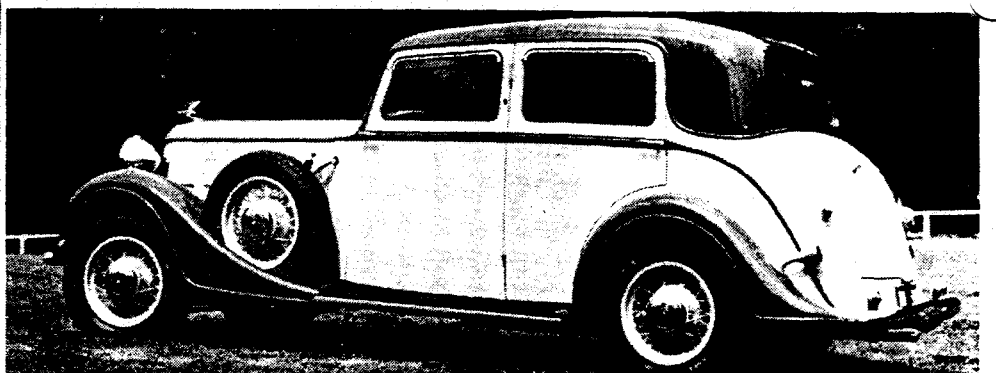
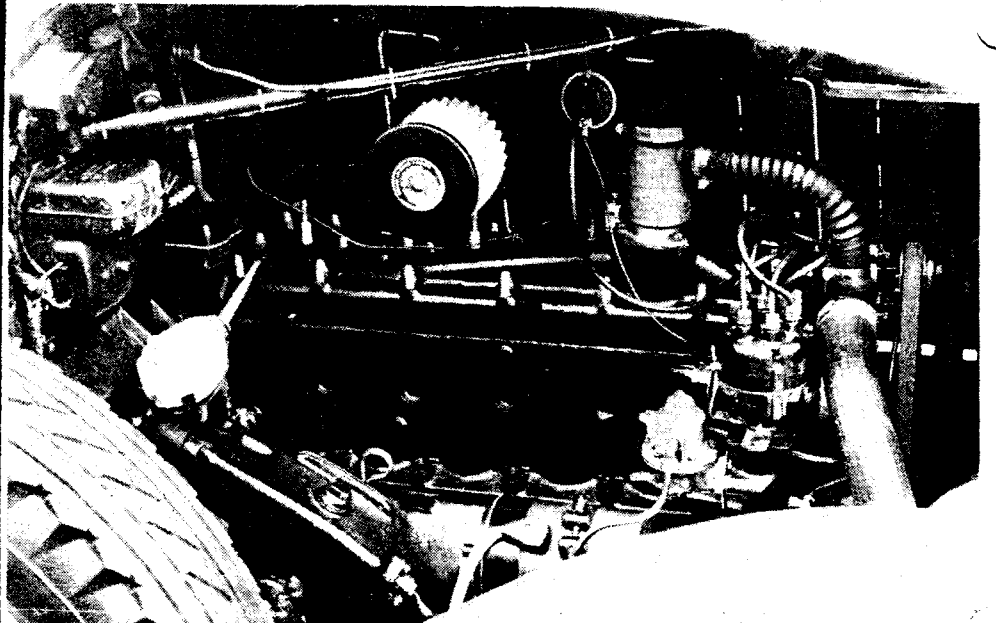
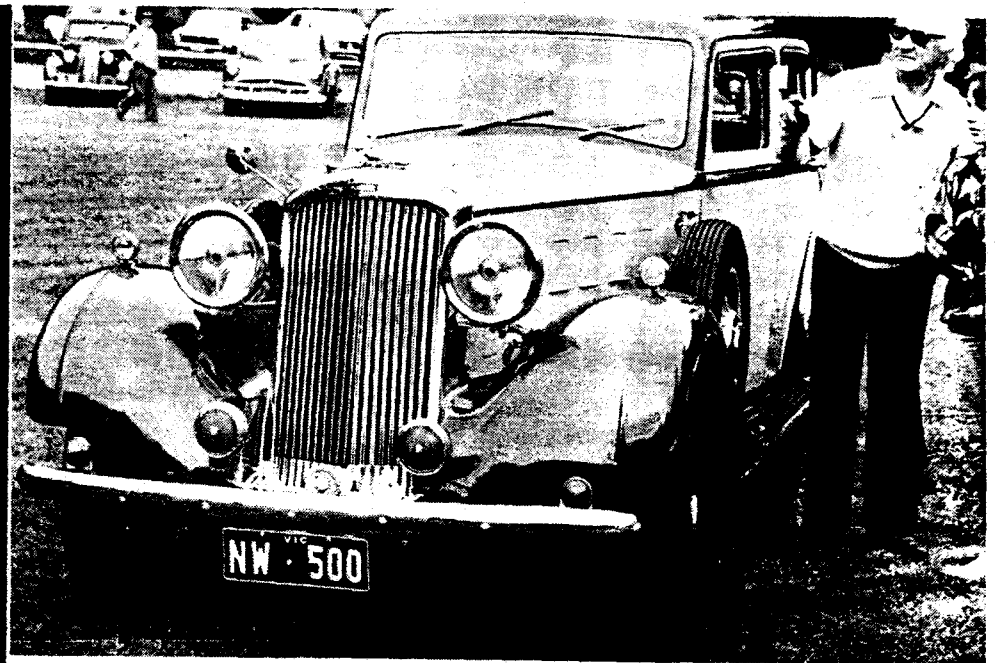
## SPECIFICATIONS:

Make, model and year of manufacture Humber Snipe 80 1935. Current valuation \$5000. Price when new £475. Options Inbuilt jacking. Engine: Type Side valve. Bore and stroke 3.15" x 4.57". Displacement 213.5 cub. ins. Max BHP at RPM 75 at 3400. Compression ratio 5.96. Induction system SV. Exhaust SV. Electrical system 12 volt. Engine number 9992. Clutch type P. plate. Transmission: Type Manual. Ratios 1st 16.82, 2nd 11.32, 3rd 6.66, 4th 4.55, reverse 16.82. Synchros Yes and free wheel. Diff type ADJ bevel pinion. Brakes type Cable. Drum diameter 14", four wheel. Chassis and body Martin & King. Frame Wooden. Body construction Steel. Body style Sedan. Chassis number 25/9983. Suspension type: Front and rear Leaf springs. Shockers front and rear Lever arm. Wheels type Wire. Tyres size 600 x 17. Weights and measures: Wheelbase 10' 4". Overall length 16'. Overall height 5' 8". Overall width 5' 6". Front track 4' 9". Rear track 4' 9". Ground clearance 8 1/2". Curb weight 4032 lbs. Capacities: Crankcase 2 1/2 gallons. Cooling system 5 1/2 gallons. Fuel tank 14 gallons. Fuel consumption: Best 18 mpg. Average 16 mpg. Estimated top speed 95 mph. Paint type Acrylic lacquer. Paint color: Body Wheatfield Beige. Fenders Nullabor brown. Striping Gold. Upholstery: Type Leather. Color Brown. Design Pleated. Carpet color Champagne brown, cut pile. Paint shop Max Schey, club member and self. Carpets and headlining George Mulvahill. Top material Felt. Color Fawn. Wheels color Wheatfield Beige. Brightware Chrome. Polisher and plater Lewellin Bros, 659 North Rd., Ormond. Gauges Jaeger speedo, Lucas oil pressure, Jaeger fuel, Lucas amps, Jaeger clock.

MT. WAVERLEY,  
VIC.

Feature by Norm Darwin\*

RESTORED CARS, No. 64—Page 25





6 Woodward Ave., Hillcrest, Burnie 7320, Tasmania.

(TASMANIA)

Telephone: 004 312894

Hi there fellow Members!,

My word, what a busy month this has been Humber-wise. I hope everybody has recieved their Club Vehicle Information forms O.K. If every one would fill them in and get them back to me as soon as possible, it would be a great help with Club records.

After paying a visit to Ross Bromley on Wed. the 7th of this month ....to purchase some spares and to discuss Club matters it was decided agreeably, that I might see to the admigistration of Club Bank account as well as the Membership records and editing the newsletter. That way it makes it much easier to know when subs are due, the state of our finances and a central point for Club Magazine contributions. If any Member has a query about this arrangement, please contact me.

While on the subject of Club News contributions, I would like to point out that this service is for all Club mebers to participate in. I sometimes get the feeling I'M running a one man show. That's not how I like to see it operating. After all, why are you a member, think about it. I would like to hear your thoughts on the matter along with anything of interest for the Club News. Here are some ideas you might like to jot down.

1. Any usefull service or Company you have had dealings with that you consider could be of help to fellow Humberers.
2. Knowledge of various parts interchangeability.
3. Whereabouts of spare parts that could be of use to other Members.
4. Any interesting facts of aquisition or ownership of your Humbers, past and present... does'nt have to be fancy.
5. I'd be interested to recieve photos from Club Members about their cars for inclusion in Magazine articles. Just ordinary colour or B&W prints will suffice as I can have them Bromided at work (The Advocate) on their computerised cameras.
6. The same goes for any articles in books or magazines, old sales brochures you might have...these comeup extremely well as bromides.

To give you an idea of the quality that can be achieved, have a look

CONT/...

## TASSY CLUB NEWS

at the Club Car that is featured each month near the front of the Magazine.

Here are some helpfull hints when taking photographs of your cars.

1. Firstly place your car somewhere where the background compliments your car....usually the simpler the better.
2. Walk right around the car and have a good look at it. You will always find some angles suit it better than others... especially Humbers.
3. Unless you are after a special effect, you will find that the best angle that tends to do the vehicle justice is at the same eye-level when you are in the drivers seat. I realise this position can sometimes be rather awkward to achieve but after all; you do want to achieve a handsome effect don't you.
4. As I mentioned before keep background matter as simple as possible as it sometimes has the effect of reduceing the emphasis on the car.

Suitable places are usually parks (not near flower beds) or, plain brick walls or, on a hilltop and please remember, with simpler cameras, It is always best to have the sun behind you, to your right or left, so as to remove your own shadow from the picture.

5. I have usually found the three-quarter front or rear, down at window sill level is usually the most flattering angle, but of course the best way is to experiment with different exposures and angles.

That is why it pays to walk around the car first checking out it's most flattering angles.

6. Small apertures and slower shutter speeds give better results and greater depth of field, therefore enhancing the final result.

So go to it budding shutterbugs and see what you come up with, you might supprise yourself with the results... one way or the other!!

\*\*\*\*\*

FOR SALE: One Series III Estate, Super Snipe, pale blue over royal blue, in good condition \$1500 o.n.o. Also a few spares available Contact; R. Bromley on 003 430446.

FOR SALE: Fully imported Ser.II or III not sure which, with service sheets and original English handbook.  
Contact; Mrs. Blay on 002 863278.

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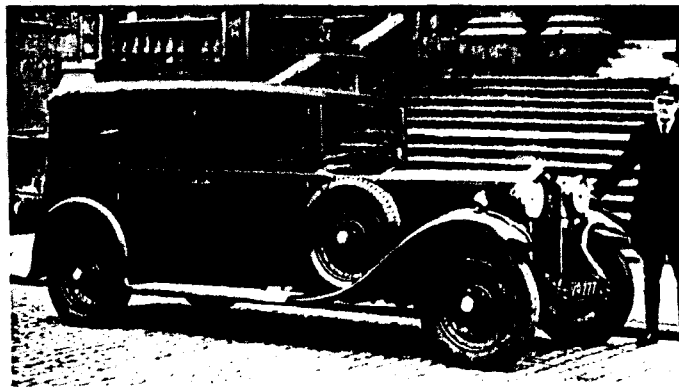
## Humber Cars 1930 - 1933

Contributed by Barry Bosnich.



7C Humber 16/50

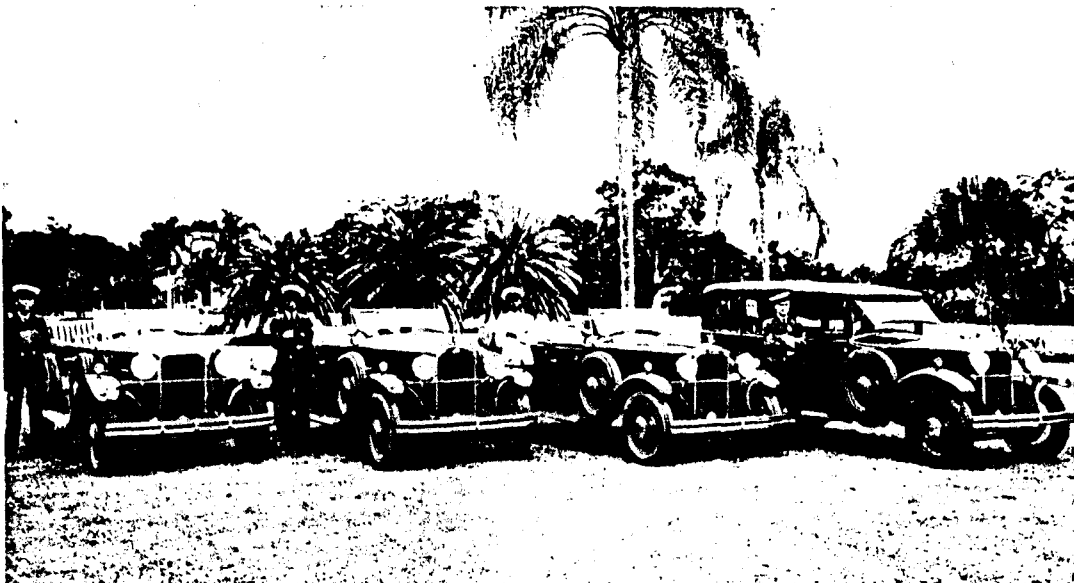
7C: **Humber** Tourer was available on 16/50 and Snipe 10 ft wheelbase chassis, at £425 and £495 respectively. This specimen was photographed at the top of the St. Gotthard Pass in Switzerland in September, 1957.



7D Humber Pullman

7D: **Humber** top-line Pullman range was available with Limousine, Landaulette and Cabriolet De Ville bodywork. The latter sold at £1095, the other two at £775. The chassis was available at £495. Shown is a Pullman Landaulette, after having covered 170,000 miles. The 3.5-Litre six-cylinder engine developed 72 bhp and was rated at 23.8 HP.

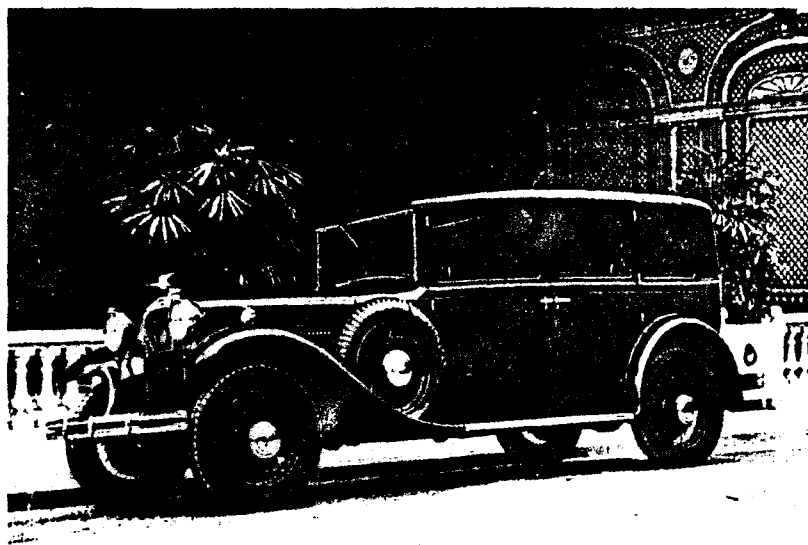
## 1930



21D Humber Snipe and Pullman

21D: **Humber** Snipe Tourers and Pullman Limousine photographed in Jamaica. Engine was 23.8 HP 3498.5-cc (80 x 116 mm) Six, wheelbase 10 ft and 11 ft respectively.

## 1931



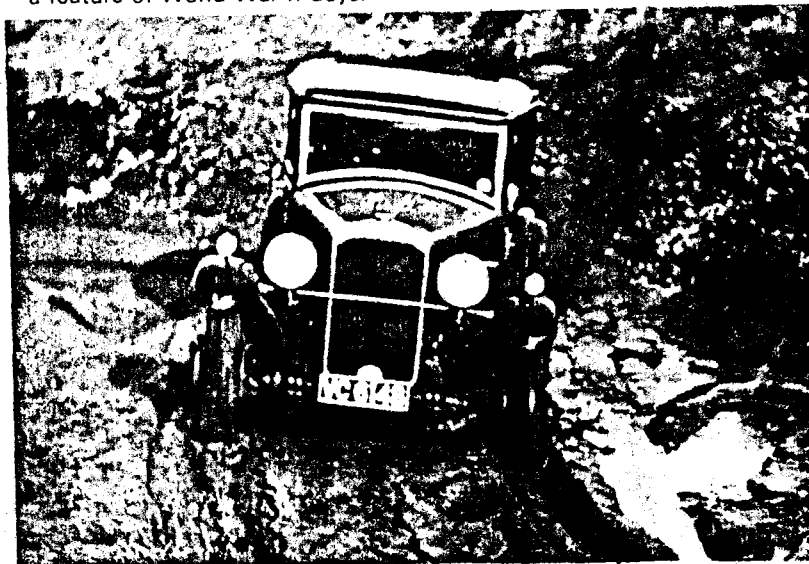
22A Humber Pullman

1931

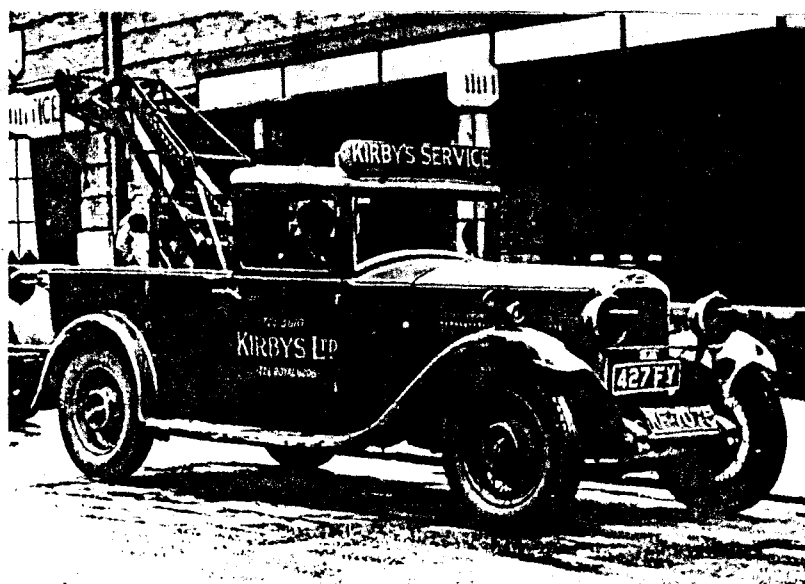
22A: **Humber** Pullman Limousine. In addition to the Snipe and Pullman models Humber offered the 16/50 which was similar to the Snipe but had a 15.7 HP 2110-cc (65 x 106 mm) engine like the Hillman Wizard. Tyre size was 6.00-20 for the Pullman, 5.50-19 for the 16/50 and Snipe.

22B: **Humber** Snipe Saloon demonstrating its off-road capabilities on Army grounds near Aldershot.

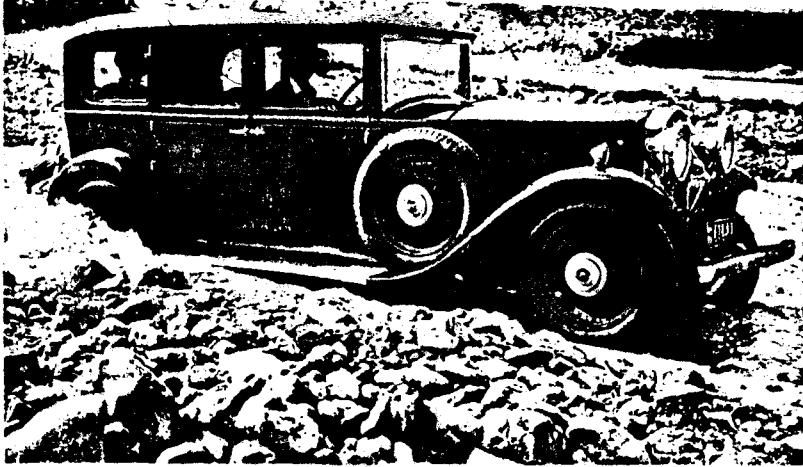
22C: **Humber** 16/50 Saloon, after not uncommon conversion, spending its old age as a breakdown tender. Note blackout masks on headlamps, a feature of World War II days.



22B Humber Snipe



22C Humber 16/50

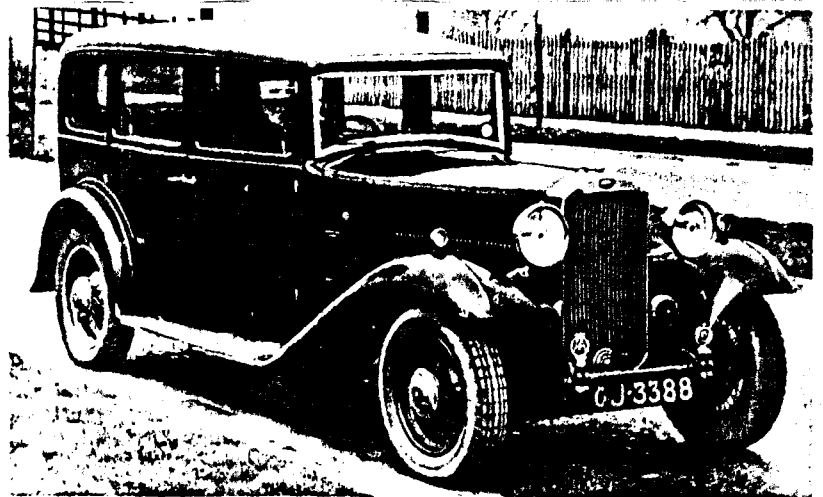


33C Humber Snipe

33C: **Humber** Snipe Saloon had 23.8 HP 3.5-litre six-cylinder engine and four-speed gearbox. The 16/50 model was similar except for 15.7 HP 2.1-litre engine. The wire wheels had 5.50-19 tyres. Car shown successfully completed a journey across the Andes.

1932

34A: **Humber** Pullman Limousine had same engine as the Snipe but had 11 vs. 10 ft wheelbase and 6.00-20 vs. 5.50-19 tyres. The car shown was supplied to the Dunlop Rubber Company for tyre testing purposes. When the picture was taken, in March 1934, the car had covered 100,000 miles, working out at 300 miles per day five days a week.



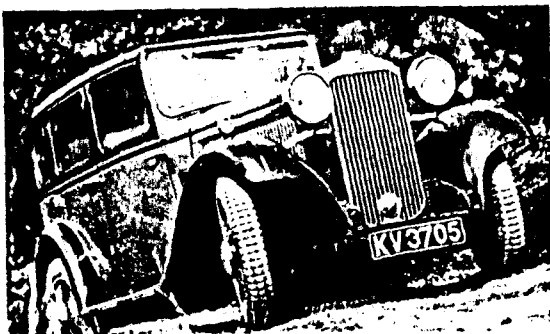
34A Humber Pullman

49B: **Humber** Twelve shown negotiating a hill in Yorkshire. This car, which sold at £265 in Saloon form, had a 44-bhp 1669-cc (69.5 x 110 mm) side-valve power unit, rated at 11.98 HP, and an 8 ft 2½ in wheelbase. Gearbox was four-speed.

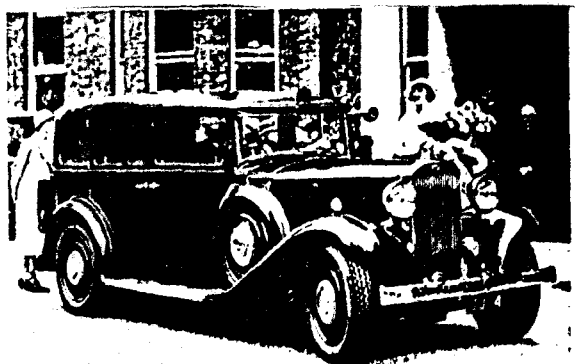
1933

49C-D: **Humber** Pullman chassis were supplied with Limousine, Landaulette, Limousine-De Ville and Sedan De Ville coachwork at prices ranging from £735 to £895. The bare chassis cost £425. They were mechanically similar to the Humber Snipe, with 23.8 HP 3.5-litre 76-bhp engine, but wheelbase was 9½ in longer, at 11 ft. Cars shown were delivered by The Car Mart Ltd. in January, 1933.

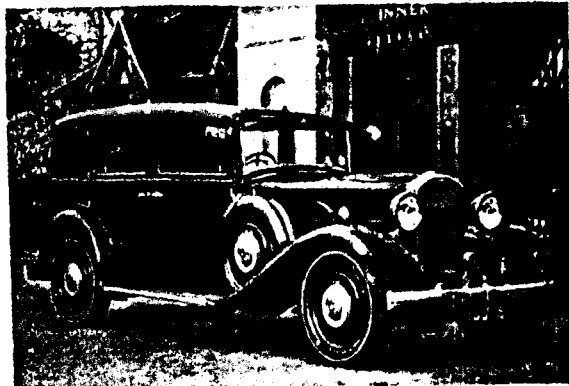
1933



49B Humber Twelve



49C Humber Pullman



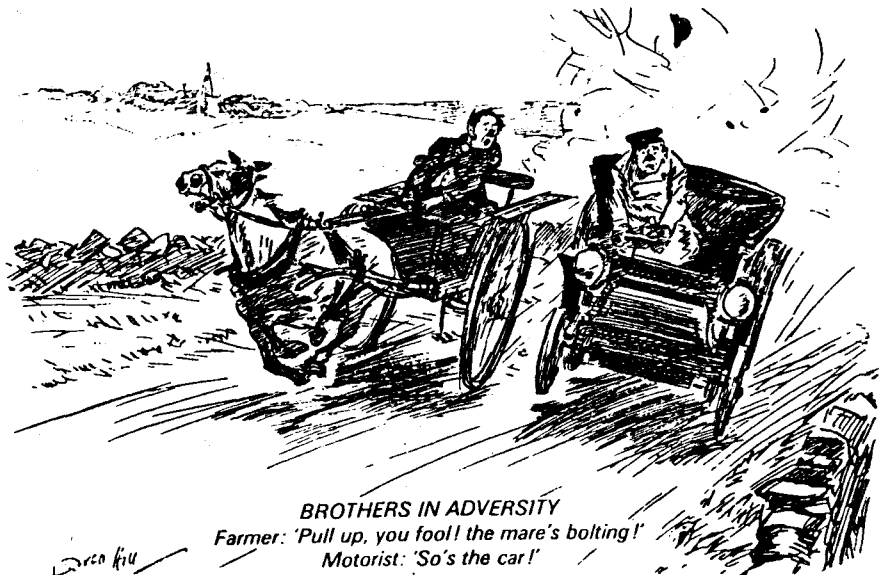
49D Humber Pullman



# Cars and People

The British magazine *Punch* has always produced cartoons which tell how people are learning to live with the car. Here is a selection which appeared between 1900 and 1940. In the early days of motoring, most road users rode horses and bicycles.

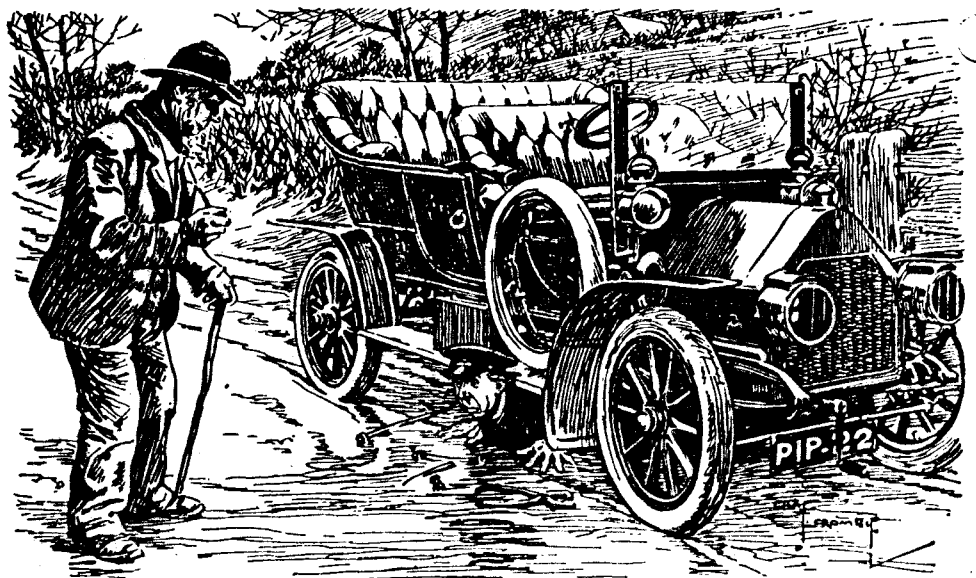
In winter, the roads were almost always covered with mud. In summer it was very dusty. The first cars were slow, noisy, and unreliable. With solid tires their steering was often clumsy. It is easy to imagine the passing of such a car shattering the peace of the countryside. Horses were scared and often bolted at the sight of a car. The cartoonist's comparison on the right is very apt. Horse users really hated cars. Sometimes they even whipped the motorist as he passed by.



Driving through the country was dangerous. The motorist had to make his way through straying chickens and to fight off barking dogs. Pedestrians were unaccustomed to cars. Even at this early stage we see drivers beginning to think they own the road. This cartoon (right) aptly shows the sort of scene where the term 'road hog' might have first been used.



For many years, breakdowns could be expected on almost every journey. As in our cartoon (right), the owner—or more often his chauffeur/mechanic usually finished up on his back under the car. A parked car always attracted attention. Passers-by would stop and make comments and usually unfriendly ones at that. Sometimes large crowds gathered. Cars were still regarded by most people as playthings of the rich. They made their resentment clear.



'It's stopped rainin', mister.'

## HUMBER - TWO WHEELERS 1908 - 1931

In November of 1908 Humber presented an entirely new bike of their own design with a 500cc engine in the conventional position and driving, by belt, a rear hub which embraced a two-speed gear operated by contracting bands. The rear axle was 'live' mounted in bearings in the fork ends, and carried dogs by means of which a starting handle could be engaged. A distinct novelty was the frame frontdown member, of large diameter and serving as an integral silencer.

The design was a completely successful one, and was continued with only minor changes into the 1910 season, by which time it had been joined by a trim little 198cc side-valve lightweight. That little model was to bring the Humber company their first world records when at Brooklands, Bert Yates averaged 29.60mph for 50 miles, and 30.17mph for 100 miles. A year later, still on a 198cc model, Yates packed 39 miles and 1615 yards into one hour.

A former cycle racer, John F. Crundall had joined Humber in 1903, and on the P&M-type machines had scored some notable board-track successes at venues such as Aston Park, Birmingham. He persuaded the company to build him a special 500cc racer and with this, from 1910 on, he was to feature strongly at Brooklands meetings. Helping the Humber cause by this time were also men of the calibre as Sam Wright (formerly in the Excelsior fold) and Fred Edmond.

By then, though, an even more successful Humber was on the stocks. It was a little 340cc (60 x 60mm) vee twin, with a two-speed rear hub, and on it Birmingham rider Percy J. Evans was to give the factory its one and only Junior TT victory in 1911.

The 340cc twin was to go to still more glory, but not in the Isle of Man. The Brooklands gang took over, with Sam Wright winning the September 1911 Junior one-hour race and going on to set new 50-mile (58.65mph), one-hour (58.80mph) and two-hour (54.77mph) world records, the first to be established since Brooklands tightened up on its silencing requirements.

For the 1912 Brooklands Junior TT, a whole regiment of riders came to the line on 340cc Humber twins. They included Harry Bashall, Fred Edmond, Sam Wright, and one-legged Alan Woodman - and the result was a win for Bashall, with Woodman third. Sam Wright blew the rear barrel from its crankcase, and a stone jammed Edmond's transmission, bringing him off.

There were still more new Humber models in the pipeline, and the first of these, a 500cc side-valve with three-speed Sturmey Archer rear hub and, for the first time, a kick-starter, was ridden in prototype form in the ACU Six-Days Trial by Percy Evans. It earned a gold medal, Percy collecting 1050 marks, the best possible in the event.

In November 1913, the most intriguing Humber of all was announced. This was, of all things, a 750cc flat-three, with a single cylinder (78 x 78mm bore and stroke) facing forward and two cylinders (each 55 x 78mm) facing to the rear. The two outer connecting rods operated on eccentrics at either side of the main crank throw.

The object of such a layout, said the company, was to eliminate crankshaft couple and produce a smooth power output. Drive was all-chain, by way of a three-speed countershaft gearbox, to a rear hub which embodied a spring-loaded shock absorber.

Regrettably, the flat-three didn't figure in Humber's 1914 production programme because, it was said, there were too many other developments in hand. Instead, there was a water-cooled 500cc single, an air-cooled edition of the same machine, the little twin (now upped to 349cc) and the 198cc lightweight in both conventional and open-frame styles.

Nevertheless, it seemed that the Coventry works were getting flat-minded, because the next addition was a 750cc water-cooled flat twin, with crank-handle starting by way of a dog on the end of the camshaft. There was the characteristic oil-pump blister on the right of the fuel tank and (a feature that Humber were to continue for many years) detachable valve seat assemblies.

War brought a rationalisation of the programme (plus an order from the Russian Government for 500 sidecar outfits, employing the 500cc air-cooled single). The return to peacetime trading in 1919 brought, also, 500 and 600cc flat-twins and, with them, a more modern lubrication system incorporating a geartype oil pump.

Surprising as it may sound to modern ears, Humber now embarked on a fullscale trials programme, with the team of Len Crisp, Walter Brandish, Manco Seally, Dick Grindlay, and veteran Sam Wright, all mounted on 600cc flat twins. In the 1921 Colmore Cup Trial, Crisp and Brandish won gold medals, and Seally, Grindlay and Wright collected silvers. In the following Victory Trial, there were golds for Brandish and Wright.

Still, a lighter and more easily handled model was coming, a 350cc with which Crisp, Wright, and Billy Newsome won one of the manufacturers team awards in the 1923 ACU Six-Days Trial, and the time was now not far off when Humber would be building three-fifties (both side-valve and overhead-valve) only. Truth was, the motor cycle side was gradually being pushed into the background as Humber became more and more car-oriented.

Even so, the marque was to survive into post-vintage times, latterly with a smart saddle tank, and a centre-spring front fork. At the 1927 Olympia Show there had been the surprise announcement of a potent-looking 350cc overhead-camshaft machine and a year later the same engine was to be seen in a very modern cradle frame. It looked good - very good indeed - but its handsome appearance was not backed up by track success. Humber had an overhead-camshaft model because everybody had to have an overhead-camshaft model to keep in the hunt.

By 1931, Humber had gone from the two-wheel scene. To help weather the monetary crisis sweeping across the country, the company had enlisted the aid of the Prudential Assurance Company - which, also, was heavily involved with Raleigh. The men from the Pru looked at the economic situation, and satisfied themselves that it would be better for Raleigh to stick to two-wheelers (both power and pedal), and Humber to carry on with cars.

# HUMBER SPARES



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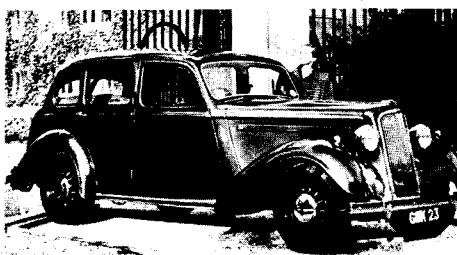


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