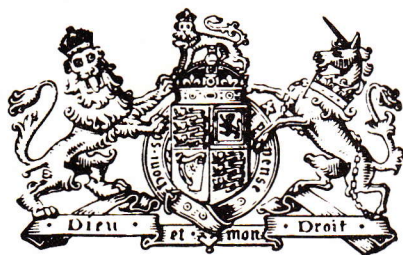


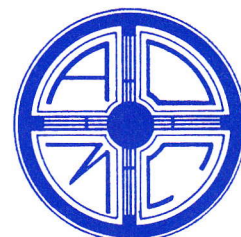
August 1986



By Appointment to  
The Royal Family

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

Affiliated with the Association of Motoring Clubs





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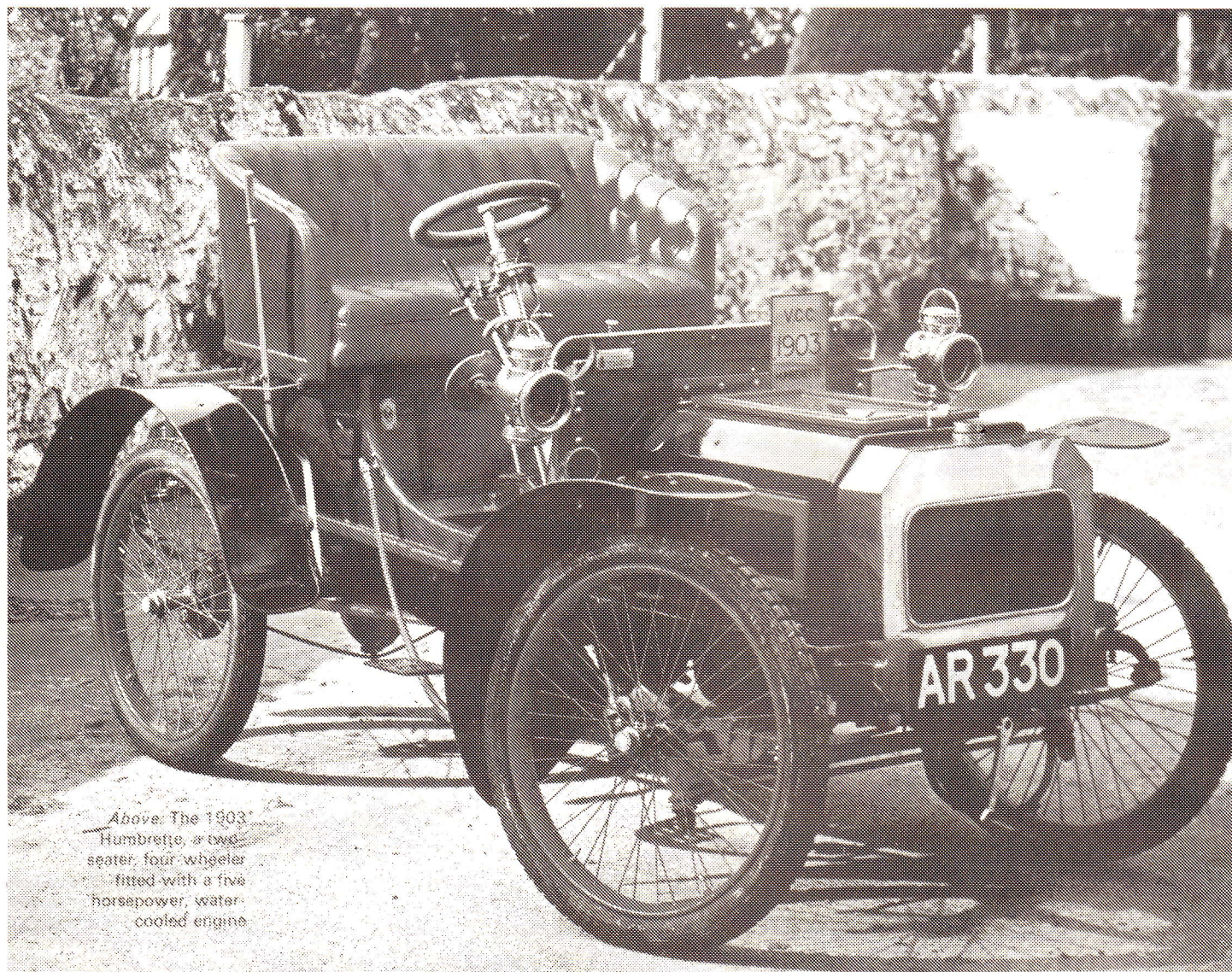
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Above: The 1903 Humbrette, a two-seater, four-wheeler fitted with a five-horsepower, water-cooled engine

## CATERING

by

**"Saucy Dish"**

(LA TROBE UNIVERSITY)

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

- ★ **VARIED MENUS**
- ★ **REASONABLE RATES**
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JAN WILLIMOTT  
**470 5568**



# CALENDAR

- AUGUST 22ND. GENERAL MEETING, DEEPDENE HALL. 8.00PM.  
FOLLOWING THE MEETING THERE WILL BE A SLIDE PRESENTATION  
BY FRANK STOCKWIN.
- SEPTEMBER 5TH - 7TH. MELBOURNE CLASSIC CAR SHOW, EXHIBITION BUILDING, CITY.  
10AM - 10PM EACH DAY.  
ADMISSION \$5.00 ADULTS. \$2.50 CHILDREN.  
VOLUNTARY HELPERS RECEIVE A FREE PASS FOR THEIR  
DUTY PERIOD.
- SEPTEMBER 14TH. THERE WILL BE A NUMBER OF CLUB CARS FEATURING A "HUMBERS  
BY THE DECADE" THEME, PARTICIPATING IN THE ROYAL  
AGRICULTURAL SHOW SOCIETY PARADE THROUGH THE CITY ON  
THIS DAY.
- SEPTEMBER 26TH. GENERAL MEETING, DEEPDENE HALL. 8.00PM.  
(SPEAKER: JOHN DYMOND FROM PENRITE OIL CO.)
- OCTOBER 18TH. STANDARD/VANGUARD CLUB HOSTS A COMBINED CAR CLUBS' DINNER  
DANCE AT ELTHAM NORTH HALL. COUNTRY AND WESTERN THEME  
INCLUDING SOME OLD-TIME DANCING.  
COST \$18.00 PER HEAD, CHILDREN HALF PRICE.  
INCLUDES ROAST ON THE SPIT DINNER. B.Y.O. DRINKS.  
TICKETS AVAILABLE FROM SOCIAL SECRETARY AT AUGUST OR  
SEPTEMBER MEETING.
- OCTOBER 19TH. "ALL MAKES" SWAP MEET, ORGANIZED BY CHEVROLET CLUB.  
KINGSWESTERN CAR PARK, 522 FLINDERS LANE, MELBOURNE.  
THE CLUB HAS A STAND AT THIS SWAP MEET.
- OCTOBER 24TH. GENERAL MEETING, DEEPDENE HALL. 8.00PM.
- NOVEMBER 9TH. ANNUAL CONCOURS D'ELEGANCE. DEEPDENE PARK.  
11.00AM - 4.00PM. INCLUDES PRIDE OF OWNERSHIP AND  
CLUB VEHICLES DISPLAY.
- NOVEMBER 15TH-16TH. BENDIGO SWAP MEET AND COUNTRY SOCIAL GATHERING.
- NOVEMBER 28TH. GENERAL MEETING AND CHRISTMAS BREAK-UP. DEEPDENE HALL.
- DECEMBER 6TH. ANNUAL PRESENTATION DINNER. MUSICIAN'S CLUB.  
65 WELLINGTON ST, WINDSOR. 7.00PM.  
COST \$16.00 PER HEAD. ORANGE JUICE ON TABLE. DRINKS  
AT BAR PRICES.

\*\*\*\*\*

## THE HUMBER CAR CLUB OF VICTORIA, INCORPORATED.

MEETINGS ARE HELD ON THE FOURTH FRIDAY OF EACH MONTH (EXCEPT DECEMBER) IN THE  
HALL AT DEEPDENE PARK, WHITEHORSE ROAD, DEEPDENE, COMMENCING AT 8.00PM.  
MELWAY REFERENCE: MAP 46 A7/8.

\*\*\*\*\*

DISCLAIMER: THE VIEWS AND OPINIONS EXPRESSED IN THIS MAGAZINE ARE NOT  
NECESSARILY THOSE OF THE EDITOR OR COMMITTEE OF THE HUMBER CAR CLUB OF VICTORIA,  
INCORPORATED.

\*\*\*\*\*

**IMPORTANT!!!**

**IMPORTANT!!!**

**IMPORTANT!!**

\*\*\*

\*\*\*

This Humberette contains a liftout Draft letter to Mr. Tom Roper, Minister for Transport. Your co-operation in signing the letter and forwarding it to the Minister at the address stated or to;

" THE MINISTER FOR TRANSPORT  
GPO BOX 4910  
MELBOURNE. 3001. "

would be greatly appreciated.

The proposed new Road Safety Bill, while being highly commendable in most instances, nevertheless contains some rather disturbing clauses.

The sections most relevant to us as "hobby" car owners are reproduced in the magazine.

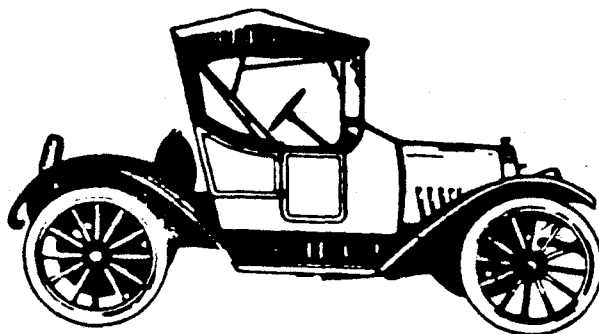
Please read them and act accordingly.

P.S. Don't forget to sign the letter and add your ADDRESS at the top.

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REFERENCE BB 308 April, 1960

DATE 9th May, 1960

VOLUME IV.

**HUMBER . HILLMAN . SUNBEAM . COMMER . KARRIER**

### Humber Super Snipe Series 1 & 11 Sump Oil leaks

When investigating cases of oil leaks at the sump area the following points should be noted.

1. Oil leakage can occur from a number of points above the sump face joint and may give the impression that the flange joint is leaking. Oil can run on to the sump flange edge and flow along between the flange edge and stiffener to the small gaps between the stiffener ends, and then down on to the bottom face of the sump.
2. Attention should be given to the fuel pump flange joint, tappet chamber covers or their bottom centre fixing bolts and oil filter and joints.
3. Oil leaks do not occur at the sump flange provided that the sump joint is correctly fitted and the fixing bolts properly tightened.

# THE HUMBER CAR CLUB OF VICTORIA INC.

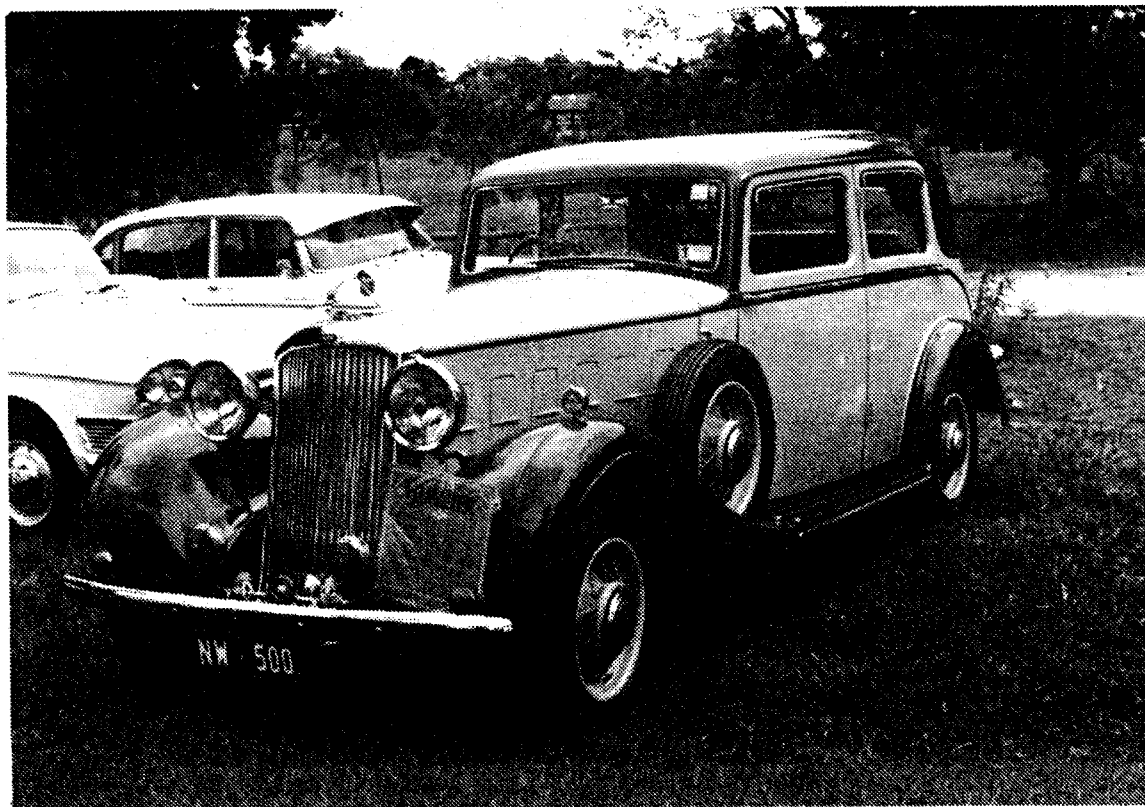
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# THE HUMBER CAR CLUB OF TASMANIA

Sec-Registrar: Nina Densley; P.O. Box 1589, Launceston 7250, Ph:(003) 93 6128  
Editor-Treasurer: Max Heazlewood; 6 Woodward Avenue, Burnie 7320, Ph:(004) 31 2894



Norm Watt's 1935 Snipe. This superb classic vehicle is an eye catcher in any company and has been featured in various motor magazines including 'Restored Cars' and 'The P.V.H.C. Club's Old Faithful'.

## THE HUMBERETTE

### PRESIDENT'S REPORT (Kennedy's Klangers)

1986

Another month runs away from us and have you ever noticed how time seems to speed up as you get older. Maybe you haven't noticed that in a short time, our concours will be on again.

This year, please don't go silly in the engine bay with silver paint on aluminium or pipes. If it was painted from day one then paint it, but please paint it the right colour. If it was not painted, don't paint it but clean it properly.

Lots of cleaning of the correct parts are two of the most important items in preparing your car for concours. Certainly I could go on with a long list of items but I feel common sense is your best guide.

Over the last few issues of our wonderful Club Newsletter, Max Heazelwood from Tasmania has submitted a very good run down of the National Rally 1986 held at Forbes N.S.W. I would like to thank Max for all his time and effort in preparing the series of articles on the Rally.

More efforts like Max's are what we need to help our Newsletter remain as good in the future as what it has been up to date. So get your pens out and let's have those stories. Once again, thank you Max for the series.

Once more I call for items to go onto our Club Trading Table. With Spring just around the corner, maybe a few outings or spare plants if you can spare them.

September is the month of the Classic Car Show and we still need more people to help run our Club stand. So if you can see your way clear, please ring Margaret Willimott so your name can be enlisted onto the roster.

Well, best I sign off for now and until the next get-together I'll say bye for now.

Bob Kennedy.

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### MINUTES OF GENERAL MEETING OF HCCV INC.

#### HELD ON SUNDAY JULY 27TH AT DEEPPENE HALL

The meeting was opened at 2.10pm by President Bob Kennedy who welcomed all present.

NEW MEMBERS & VISITORS PRESENT: Brian Parkinson (East Doncaster) - Series IV Super Snipe and Charles Speed (Country member from Warrnambool).

APOLOGIES: Vic Wilson, Frank Stockwin, Dr. & Mrs Rees, Harold & Adelaide Underwood, Ossie & Marie Grande, Loretta.

MINUTES: As published in July Humberette, were accepted as correct. Moved Ralf Chalmers, seconded Tom McAlpine.

CORRESPONDENCE: In: R. Silcock (Queensland) - Humber Aid, Reservoir Business & Copying Services - Invoice, Australia Post - New registration and postal charges, Austin A40 Club - Change of address, Austin A40 Club - Acknowledgement of above, Terry Morris (Watervale S.A.) - Membership enquiry, R. Rowlinson (Bendigo) - Change of address, Basil Dowie (Stratford) - Membership sub, L. Bennett - Membership forms and letter, Timothy Stone - Letter of thanks, Gary Knox (Bright) - Membership enquiry, Sutherland Insurance - Newsletter and change of address, A.O.M.C. - Re proposed Road Safety Bill, Return magazine (P. Vincent).

Correspondence Out: Australia Post - Re notification of address change, Austin A40 Club - Change of address, B. Dowie, B. Parkinson, G. Knox - Membership forms, T. Morris - Referral to S.A. Club, S.A. Humber Club - Notification of S.A. Humber enquiry.

Correspondence received. Moved K. Willimott, seconded R. Dunlop.

EXCHANGE MAGAZINES: HCC of S.A., HCC of Queensland, HCC of Australia, Humber/Hillman Club N.Z., C.H.A.C.A, Austin A40, Austin M.V.C., Standard/Vanguard, S.A.T.O.C., Daimler/Lanchester.

TREASURER'S REPORT: The current balance is \$959.05. Treasurer's report received. Moved Dr. J. Spencer, seconded H. Sadlon.

EDITOR'S REPORT: 150 magazines distributed. Members reactions were requested to occasional non Humber articles in the Humberette. Dr. Joseph Spencer offered to photograph, without cost, members cars for Club album and magazines.

LIBRARIAN'S REPORT: Request for outstanding library loan to be returned promptly. Photocopies of 1926 Handbooks now available.

A.O.M.C. REP REPORT: Next meeting is on August 6th. Invicta Coaches have a special Bay to Birwood Tour in September.

PARTS NEEDED & CARS FOR SALE: Murray Roberts requires diff. for Series III Vogue. Cameron Webb needs front bumper and air filter for Series II Vogue. Dr. Joseph Spencer requires two front lens for Series Snipe. Ralf Chalmers L.H.S. head light surround (eye brow) for Series III Snipe.

#### GENERAL BUSINESS

1. WINE BOTTLING - Jack Waring is able to arrange supply if sufficient interest is shown. White or red wine available through Vermont Cellars.

2. ROAD SAFETY BILL - There was considerable discussion on this proposed new Bill particularly with regard to the need to obtain a roadworthy certificate before selling any registered car and also elimination of the 'Blue Label' scheme and the proposal for possible future introduction of annual roadworthy implications was also discussed.

Barbara Dunlop suggested that a draft letter be included with the next Humberette so that members may forward a protest to their local M.P. Dr. Joseph Spencer moved and Mary Burfoot seconded that the Club write to the Minister for Transport, protesting against some sections of the proposed new Road Safety Bill. Motion carried unanimously.

3. CLASSIC CAR SHOW - The President gave a run down on plans and location for this show. Volunteer manpower is needed for setting up, dismantling and manning the stand. Tom McAlpine mentioned that the Queensland Club had won a handsome prize from entering in a similar show.

4. BENDIGO SWAP MEET (November 15th/16th) - Chas Speed indicated that he had been able to arrange for the Club to occupy a stand right opposite the main gate. This is mainly for promotional activities but some parts may be for sale.

5. CLUB ROOMS - Dr. Joseph Spencer brought up the possibility of the Club being able to build or purchase its own Meeting Room through the provision of private finance. Dr. Joseph Spencer outlined how he envisaged this would operate for the benefit of members.

There being no further business, the meeting was closed at 3:35pm following which an interesting display of 'bush magic' was presented by Chas Speed. Afternoon tea concluded the day.

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## SOCIAL NEWS AND NOTES

Hello everyone! It was very satisfying to see so many at our last Sunday afternoon meeting. It seems a much more preferable arrangement for country and family members. I think Chas Speed's 'bush magic' performance had both young and old spellbound (and our Dr. Joseph was rather worried there for a few minutes!).

Arrangements are now in hand for the End of Year Presentation Dinner which is to be held at the Musicians Club, Windsor on Saturday December 6th. The cost per head of \$16.00 includes a three course meal and orange juice at table. The Club is a licensed premise and other drinks are available at bar prices. We will be asking at the next meeting for an indication of those attending. There is ample street car parking beside the Club.

Next meeting I will also have tickets for the Combined Car Clubs Country and Western Dinner Dance at Eltham North on Saturday October 18th. These are \$18.00 each and if anything like last year, it is a most enjoyable evening. We are hoping to make up a table of HCCV participants for this occasion. I will need money for the tickets by the September meeting.

Last weekend, Keith and I along with Ron and Eleanor Forth spent a most pleasant weekend at the Geelong Historic Vehicle Rally. Cars came from throughout southern Victoria for this Rally and they certainly made an impressive display at Eastern Beach where we all met for lunch. There was a preponderance of early model vehicles of many different marques. Among the 101 entrants, I noticed Don Taggart from Warrnambool whose 1913 bright yellow Wolseley will be remembered from our recent Club Rally in that city. Our Humbers were amongst the more recent models parading during the two day Rally but they drew their fair share of comments. Maybe next year we can have some Mark Models participating.

Finally, may I warmly welcome our new members for this month; Brian and Mariah Parkinson and Gary Knox. We hope you enjoy your time amongst us. See you at the next meeting.

Margaret.

\*\*\*\*\*

### FOR SALES

MK 6 Hawk 1955. Excellent mech, body very good, in daily use, reg with r/w/c, \$600. Contact Rob, Barbara or David Dunlop, Ph: 439 7059.

'Stan the Battery Man' - Batteries to suit Humbers. New \$64, 12 months pro-rata, rebuilt \$25 and 6 months guarantee. Contact Jack Waring.

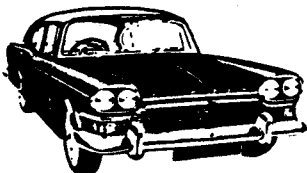
'Stickers' - City of Coventry. Made for inside window, available in four colours as these are from the city of our cars, \$2. If interested, please ring Jack Waring on 725 9884.

1968 Series 5 S/Snipe, reg no. JZB 567, reg until April '87, alpine white, red interior, reconditioned engine and auto transmission, excellent condition inside and out, \$2,200 o.n.o.

Contact Paul Anastassiou, 23 Barry Street, Brunswick 3086, Ph: 690 1855 (B/H).

Two Series Hawk engines, one complete, one less starter and generator, \$50 o.n.o for the lot. Contact Matt Holmes on 749 2895.

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TASSIE TOPICS

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This month allow me to introduce some new Memmbers to the Club, Mr. Terry Styles of New Norfolk who is restoring a MKIII Snipe, Bill & Gloria Rumley also of New Norfolk, they have a 1953 MKIV Snipe which was originally on of the Royal Tour fleet cars for the Queens visit in '54. Mr. Stan Kay of Petchys Bay Cygnet has three cars in his Humber Stable, two Ser.IV Snipes and a Ser.III Snipe.

Terry Styles of 12 Henry Cres. New Norfolk Ph: 002-613417, is after the following parts to complete the restoration of his MKIII, hubcaps (full set), wheel trims, door handle R.H. side front, Super Snipe bonnet script, heater, trafficator arm ass., wiper arms & blades, rear view mirror (int.), park light lenses, chrome running board strip, any help with these parts will be greatly appreciated by Terry I'm sure. A full report on Terry's car will appear later.

I presume "Examiner" readers saw the add placed by former Member Elwyn Mullens of Longford concerning the sale of three Humbers, these being two MKIII Snipes and the ex Governor Cross MKIII Pullman, he only purchased these cars at the Bothwell auction in Sept. last year, presumably hoping to rip somebody off. Any Member able to throw some light on this? How about you Tim, do you know anything?

Brian Chandler of 70 Beach Road, Kingston Beach, 7151, Ph: 002-296958 wishes to find a good home for his 1963 MKI. Sceptre, exterior in Bronze Metallic (orig.), int. pale brown seats and door trim with black dash and brown carpets, these have been professionally made. New furlflex has been fitted, interior is near perfect and original. The car is presently showing 70,000 orig. Mls, has new exhaust, original motor fitted, spare g'box and o'drive is included. The car is fitted with good radials, new universal joints, the distributor has been rebuilt, a new battery is fitted and is registered'till Feb.'87.

Brian is asking a very reasonable \$2600.00 and he informs me that with very little effort can be brought up to concours standard. His first love being Sunbeams, hence the forced sale of his Sceptre. Brian has supplied me with a short history of his car.

The car was originally brought to Australia by Proff. Cobbold (chairman of Royal Hobart HOSpital at time) purchased in England new from-Tollgate Garage, Gravesend, London-sticker on side window varifies this. Proff. Cobbold traded car in the early '70s. It subsequently passed through the hands of several owners. According to the owner before Brian two of the previous owners were deceased, hence it was stored for a number of years.

The car according to Brian is in amazing condition, suffering a couple of minor dents and one tiny little rust hole in passenger front door. The boot lid needs a respray.

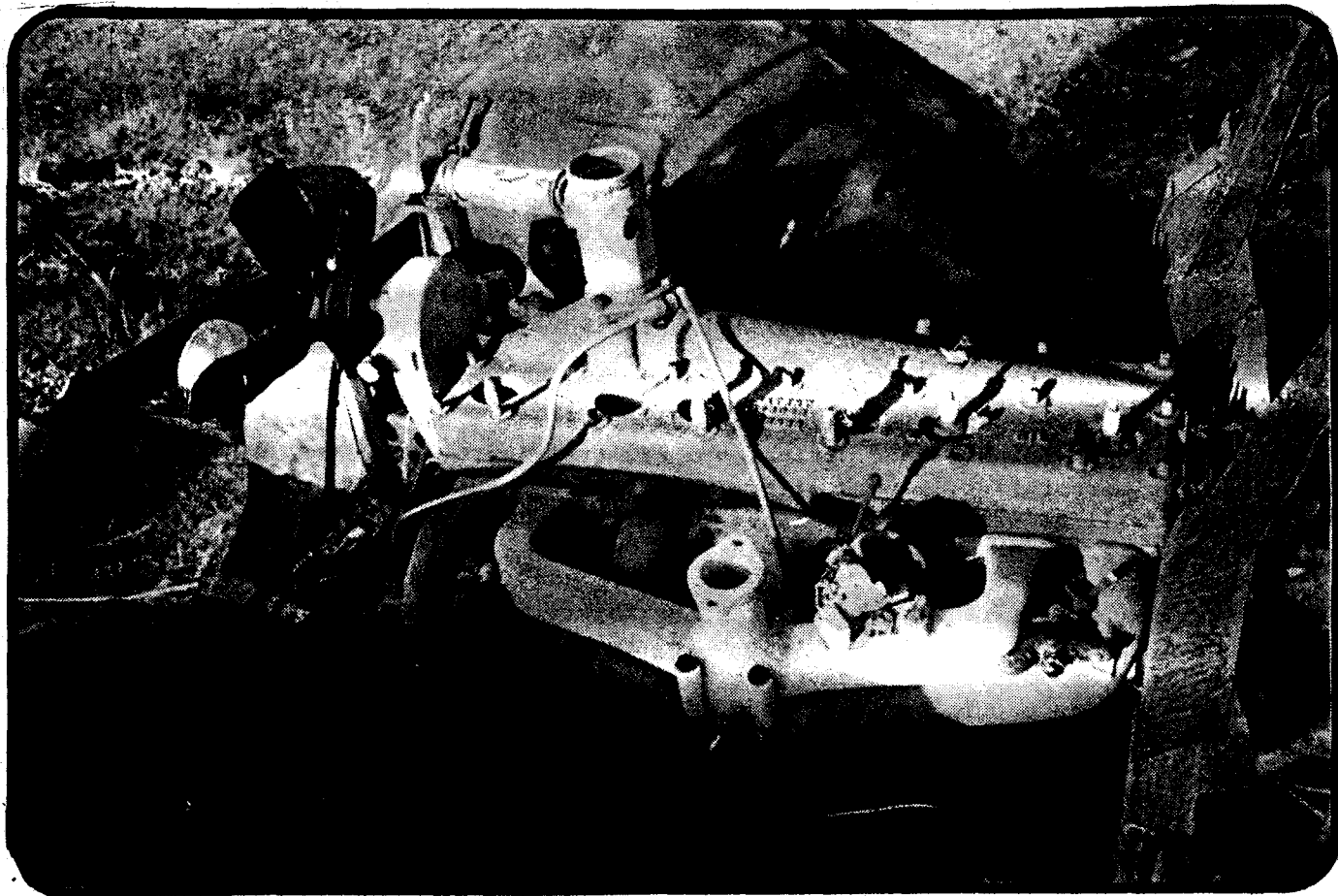
Brian is keen to see this car go to a worthy home and an appreciative buyer.

I have received an interesting letter from ANTIQUE MOTOR SPARES of P.O. Box 140, Kilkenny, S.A., 5009, concerning screen printing of motor franchise signs. If any body can supply an original sign, add., or photo of a Humber service or dealership sign, even a ROOTES sign, this Company can silk screen print onto metal plates in the original colours for the reasonable price of \$18.00 each plus \$5.00 P&P. I personally would like to see more of this sort of thing as their is precious little around of this type of Humber memorabilia.

Recently I have been into contact with Pip Rowlands (Club Registrar HCCA) regards the National Humber Register which is being set up to record as much information on Humber cars from all the Clubs in Australia. I feel it is the duty of all cocerned Humber owners to offer as much assistance as possible and forget which Club you belong to, take the overall view that Humbers come first and foremost. I am compiling the Tasmanian Register at the moment of Club and non Club cars. As has been pointed out before this includes parts cars, wrecks, rusty hulks in paddocks. The main details required are; the engine chassis No. body No. and any other identification Nos. and plates. Also the original colours if this is at all possible. All this info. will be colated and used for the identification of each model, and from this we shall be able to ascertain Nos. built etc. Your cooperation will be greatly appreciated, after all it is to our mutual benefit is'nt it?

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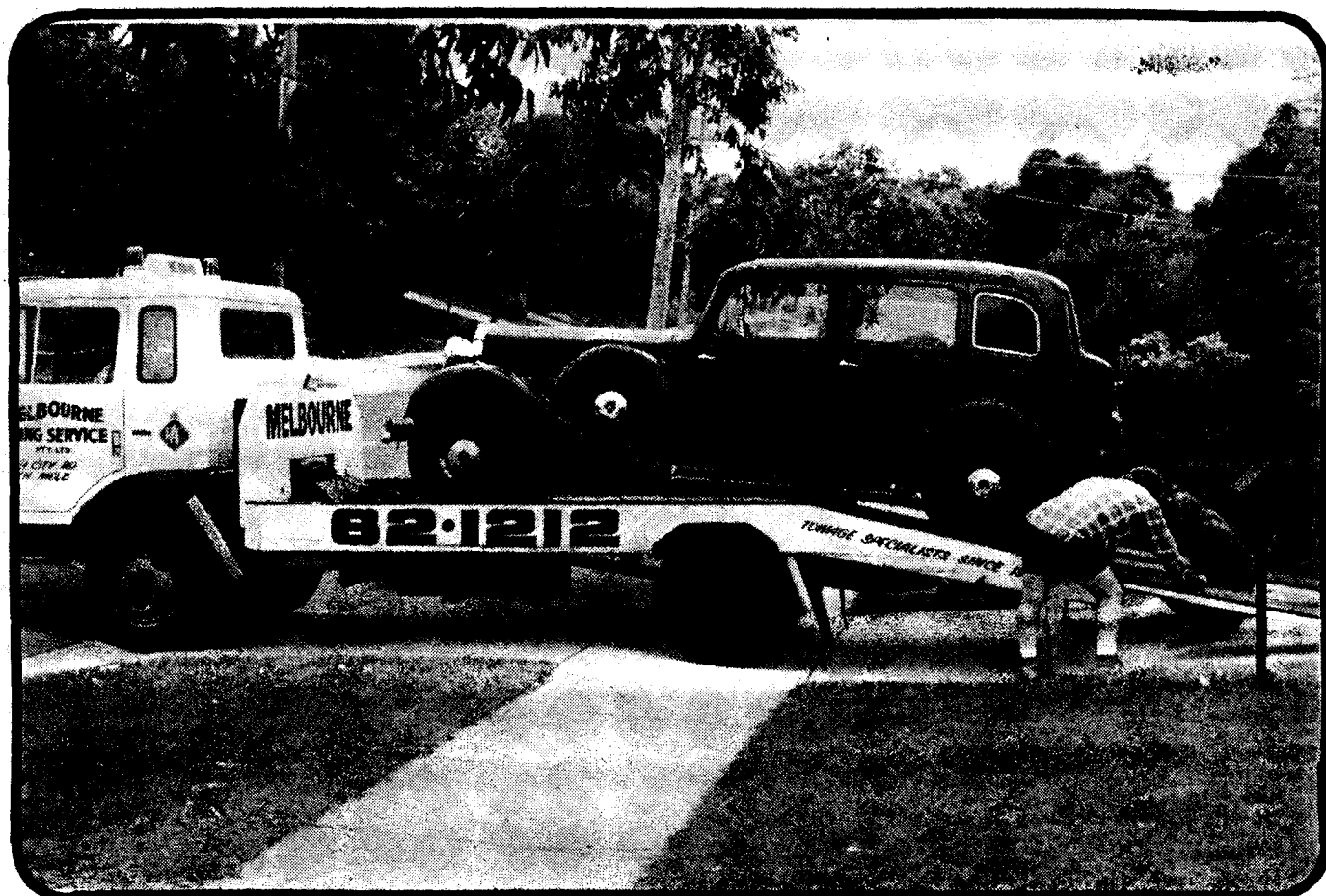
*Mark*



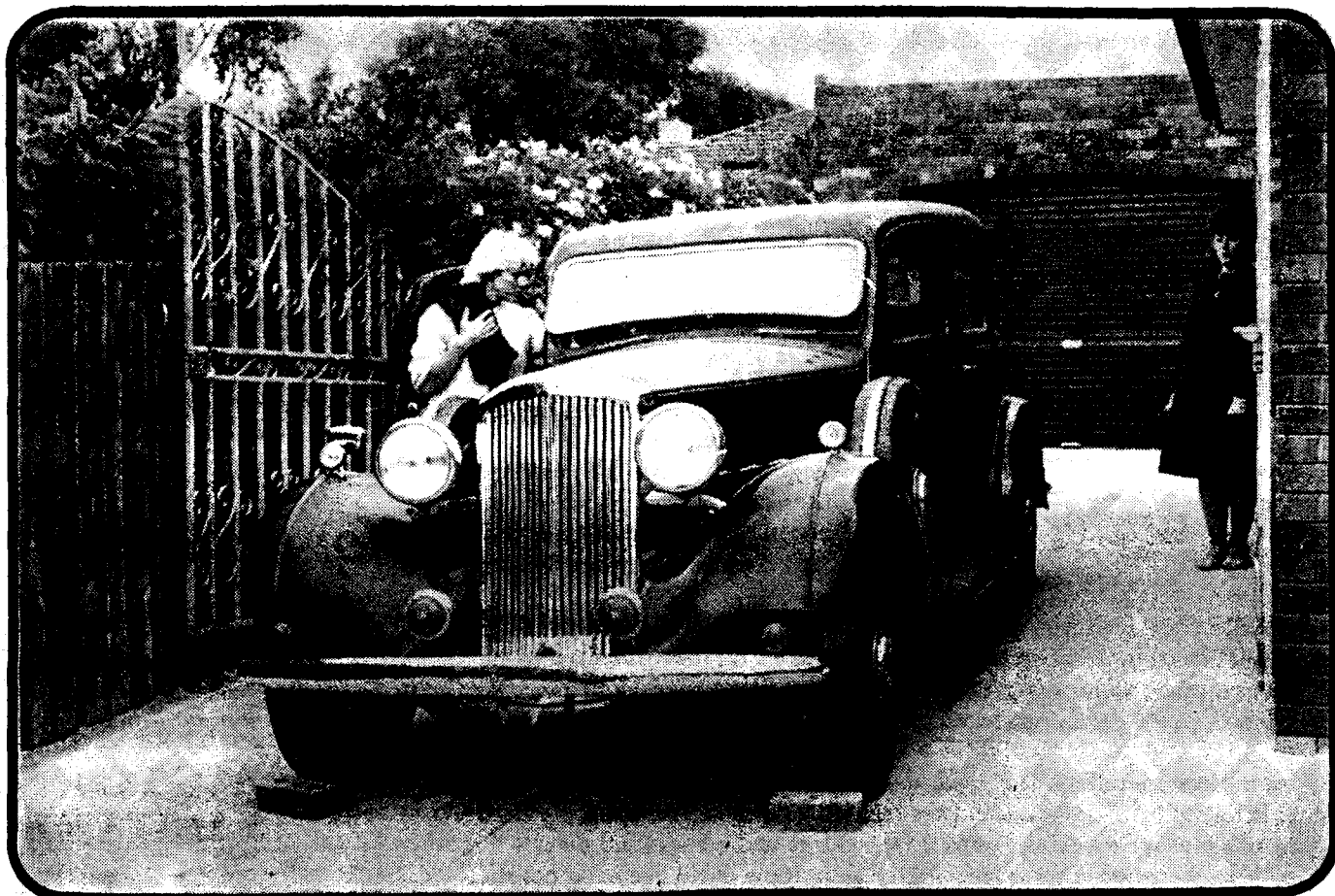
These two pictures depict how not to treat your Humber. Jealously gaurded by a sheep who thought it made a good wind break.



About the only thing intact was the motor. It was purchased for \$50.



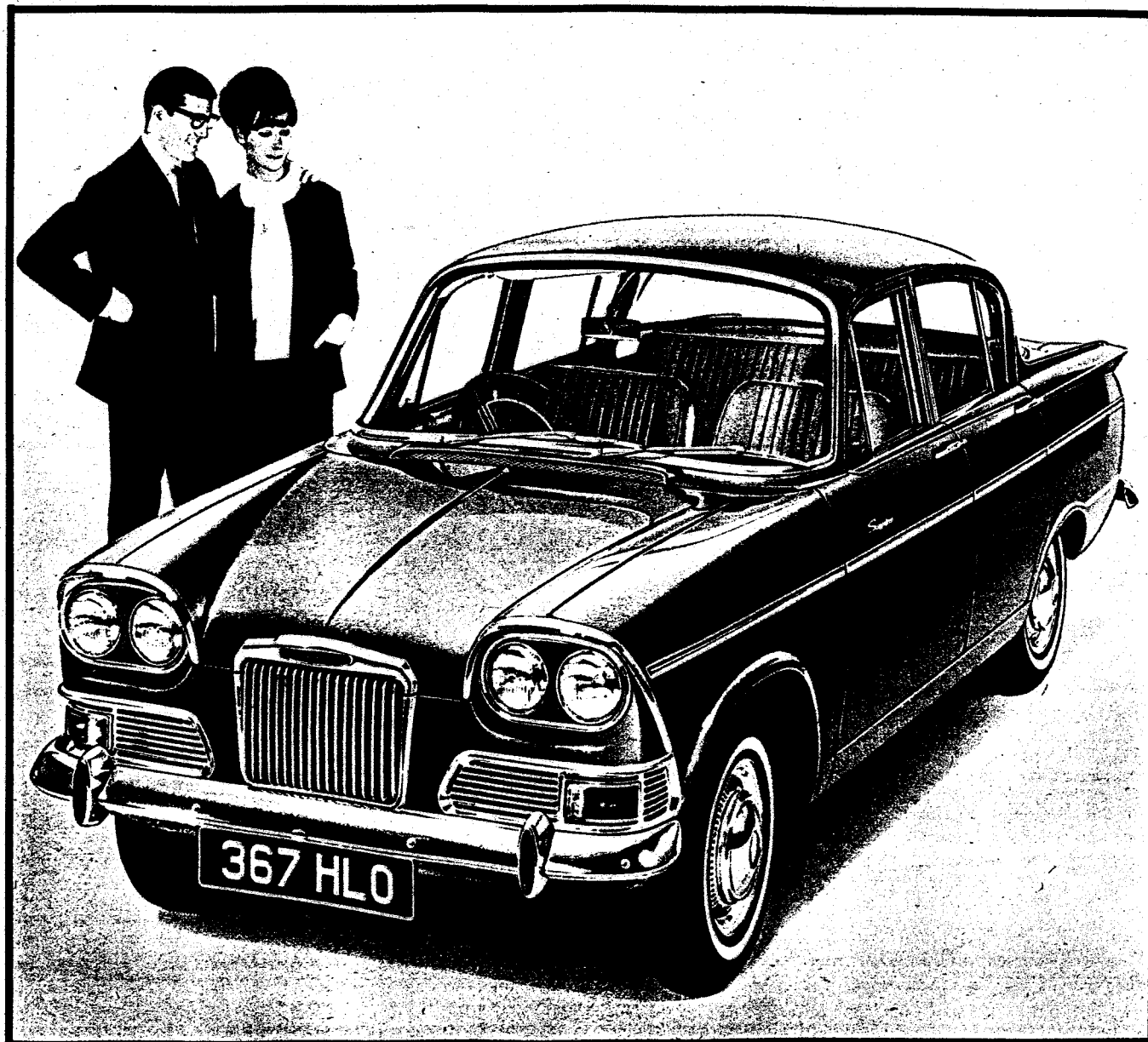
Victorian Club member, Dale O'Sullivan during the pick up of his 1935 Snipe "80". This car is virtually 100% original, runs like swiss watch



The Snipe "80" rests in the driveway of the O'Sullivan home and is being admired by family members. The car is in amazing condition.



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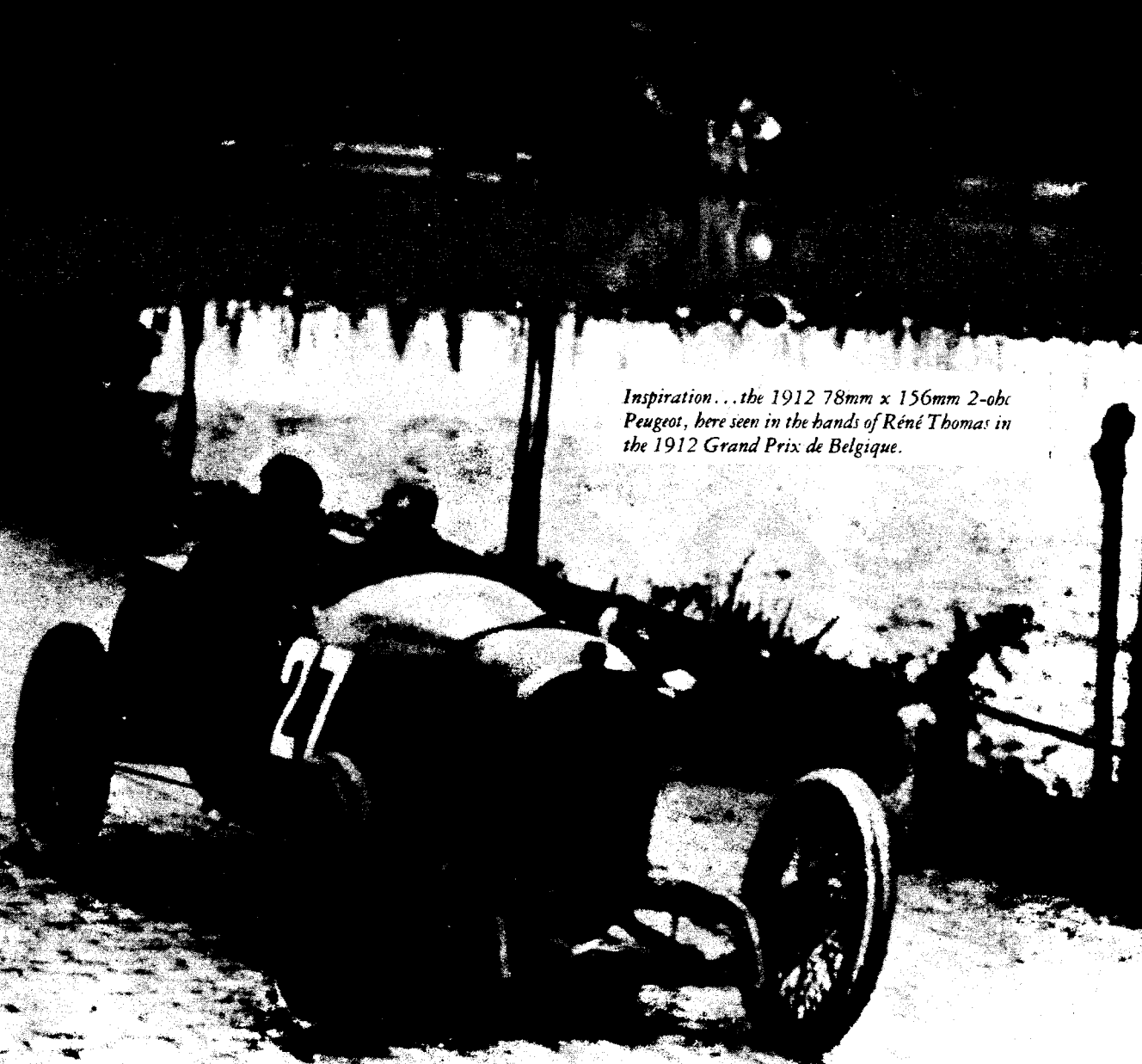
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# History? or Hallucination?



*Inspiration... the 1912 78mm x 156mm 2-ohc Peugeot, here seen in the hands of René Thomas in the 1912 Grand Prix de Belgique.*

By A.B.Demaus

In the concluding paragraphs of my article 'Four Inches of History' relating to the 1908 TT Humbers in the October 1984 issue of *The Automobile* I hinted that there may perhaps be more to the post-

1914 history of Humber's 1914 TT cars then at first would seem to be the case. Again, when concluding my article 'Sunbeams in the Shade' (*The Automobile* June 1985) relating to the Sunbeams, Vauxhalls and

Peugeots in the 1913 Coupe de l'Auto I mentioned that 1914 would reveal just how Coatalen for Sunbeam and Pomeroy for Vauxhall set about tackling the Peugeot threat.

(Continued)

In an article in a distinguished contemporary that appeared in November 1977 a former Sunbeam employee revealed the fascinating truth as to how Coatalen, by dint of cunning and much secrecy, obtained one of the 2-ohc Peugeots and totally dismembered it in the privacy of his own home and thus brought about the new design of 2-ohc Sunbeam racers for the 1914 season, with the TT and French GP in mind. That noted Sunbeam authority A.S. Heal was present when the first-hand story was told and he asked the Sunbeam employee, Mr A.P. Mitchell, C.Eng., AMIMEche., how it came about that F.T. ('Monkey') Burgess, at the time Chief Engineer at Humber Ltd., had produced an almost identical design (except for the 'handed' cylinder blocks...to avoid copyright claims, perhaps?) for the 1914 TT Humbers. It was reported that Mr Mitchell would not be drawn, except to say that 'Mr Howard, the Sunbeam Works Manager, knew Mr Burgess...'

In the case of the 1914 TT Humbers this close similarity to the 1914 Peugeots was to have curious consequences. As is well known, Burgess, who had been much in contact with W.O. Bentley when the latter was concerned with the production of his famous aero engines (which Humber, among many others, produced during the 1914-18 war), went to join W.O. Bentley when the new Bentley project was being designed after the 1918 Armistice. Burgess was intimately concerned with certain aspects of the new 3-litre Bentley design, and it now appears just possible that there may be a much closer retrospective link, so to speak, between the first experimental 3-litre Bentleys and the Burgess-designed, Peugeot-inspired 1914 TT Humbers than has hitherto been suspected.

The whole of this fascinating scenario has constantly niggled me for very many years and I have made myself a confounded nuisance to many good folk by pursuing this particular hobby-horse relentlessly. Sadly, I cannot at this stage say that I have proved my point, but



The 1914 TT Humber team, L to r: Sam Wright's car (No. 20); Burgess' car (No. 2); Tuck's car (No. 13). The different cross-member/starting-handle configuration on Tuck's car can be clearly seen.

nevertheless readers with a leaning towards that frequently asked question 'Where do old racing cars go?' may bear with me if only to shoot me down with some damning evidence that has so far eluded me. It is even remotely possible that some individual may come up with the vital missing information that would so strengthen my hypothesis as to make it virtually certain to be correct!

To start at the beginning. *The Motor* of 17 March 1914 makes the first mention of the new Humber TT cars... 'Three cars have been entered for the race'; *The Autocar*, with the disadvantage of appearing on a Friday instead of *The Motor*'s Tuesday appearance, reported on 21 March 1914... 'Three cars of similar design are being constructed'. (There is a subtly different interpretation here, please note.)

The TT race itself took place on 10/11 June 1914 and the three Humber TT cars were driven by Burgess himself (No. 2), W.G. Tuck, then Humber's most experienced racing man, (No. 13), and Sam Wright (No. 20), whose Isle of Man experience was greater with Humber motorcycles than with their cars. Tuck's car, no doubt on account of his greater racing experience, was much 'hotter' in the camshaft department and possibly in other mechanical details. It was externally easily distinguishable from the others by having no cross-members between the dumb-irons immediately forward of the radiator and having an extended starting handle supported by a U-bracket on the cross-member at the forward extremity of the dumb-irons. Both the other cars in the race had a cross-member immediately forward of the radiator and their starting handles were not extended. There were a number of other minor differences in appearances but these, being difficult to spot, need not concern us. Although all three Humbers in the race retired, no less a man than Kenelm Lee Guinness who was to win that TT for the rival Sunbeam team, clearly had a high regard for the performance of Tuck's 'hot' Humber, as witnessed by what he said of it in writing to his family shortly before the race itself: 'All going well here. Our best lap 39 min. for the 37½ miles... Straker-Squire and one Humber very 'Hot Stuff'. Kenelm.' This was dated 2 June 1914 and addressed to Nigel Guinness, Newlands, Putney Vale, London, SW.

With the threat of war looming ever closer and soon to become a reality there was little time left for further motor racing and in any case Humbers, unlike Sunbeam and Vauxhall,

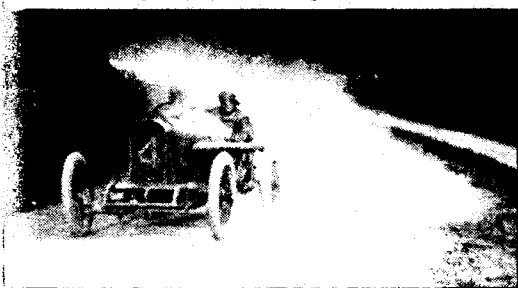


Wright's and Burgess' cars outside the Humber HQ for the TT. They are wearing their Coventry registration numbers; Tuck's car was DU 4832.

had no intention of contesting the French GP at Lyons. So only one of the TT Humbers appeared in competition again before the war, and that was Tuck's car which he drove at Brooklands on 3 August.

Over very many years John Tarring, Historian of the Humber Register, and I have closely explored even the most tenuous of leads to information relating to the subsequent fate of these 1914 TT Humbers. A Mr F.R. Waley wrote that a friend of his, one C.A. Morrell-Miller, bought one of them late in June 1914 (i.e. only a week or two after the TT) and took it to France in July of that year, and on the outbreak of war it was commandeered by the French authorities for despatch work. A photograph that was certainly of a 1914 TT Humber equipped with lamps and sketchy road equipment appeared in the motoring press in 1964. This photograph was said to have been taken in France, though personally I doubt this. This, if Mr Waley's memory is correct after a lapse of so many years, may or may not have a significant part to play in the possible subsequent history of these cars. For the moment let's leave it on one side for further consideration later.

That Humber Ltd may have parted with one member of their costly-to-produce racing team so soon after the event is given some credence by the fact that *The Motor* of 24 November 1914 reported 'two of the cars are now for sale, tuned up and overhauled'. Two out of the three racers, please note. So where was the other one? Possibly in France as recalled by Mr Waley. However, *The Autocar* of 16 January 1915 reported 'The 1914 TT Humber



Coatalen's thinly disguised version of the Peugeot in the shape of the 1914 TT Sunbeam, in this case the car driven to TT victory by Kenelm Lee Guinness.

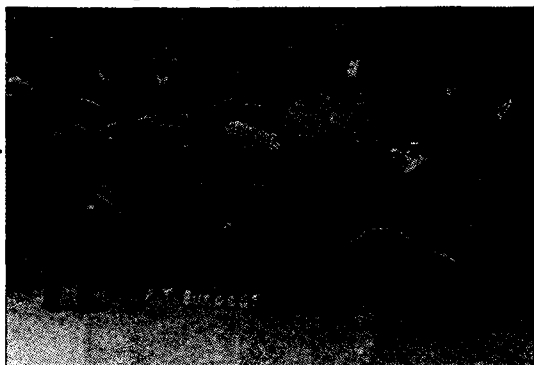




*Work in progress on Burgess' car prior to the race. Burgess himself stands on the extreme left, hands in pockets.*

driven by W.G. Tuck offered for sale by Henry Garner Ltd, of Birmingham, for £495'. This could infer that Tuck's car was not one of the two referred to by *The Motor* the previous November; it could infer that it was one of those two but it, or both, had not then found a buyer. (Who wants old racing cars in the midst of a war, even if popular opinion at the time predicted the war would be over by Christmas?). So this item adds nothing positive to our saga.

However, some six months later *The Motor* of 29 June 1915 came up with 'Charles Lane of Euston Road, London NW have for sale the three Humber racing cars that were built for last year's TT for £500.' Now, this once again brings three cars together but implies some doubts. If one of them went to France in July 1914 it could have returned to this country by June 1915. If one of them went to France but did not at that time return to Britain we could have four cars! Anyway, nobody seemed keen to buy them which, after all, is not surprising in wartime. So with the merest suggestion that implies a possible fourth car we must leave them in the obscurity of war-ravaged Europe until after the 1918 Armistice and the re-awakening of motor sport in this country, and particularly of Brooklands in 1920.



*An investigation into the Burgess car during practice.*

In that year three TT Humbers did indeed reappear. True, one of them was to relapse into obscurity again until 1934 when it was discovered in the Cardiff area by Kenneth Neve who subsequently bought it and uses it regularly to the delight of all. As I have already hinted, this survivor is the best documented of any of the 1914 Humbers so there is little need to enlarge

upon its individual history at this point. At the material time we are now discussing, the immediate post-war years, it was owned by C. Sgonina and registered L4770. Sgonina used it on the road and in local competition until about 1922. Two photographs of this car when in Sgonina's ownership are reproduced and show it to be completely original apart from the addition from time to time of spartan road equipment. Details of this car very kindly supplied by its present owner will be discussed later in so far as they may effect my hypothesis as to the true history of the 1914 TT Humbers.

When Brooklands re-opened for racing in 1920 two of the 1914 TT Humbers appeared. One was raced by W.G. Barlow and carried the Registration No. AA8444, a Hampshire number issued during the war period. According to the registration authorities the AA series ran from 1903 to October 1917. It may be remarked that Barlow had himself raced at Brooklands prior to the war, at one time with a Sunbeam registered AA4165 with which he competed in the Private Competitors Handicap, the 15th 100mph Short Handicap and the 16th 100mph Long Handicap in April 1914. Conceivably then, Barlow could have bought this ex-Tuck car about the time that Charles Lane of Euston Road was advertising the three TT cars for sale at the end of June 1915. He presumably thought that this car, even if he was unaware of the fact that it was the 'hot' ex-Tuck car, would be competitive enough when the palmy days of peace returned.

The other one of the TT cars to appear at Brooklands was driven by P. Rampon. It had been registered, or re-registered, as XA1047 and when Rampon produced it for the Private Competitors Handicap at the Angus Bank Holiday Meeting on 2 August 1920 it was painted black and apparently still had its original Humber engine. The programme for this event quotes it as having a bore/stroke of 82mm x 150mm, totalling 3169cc. The stroke measurement is at variance with that usually quoted for the TT Humbers, namely 156mm, giving a swept volume of 3295cc.

W.G. Barlow too had entered his ex-Tuck car for the same event. The engine details quoted in the programme for his car are standard TT Humber, and his car was finished in dark blue with red wheels. The cars ran as Barlow No. 4 and Rampon No. 5 in that Private Competitors Handicap, but Rampon had also entered his car for the 10th 75mph Short Handicap, the 10th 75mph Long Handicap and the August Junior Sprint Handicap. Barlow's other entry with the Humber was in the 21st 100mph Short Handicap. This event is significant to our story because it proves that there can be no confusion between Barlow's and Rampon's cars at this time.

Barlow had done and continued to do some modifications to his car's engine during his ownership, to which I shall refer again, but small mechanical details apart, his ex-Tuck car remained standard until it 'surfaced' again in new ownership in the early 1930's. Not so Rampon's car. He still sought better performance at Brooklands from it and to this end he fitted a 'foreign' engine, said by some to be Vauxhall, but which doesn't seem to tally with any known Vauxhall specification. This modification, however, was short-lived. The bore/stroke of this odd engine were quoted as 102mm x 160mm, giving 5230cc. Whatever engine it was it blew up in a big way, throwing a rod at the Easter Meeting, 1921. *The Motor* wrote: '...fitted with a GP engine of another famous make...the Humber sped round for one lap and was doing over 100mph on the banking under the Members Bridge when the engine seized solid...the con-rod was found on the track, the cylinder is still missing'.



*Tuck's 'hot' car in the race. Note the extended starting-handle and the car's front mudguard.*

Rampon then fitted a Sunbeam-Arab aero-engine which necessitated modifications to the bonnet and radiator to squeeze it in, although the car still managed to look vaguely like a TT Humber, but was termed the Martin-Arab. Incidentally, the picture of this car in Boddy's 'History of Brooklands' shows it with the 'foreign' (query Vauxhall) engine in place. In its later Martin-Arab guise it was illustrated on p.1087 of *The Motor* of 27 July 1921. The Sunbeam Arab engine details are quoted as 8-cylinder, 120mm x 130mm.

Let us recap for a moment. The years 1920/21 thus account for three Humber TT cars: (1) the ex-Burgess car in Sgonina's ownership in Cardiff; (2) the ex-Tuck car in Barlow's ownership still in original form; (3) what was presumably the ex-Wright car in Rampon's ownership with extensive modifications.

(Continued)

Rampon did not make any success out of his modifications to the car and it is presumed it was broken up.

But at this point onwards further complications rear their ugly heads. It is a well documented fact that Bentley Motors 'acquired' one of the 1914 TT Humbers for Burgess' experimental development of the new 3-litre Bentley design. Accounts record that this car was acquired in 1919. A.F.C. Hillstead in his *Fifty Years with Motor Cars* makes it very plain that he thought the 1914 TT Humber that Bentleys had a thoroughly coarse, lumpish and unsatisfactory car and he couldn't understand what on earth Bentleys wanted it for. It is amusing to note that the very points over which he is most damning are just the features the the present owner, Ken Neve, and others have extolled as virtues! Hillstead wrote: 'However, gradually it became apparent that the chassis of the new 3-litre Bentley was to bear a strong resemblance to this very curious machine' and then goes on to castigate the TT Humber! In *The Other Bentley Boys* (Nagle) Walter Pennal recalls the excitement at the Bentley Works on the arrival of the 'the 1914 TT Humber racing car that Burgess had driven'. It would be natural that Burgess would want to have his old No. 2 of the TT at Bentley's, and Hillstead uses a standard *Autocar* picture that was used to illustrate their first description of these cars in the issue of 21 March 1914, with Burgess at the wheel. But since that particular car was in the ownership of Sgonina in Cardiff at the time, one is left with but two alternatives: it was indeed Burgess' own (No. 2) car that Bentley had 'borrowed' from Sgonina; or one must interpret Pennal's 'that Burgess had driven' as meaning something other than a reference to No. 2 in the race.



Sam Wright in No. 20. C.I.S. or 'Cis' Saunders was a younger brother of Arthur Saunders (Snr), Burgess' racing mechanic.

So once again, even leaving aside the remote possibility that the car said to have been taken to France in 1914 by Morrell-Miller could still be out there, we are faced with the possibility that there could be four cars, Sgonina's, Barlow's, Rampon's and the 'Bentley' car. We shall need to revert to the Humber/Bentley link but for the moment let us leave things 'in the air' until a new arrival adds to the mystery.

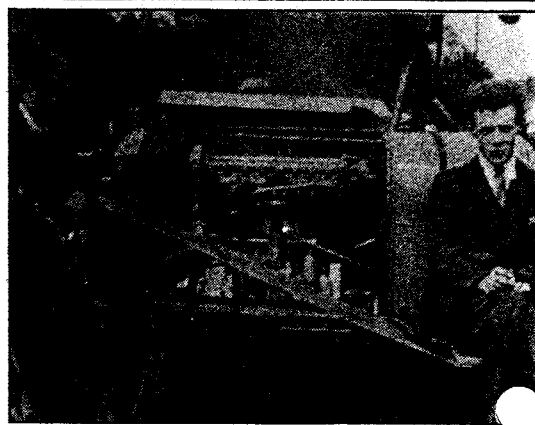
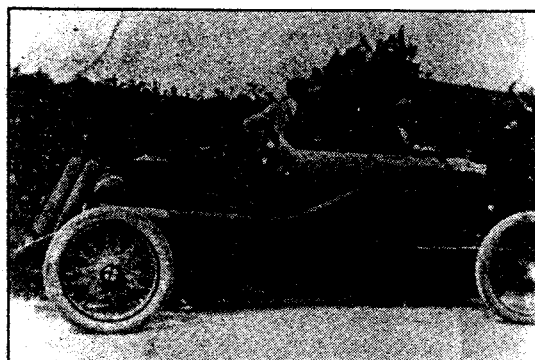
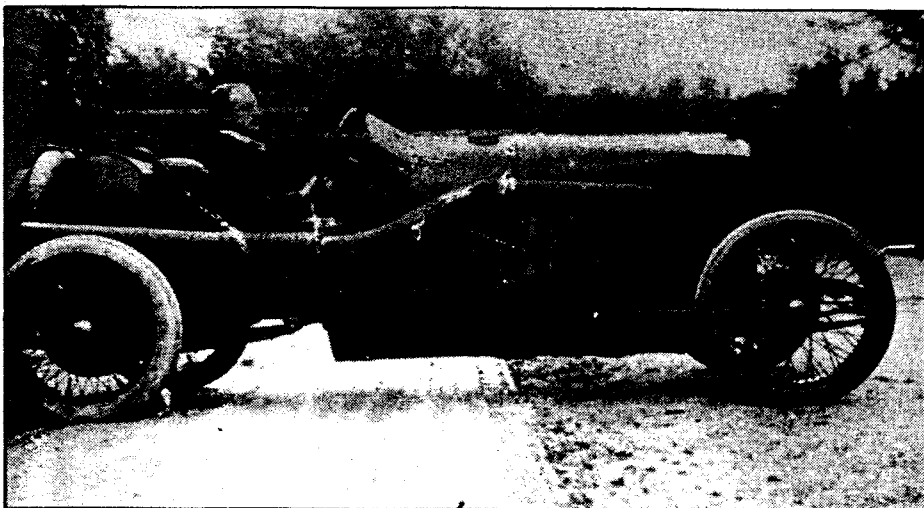
In 1925 C.D. Wallbank purchased a pre-war racing car in Folkestone. When he did so he was under the impression that what he had bought was a pre-war racing Peugeot, which on account of their many successes, were much better known than were the TT Humbers.

Also, strangely enough, none of the TT Humbers bore any 'marque' identification whatsoever. There is photographic evidence that this car was in original condition when Wallbank purchased it, though it was in poor mechanical order. Wallbank relates that he believed his car, when he was assured of its real identity by Brooklands cognoscenti when he took it there, to be the one that had formerly been at Bentley Motors. At any rate, its original condition effectively rules out the possibility of it being the Rampon car. At this stage one may wonder from where this car had indeed materialised. Two possibilities come to mind: (i) that, as Wallbank believed, it was the ex-Bentley car that Bentley Motors had disposed of prior to the arrival of Walter Hassan at the Bentley Works (see his comments later). If this were so, one can understand that Bentley would wish to dispose of the Humber that had had so much influence on their 3-litres as discreetly as possible, not wishing to advertise this fact when their production cars were by this time a household word; or (ii) the long forgotten Morrell-Miller car had arrived in Folkestone from France...an easy trip. If ever indeed this car did go to France in 1914 it could have stayed there, stashed away perhaps by some optimistic Britisher or even by Morrell-Miller himself and then left there because whoever had it in France failed to survive the holocaust. Any Frenchman finding it would be familiar with the racing Peugeots, but probably totally unaware of the TT Humbers which had never appeared on foreign soil. Both these theories are but speculation and in no way effect the core of my hypothesis. For it was not until Wallbank, having modified the car and raced it with minor success at Brooklands, came to dispose of it around 1929/30 that the car itself becomes perhaps the key to the story.

If another recap may be forgiven, the situation in 1930/31 is:

- (1) the ex-Burgess TT car stored in Sgonina's keeping in Cardiff;
- (2) the Rampon car, presumably ex-Sam Wright, and presumably broken up, and certainly lost to ken;
- (3) the ex-Tuck, ex-Barlow car AA8444, still in original condition and now in the

W.G. Barlow in the ex-Tuck car he raced at Brooklands in 1920. Note the extended starting-handle.



Two views of the ex-Burgess car when in the ownership of Sgonina, c.1920. Physical details confirmed by K. Neve, the car's present owner, make it incontrovertible that this is the car portrayed at the head of The *Autocar's* March 1914 account with Burgess at the wheel and driven by Burgess in the race.

ownership of Patrick Hamilton-Adams of Birmingham.

(4) the Wallbank car, modified by him, then sold to Ashford-Fleet, and road-tested and written up in *Motor Sport* in May 1931 in the 'Veteran Types' series. About this time this ex-Wallbank car, entered by Miss Victoria Worsley, to be driven by either Ashford-Fleet or G. Glyn, was due to run in the Kent & Sussex MC's Lewes Speed Trials on 19 September 1931. It was entered for the Super-Sporting Cars (Unlimited) class, and in the Handicap class. Its number in the former class was 50. The quoted capacity of 3458cc tallies with that given to Wallbank at the Whitsun Meeting at Brooklands in 1927, the car having been bored out to 84mm.

I am uncertain whether the car did in fact

compete in the Lewes event. Either on the way or on the way back it suffered mechanical malady (unspecified) and was left at the premises of S.F. Erskine & Sons, 1 Connaught Road, Brookwood, Surrey. Nobody ever came to reclaim it and I have it on the authority of Mr Erskine's son, who recalls the car well, that it was repaired and driven at high speed on the Portsmouth road when a Mr D. Dwyer-Gibbs had ideas of buying it. In the event, he did not do so, but it was bought by someone who presumably had connections with Thornycroft at nearby Basingstoke, for he came to collect the car in a brand-new Thornycroft lorry. All of this is confirmed by Mr Dwyer-Gibbs with whom I have corresponded. After that... nothing! If only we had photographic or documentary evidence that would reveal whether the car, used on the road by Wallbank when driving from his home in Birmingham to Brooklands Track, and also on the road by Ashford-Fleet, carried an individual Registration No., or possibly it always travelled on the road on Trade Plates! As far as my hypothesis goes, we still have at this juncture the possibility of there having been more than three TT Humbers.

I have to thank Dr Tim Houlding, lately Archivist of the Bentley Drivers Club and author of that meticulously researched account of the experimental Bentleys *The Legends and the Thunder No. 1.*, for drawing my attention to something that he too had at first missed. In four photos of Exp 1 and Exp 2 Bentleys in his book a distinctly 'non-Bentley' front axle is visible on these cars. Comparison of that front axle with that of the 1914 TT Humbers reveals an uncanny likeness. This set in motion another bout of research which, alas, proves nothing, but adds a new field of speculation.

If one compares certain measurements on (a) the 1914 TT Humbers, (b) Exp 1 and Exp 2 Bentleys, and (c) the production 3-litre Bentleys one finds:

Car	Wheelbase	Track	Rear spring shackles to axle centre measurements
TT Humber	9ft 8ins	4ft 10ins	front shackle to axle: 31½ ins axle to rear shackle: 23½ ins
Bentley Exp 1 & Exp 2	9ft 4ins	?	Dimensions not known, but see below
Bentley 3-litre production models	various from 9ft 0ins to 10ft 10½ins (long)	4ft 8ins (all models) ?	

From Gordon Crosby's fine cut-away drawing of the Bentley experimental chassis and other illustrations reproduced in Tim Houlding's book it would seem that the experimental Bentleys wore their rear axle on the centre line of the spring, equi-distant from front and rear shackles. The TT Humber wore its axle



*Barlow's car proves itself to be AA 8444 in select company for the August Bank Holiday Meeting, Brooklands, 1920.*

four inches rearward of the centre line of the spring. Ken Neve very kindly went to the trouble of checking these measurements from his car for me. So, by moving a TT Humber's rear axle forward by 4", to be over the centre of the spring, one would *reduce* the wheelbase by 4", bringing it to 9' 4", as on Bentleys Exp 1 and Exp 2.

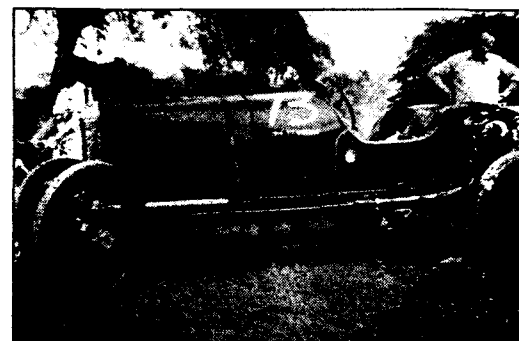
In all known pictures of these two Bentleys there is no evidence to suggest that they were crab-tracked. So, if the bowed and TT Humber-like front axle to which Tim Houlding had drawn my attention on the Bentley was in fact just that, the track would be 4' 10", front and rear. The experimental Bentley had ribbed brake drums, unlike the majority of the later cars; so too did the TT Humber. When I enquired of Ken Neve as to his reaction to the similarity between the pictures of the rear end of the experimental Bentleys to that of the TT Humber, he replied, and I quote:

'...The picture of Exp 2's chassis seen from the rear shows how similar were the frames. Humber has the same channel section cross-member with forward curve on the top flange and the rivets correspond. My Humber has two holes drilled in the frame in the same position as the two rivet heads are shown each side on Exp 2'.

I now began to wonder if Bentley Motors

ference in wheelbase has already been given.

Now, temporarily back to the pre-war 2-ohc Peugeots. C.G. Brocklebank raced a 1913 example at Brooklands after the war. It is known that when this car suffered from chassis distortion, he obtained from Bentley Motors the old chassis from Exp 1 Bentley, which had been discarded and was lying around the Works (together, incidentally, with the old type front axle à la TT Humber). This has been confirmed by Walter Hassan, OBE, and H.F. Varley, who was with Bentley Motors from the outset. In answer to my further queries Mr Varley replied: '...I can be certain that money was a scarcity and if Burgess could contribute components from Coventry where he had been Chief Engineer at Humbers, it would have been acceptable to W.O. I am also certain that the dies for the Front Axle Beam Stampings were not immediately purchased, and makeshifts for many parts were pressed into service till the authentic tooling and products came along.'



*A modern shot of the sole survivor: Ken Neve's ex-Burgess, ex-Sgonina car that is such a satisfactory performer.*

So... is it conceivable that the TT Humber that Bentleys had was never disposed of as an entirety at all, to Wallbank or to anybody else, but that its chassis and much of its running gear 'became' an experimental Bentley?

As Tim Houlding remarks (of Hillstead) 'I don't find any reference to the disposal of the TT Humber in either *Those Bentleys Days* or *Fifty Years with Motor Cars*. I wonder if he was that close to the engineering/construction side of things to know the whole truth'. And (of 'Nobby' Clarke) 'He has an excellent memory...but would never reveal anything that

(Continued)

had indeed used TT Humber parts in the building of their early experimental cars. The front axle was remarkably similar and so too, apparently, was the rear axle and chassis assembly, including the ribbed brake drums, and the chassis side members are similar. The explanation that would account for the 4" dif-



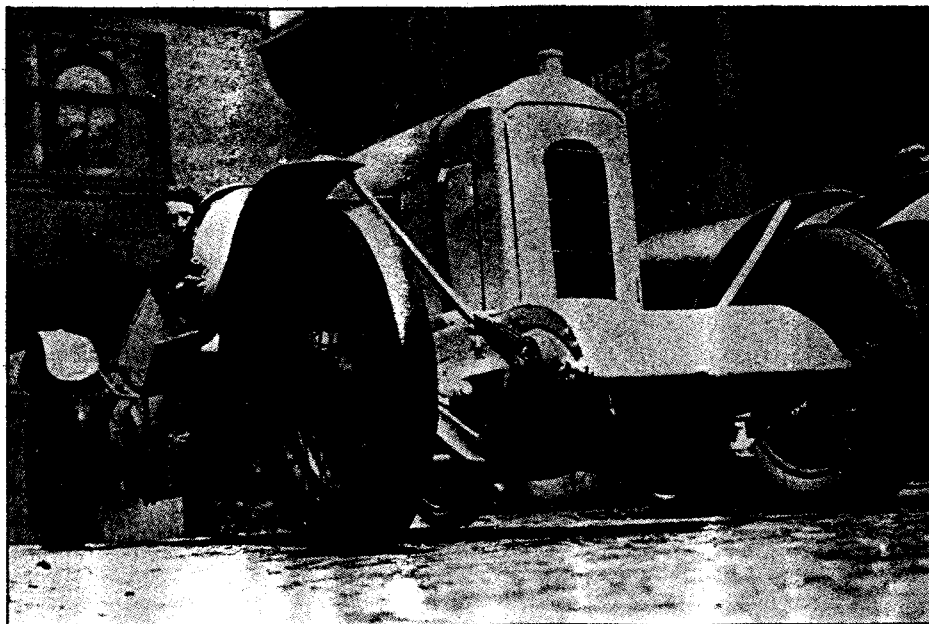


*This photograph of one of the early experimental 3-litre Bentleys clearly reveals the bowed front axle that is so strongly akin to that of the 1914 TT Humbers. (Credit: Dr. T. Houlding).*

would detract from the mystique of W.O. and his creation'. And of the whole supposition, 'Access to TT Humber bits would have been ready and cheap, with the added advantage that Burgess would have had no difficulty transposing bits from one car to another since he had intimate knowledge of both the Bentley ideology and of his own TT cars.'

Walter Hassan, OBE, opines that 'there was no TT Humber car in the Works at the time I joined them (in the Autumn of 1920). I am certain that it would not have been broken up... being even then too valuable an historic car for that.' Well... would it? Instances of pre-war racing cars, even those with a proven record of success to their credit, being broken up in the 1920's are not unknown. To me, it remains a possibility even if an unlikely one. But at least it confirms that Bentley Motors had somehow disposed of their TT Humber prior to the Autumn of 1920. Many

*Successful racing driver Victoria Worsley at the wheel of a TT Humber, but this recently unearthed photograph does little to solve the mystery surrounding the identity of the cars. The body had been modernised with a front apron covering the front cross-member and there is no registration mark.*



grey areas remain. If Bentley Motors disposed of their TT Humber by the Autumn of 1920, what happened to it between then and 1925,



*Two views of a steel piston from W.G. Barlow's TT Humber. There is an expensive-looking dent in the crown which might have been caused by a dropping valve. Barlow records that the weight of the original steel piston with gudgeon pin, set screw and two rings was 18½ ozs, the aluminium piston that he tried came out at 18¾ ozs with gudgeon pin, one copper end plug and two rings.*



if one assumes that it became the Wallbank car, as Wallbank himself came to believe? A microscopic hunt through the 'smalls' of the motoring press between those dates might reveal something pertinent, but I have not attempted this tedious task. To me, it seems more likely that the ex-Bentley Motor car became Rampton's since it was registered or re-registered with a London number and he was a Londoner. Also, as we have seen, he was competing in August 1920 with it. Barlow's ex-Tuck car is unlikely to have been the one at Bentley Motors, since among Barlow's meticulous records he notes that the two sets of timing diagrams were done when new pistons were fitted (i) on 5 August 1919, and (ii) when re-timed on 30 January 1920, these being in Barlow's own hand and dated by him, the copies of which I have in front of me now. He also records that he took a template of the cams on 30 December 1919. These again I have in front of me now.

We are thus left in the position that if the Rampon car came from Bentley Motors, then Wallbank's didn't, or if the ex-Tuck Barlow car was loaned to Bentleys (since Barlow was on friendly terms with W.O. and Barlow's quoted dates for work he did on the car are just compatible with 'early 1919' as the time when Bentleys first acquired their TT Humber, with the proviso that they must in that case have returned it to Barlow by early August 1919, a full year before Walter Hassan came to Bentley Motors), then equally Wallbank's wasn't the ex-Bentley car. All of which would seem to point in the direction of my other somewhat unlikely supposition that the Wallbank car was the mysterious Morrell-Miller car re-imported from France, since all the others could be accounted for at the material time of Wallbank's 1925 purchase.

To revert momentarily to the position in 1931/2 when the ex-Wallbank car was lost to ken after being taken away on a Thornycroft lorry in the Basingstoke area. We know that the Wallbank car cannot be (i) the ex-Burgess car, at that time still in Sgonina's hands in Cardiff, nor (ii) the ex-Tuck; ex-Barlow, Hamilton-Adams car which was still in original order. So, if there were but three of the 1914 TT cars, it can only have been the ex-Wright, ex-Rampton, ex-Martin Arab modified car that had in some mysterious way reverted to original, if tired, condition before Wallbank embarked on his own modifications. Most unlikely, I feel. My gratitude to anyone who can show by photographic or documentary evidence that this ex-Wallbank car was registered XA1047 (proving the unlikely eventually that it was the ex-Rampton Martin-Arab restored to original condition pre-1925), or that it carried some other Registration number than those already known (in which case the 'fourth car theory' would be substantiated), would be boundless, as my hypothesis would either be blown or proven!

I am deeply grateful to all those who have kindly contributed in some way to try to answer the many questions I have put to them over many years, and in particular to W. Boddy, Dr T. Houlding, K. Neve, J.C. Tarring, H.F. Varley and the Hon. J.A.H. Wallace.

# Something new for Board-room buyers

By THE MOTORING WRITER



A Sunday Mail Drivescription

**THE Rootes Group was long plagued by that most English of car-making faults—too great a multiplicity of models.**

Recently there has been a marked tightening-up on this policy so that there are now fewer models.

The limited variety has allowed production of cars more suited to our conditions than the English parents from which they spring.

The new policy is sharply reflected in both Hillman and the Humber this year, and most markedly in the Humber Vogue III released last week.

This car, almost unique in our market as an extremely luxurious walnut panelled, prestige, small-sized limousine, originally was offered in two versions—neither completely satisfactory.

One was a rather under-powered standard model that lacked the requisite sparkle to warrant its above-average price. The other was the Sports Vogue that provided the performance, but was by no means a sports car and was rather considerably over priced.

Now, sensibly, Rootes have produced a single version that offers almost

every quality of the Sports Vogue and priced mid-way between the former two models.

In addition to mechanical changes, there have been changes in styling, principally by substituting a Super Snipe-type flattish rear window for the former deeply curved one, a very noticeable improvement.

The result is virtually an entirely new class of car; one that could well realise Rootes' hopes that it will establish itself as "executive transport," taking its place beside the Jaguars, Super Snipes, even Rollis, in the board-room line-up.

It is an interesting, exhilarating, extremely comfortable, attractive car that deserves to succeed.

In a word, this is how I describe it:

## Engine

### Sporty

THE engine is developed from the Sports Vogue's 1.6 litre 4-cylinder with aluminium head, but power is up to 84 b.h.p. (for

2387lb. of car). The capacity has been held at 1592 c.c. but compression has been raised to 9.1:1 and there is a new twin-choke carburettor and new inlet manifold that improve efficiency and step up the power output. It is an extremely solid and smooth engine that the uninitiated would find hard to distinguish from a 6 without being told. And hooray for its manually-operated choke.

## Transmission

### Choice

THE Vogue I drove had the outstanding new 4-speed gearbox with synchromesh on all four ratios. There is to be Borg-Warner automatic transmission as an option. The gearbox really is outstanding. The short-travel stick is centre-mounted on the rather high tunnel-shaft and sits just below the steering-wheel so that the left hand can be dropped on it instantly for really fancy gear-changing. The control ring synchro. is absolutely flawless. The 7½in. clutch is hydraulically operated, light and smooth in take-up. Gear ratios are sensibly spaced—13.04 in 1st; 8.32 in 2nd; 5.413 in 3rd; and 3.89 in top. This means maximum acceleration in the two lowest ratios for city driving, and moderate engine speeds for cruising in third and top.

## Brakes

### Disc

ROOTES were one of the makers to adopt disc brakes very early. The new Vogue has 10.3 ins. Lockheed discs at the front and 9 ins. drums at the rear. They are self-adjusting and very efficient for extremely light pressure. The handbrake is sensibly placed to hand on the right side of the seat squab where it is ideal for hill-starts.

## Performance

### Surprising

WITH all that walnut and luxury around, you seem instinctively to expect a sedate and rather staid performance. The Vogue, however, surprises with its quite startling agility. It is a case, in fact Mr. Executive, of "Hold on to your Horn-burg." Top speed is claimed to be 90 m.p.h. My Vogue with only 600

miles on the odometer, returned 86 m.p.h. indicated. The take-off is brisk — 0-30 m.p.h. in 5.3 secs. — which helps make city driving pleasant. My 0-60 m.p.h. figure was 18.3 secs. which makes the Vogue no slouch of the highway either. Intelligent use of the excellent gearbox can keep the Vogue up among the good ones and also provide a lot of fun.

## Handling

### Exhilarating

THERE is sufficient of the Sports Vogue left in this new model to make it quite exhilarating to drive despite the walnut panels and the sedate appearance. Almost all trace of roll has now been bred out of it and the rear end is very stable. Specially under power, the new steering is very light and as precise as an efficient secretary. I found it outstandingly attractive in traffic thanks to the good steering, sharp acceleration and excellent brakes. I suppose that is as it should be because it's in the city that "executive transports" set most of their work.

## Design

### Improved

THE basic design is straight-forward and simple—a unitary shell with engine at the front, 16 cu. ft. boot at the rear, and passengers carried well between the wheels. But the independent front suspension has been beefed up to cut down body roll and improve cornering, and the rate of the semi-elliptic rear-springs has been varied to soften the ride noticeably. Two interesting design points are the 10½ gal. petrol tank set into the rear left mud-guard, and the spare tyre sensibly racked under the rear of the car where it can be wrenched down without disturbing anything in the boot. The new roof-line is also a marked improvement. I particularly liked the no-nonsense toggle switches on the dash. There is a four-headlight arrangement.

## Comfort

### Super

"SUPER Snipe comfort-able" could well describe this smaller Humber, because apart from the increased "chop" that must come from a shorter wheelbase, seat-comfort and ride match the big prestige car. The contoured front seats seem identical to those in the Super Snipe, and have a single bench squab with individual fully-reclining backs. They are pillow soft. The rear seat will take three, and the back is contoured into two semi-buckets.

Leg-room is ample, and hip-room definitely generous. The special equipment which I will list further down, adds to driver's and passengers' comfort. The engine compartment is sound-deadened with heavy padding, and there is quality carpeting with sound-deadening underpadding. The engine bulkhead is padded and the tunnel shaft and whole interior of the car is padded to keep noise down to a comfortable level.

## Quality

### Salesworthy

THIS car depends on quality and good workmanship to win its place in the market, and Rootes have done a good job with it. Mechanically, it has a good reputation behind it. Paintwork and panels are excellent, and like the Super Snipe and the Hillman, the Vogue is completely rust-proofed. The interior quality is outstanding — best described as completely comparable to the Snipe.

## Economy

### Attractive

THE Vogue is now a very attractive proposition at £1239 including tax considering the luxury and refinement it offers. And considering it can put you two steps ahead of those Joneases in snob appeal. There are no greasing points, and oil changes come at only 3000 miles, but fuel economy into the late 20's.

## Features

### Luxurious

THERE is a wealth of special equipment in this car; almost everything you pay for as "extras" on many other makes. Last week I appreciated the excellent heater with two-speed fan. There is also a completely separate fresh-air inlet system. Instrumentation is good with ammeter and oil-pressure GAUGES and a trip-mileage indicator. There are Super-Snipe-type warning lights with night-vision "eyelids." There is a locking glove-box and full-width parcel tray; two-speed electric wipers with washers conveniently operated by the same switch; twin crash-proof sunvisors. The dash is padded, and so is the knee-high parcel tray. Back seat passengers each get a big ashtray in their individual doors and there are armrests all round. There are twin reversing lamps, chromed wheel trims, and headlamp flasher for passing in the sensible Continental manner.

To sum up, I feel that this third model in the line of Rootes cars at last got the balance to make it self felt.



THE Vogue III follows the Super Snipe front-end treatment with a four-headlight arrangement. It has disc brakes at the front, and a top speed of 90 m.p.h.

(Reprinted from

The Sunday Mail

JUNE 27, 1965

Keith Willimott

The Alambree Motor Museum at Echuca is the Home of this rare 1935 Humber Snipe Imperial Limosine with Australian body by Matin & King. Max Heazlewood;

## 1935 HUMBER SNIPE (CLASSIC)

THIS SEDAN HAS A MATIN AND KING BODY, MADE IN AUSTRALIA. THE FEATURES OF THE BODY BEING SUN-ROOF, WIND-OUT WINDOWS, WOOD GRAIN INTERIOR PANELING, A FOLD OUT COCKTAIL TABLE FOR SEAT PASSENGERS, CENTRE ARM RESTS AND SIDE VANITY MIRRORS. BENEATH THE CAR HAS FOUR INDEPENDANT JACKS, A LUXURIOUS ENGINE. ONE OF THE LAST DESIGNED TO BE CHAFFELUX DRIVEN, THIS CAR WAS COMPLETELY RECONDITIONED MECHANICALLY.

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23.8 H.P.

124 INCH WHEEL BASE

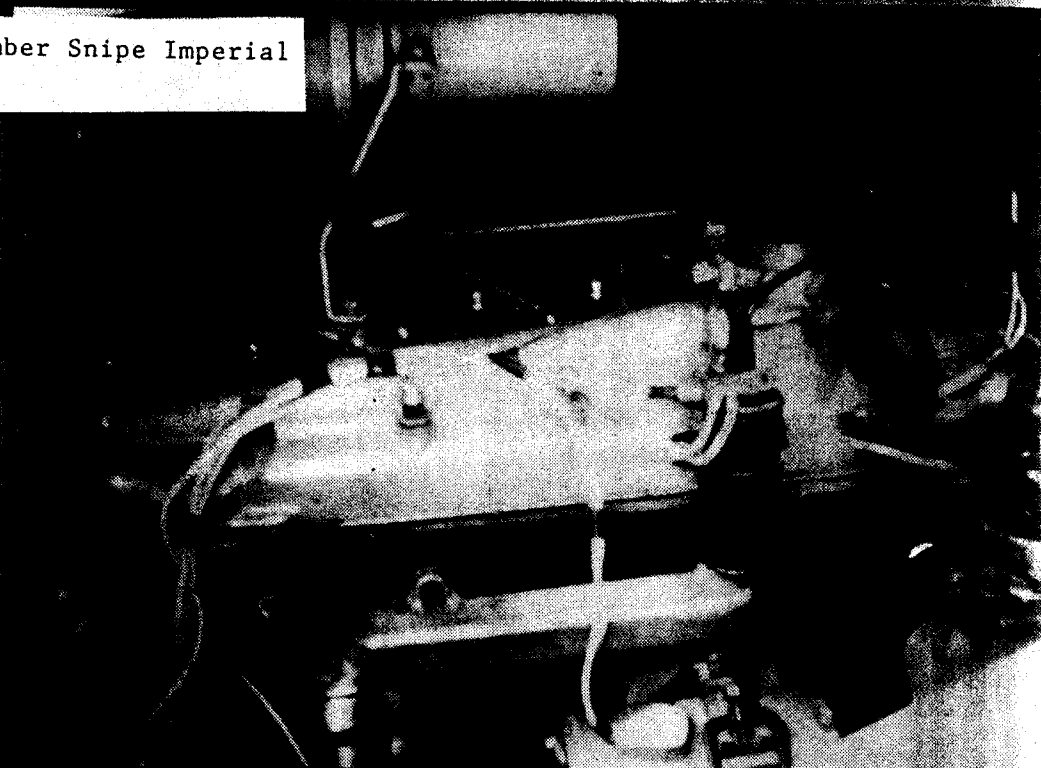
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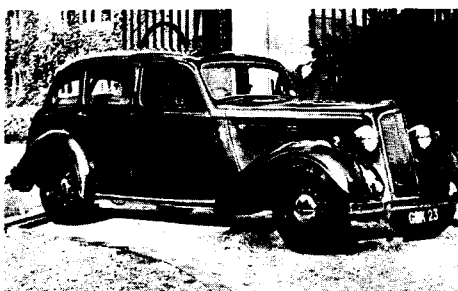
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