

August 1988

# *The* **HUMBERETTE**



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The Royal Family

Official Newsletter of the  
Humber Car Club of  
Victoria Inc.

Affiliated with the  
Association of Motoring Clubs



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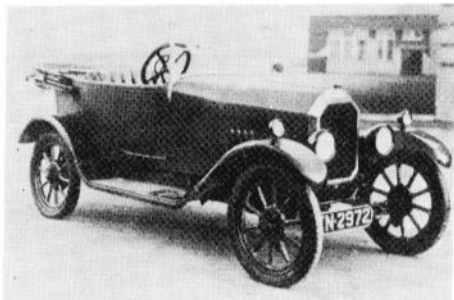
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AUGUST 26TH.

GENERAL MEETING, DEEPPENE HALL, 8.00PM.  
FOLLOWING THE MEETING THERE WILL BE AN ADDRESS  
BY A REPRESENTATIVE FROM SHANNON'S CLASSIC CAR  
CENTRE. TOPICS COVERED WILL INCLUDE TRENDS IN  
MARKETING AND INSURANCE OF CLASSIC CARS, WITH  
SPECIAL REFERENCE TO HUMBERS.

SEPTEMBER 11TH.

MONTHLY CLUB OUTING TO GREENVALE RESERVOIR AND  
GELLIBRAND HILL PARK.  
SEE BELOW FOR FULL DETAILS.

SEPTEMBER 25TH. (SUNDAY) FAMILY DAY AND GENERAL MEETING, DEEPPENE  
HALL. INFORMAL BYO EVERYTHING LUNCH FROM 12.00  
MIDDAY. TEA, COFFEE AND CORDIAL AVAILABLE IN THE  
CLUB ROOMS. ELECTRIC BBQ'S IN THE PARK.  
FORMAL MEETING COMMENCES 2.00PM, FOLLOWED BY  
AFTERNOON TEA AND, WE HOPE, SOME LIGHT-HEARTED  
ENTERTAINMENT.

OCTOBER 9TH.

CLUB RUN TO MICHELTON WINERY, THE WINERY HAS  
EXTENSIVE SCENIC SURROUNDS WHERE YOU MAY ENJOY A  
PICNIC OR BBQ LUNCH OR DINE CHEAPLY ON A PASTA  
MEAL IN THE WINERY RESTAURANT. DURING THE  
AFTERNOON THERE ARE WINE TASTINGS AND SALES PLUS  
A WINERY TOUR.  
SEE NEXT HUMBERETTE FOR DETAILS.

OCTOBER 28TH.

GENERAL MEETING, DEEPPENE HALL, 8.00PM.  
IT IS HOPED THAT A "WELL KNOWN CLUB IDENTITY"  
WILL ADDRESS US ON CAR DETAILING AT THIS MEETING.

NOVEMBER 6TH.

ANNUAL CONCOURS D'ELEGANCE, PRIDE OF OWNERSHIP  
AND CLUB DISPLAY. DEEPPENE PARK OVAL. 11.00AM.  
SPIT ROAST BEEF LUNCHEON AND CHILDREN'S BBQ  
WHICH MUST BE PRE BOOKED. BOOKING FORM IS  
INCLUDED WITH THIS HUMBERETTE. SPIT ROAST \$6.50  
ADULT, \$4.50 CHILDREN. CHILD'S BBQ \$2.00 each.

NOVEMBER 12-13TH.

BENDIGO SWAP MEET. AGRICULTURAL SHOWGROUNDS,  
BENDIGO.

NOVEMBER 25TH.

GENERAL MEETING. DEEPPENE HALL. 8.00PM.

DECEMBER 11TH.

CHRISTMAS BREAKUP PARTY AND PRESENTATION AT  
DEEPPENE HALL.

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NEXT OUTING:\*\* GELLIBRAND HILL PARK & GREENVALE RESERVOIR.

LOCATION: SOMERTON ROAD, GREENVALE. MELWAY MAP 178 C6. 179 C8.  
MEET: AT GELLIBRAND HILL PARK FOR BBQ OR PICNIC LUNCH. ELECTRIC  
BBQ'S AT THE PARK.  
TIME: 12.00 MIDDAY. WE WILL PROCEED ON TO GREENVALE RESERVOIR  
AFTER LUNCH.  
DATE: SUNDAY SEPTEMBER 11TH.  
COST: NIL.

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# THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

## COMMITTEE 1987-88

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Vic Wilson	478 9352
SECRETARY	Arnold Goldman	(059) 75 6807
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	(057) 83 1899
EVENTS DIRECTOR	Margaret Willimott	435 6354
LIBRARIAN	Fred Pieterston	781 5169
REGALIA	Geoff Webb	233 6592
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Vogues	D. Dunlop	439 7059
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Hawks	K. Willimott	
Mk Cars	B. Kennedy & L. Hughes	877 3028
General Information	B. Kennedy	
Auto Electrical	M. Fitchett	336 7915



KEN WATT'S (TAS) 1964 VOGUE SPORTS



RON FORTH'S MK.V. HAWK

PRESIDENT'S REPORT (Kennedy's Klangers)

Well I hope everyone is enjoying the "yo yo" petrol prices of late. From mid 50's to a low of 41c a litre up again to late 40's and so on. One would think that one stable price would be better for all but it seems not to those that control prices.

It certainly is nice to see the low prices, I always seem to fill up the day after the price has gone back up - that's life! I know a lot of people store fuel away when the low prices are around but please, if you do decide to hide some away, make sure you use the correct container and store in a safe and well ventilated area.

Last month I roamed around under the vehicles pointing out items for attention in readiness for the Concours if you decide to enter your vehicle in one of the classes. This month we will look into the boot or trunk, whatever you want to call it plus the interior or passenger compartment as some call it.

The boot is often forgotten by a lot of people for some unknown reason so let us start. A complete clean out is first (it's strange to see some of the items found in the clean out), then remove mats, tools, spare wheel etc. After a good clean up check if a light is fitted. Make sure it is working, rubber seals cleaned and in good condition.

The spare wheel we have already checked when cleaning up the other wheels, clean up tools after you have made sure they are the correct tools. If the mat is rubber clean it up, even black it if necessary. When the mat is replaced make sure it is fitted the right side up and sitting flat, the same goes if the mat is carpet; delete the blacking.

On the big day take out any items that do not belong in there, make sure the spare wheel is secured correctly. I know some spare wheels are not fitted inside of the boot but no matter where it is fitted, secure it right. At this stage I think we will move into the inside of the vehicle.

Once again remove all that you can clean up, vacuum it out, warm water and cloth to clean up door lining and other parts. Again, normal common sense applies in cleaning, don't forget the lining above your head as most of the dirt washes away fairly easy. Clean out door pockets, glove boxes and ashtrays (again it is surprising what you find - "so that's what happened to that \$100 note??")

Under the seats everything seems to find its way there. After a good wash down and vacuum out, clean up the dash both on its face as well as on top. Make sure lights are working, seat belts fitted correctly and in good order.

Instruments, are they the correct ones sitting in their holes? Make sure no dirt is behind the glass. Rubber mats or carpets if fitted, cleaned and fitted correctly. Once more on the day take items not belonging to the vehicle out. If you have the hand book for the vehicle leave them in it (not workshop manual). Try to fold the seat belts if fitted so they look neat. As I said, before preparing the interior is common sense and general cleaning, some vehicles require more preparation than others but that is a fact of life regardless of what type or make of vehicle you have.

Another thing to remember is to check when preparing the inside is the colour of the seats and floor coverings. Tossles and noddings dogs are a no no also (sorry about that!).

Next month we will have a look at the exterior of the vehicle, I left this area to last as it is the first part of the vehicle seen by all that look at a vehicle and we all know first impressions are the ones that last, so till next we meet, chow for now.

Bob Kennedy.

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FOR SALES

1963/64 Humber Vogue/Hillman, 1600cc engine, 4 speed gear box, tail shaft, front end and disc brakes, \$100 neg.

Contact: Carl James, Bendigo, (054) 46 7240.

Mk VI Hawk, part restored, near r/w, brakes and exhaust overhauled, goes, corinth blue and pearl, \$300 o.n.o. Also free Series 1-4 Hawk & Snipe doors, bonnets, boots, seats etc.

Contact: Rob Dunlop, Ph: 439 7059.

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## SOCIAL NEWS & NOTES

Hello everyone!

I hope you have noticed how busy your Committee has been this last month - not one but THREE additional items with your newsletter!! It's all designed to help you save postage so that you can return all competition entries, regalia requests and concours bookings in the one envelope - now that's what I call real economy! In fact we'll even accept forms sans envelope at either of the next two general meetings.

But I digress! The Standard Vanguard Club Dinner Dance at North Eltham provided an opportunity to mix with members from many other car clubs. Keith and I, together with the Forth family did our bit to uphold Humber traditions on the night and supported the "Best of British" Red, White & Blue theme. Winner of the best theme costume was a visiting Vanguard couple from Queensland although several cleverly contrived patriotic flag costumes must have pushed them hard for the prize. Next year's event is to have a black and white theme with prizes for club table as well as individuals. It's something to bear in mind for this time next year.

The membership list included with this magazine is current up to July 1988. This year the full list has been computerized and we are grateful to Arnold for the effort he has put into producing the printout. The booklet format is designed to fit easily into your car's glovebox and the interstate club listings may be useful if you are travelling far from home. Please remember that the list is for your personal use only and I am sure you would extend the common courtesy of a phone call to any member before visiting.

Some interesting events are scheduled for the next two months. The speaker at this month's meeting, from Shannon's Classic Car Centre will be able to provide answers on trends in the classic car insurance and sales areas. Don't forget that following meeting, in September, is our SUNDAY FAMILY MEETING and you are all invited to partake of a B.Y.O. lunch in the hall or its lovely parkland surrounds before the meeting commences. There are electric B.B.Q's and playground facilities in the park.

The outing for September (Sunday 11th) is planned as a short run close to Melbourne. We hope to visit both the Greenvale Reservoir and the Gellibrand Hill Park on this day. The two locations are both situated in Somerton Road and are about a five minute drive distant from one other. The historic Woodlands Homestead is within Gellibrand Hill Park and I believe serves a delicious Devonshire Tea. Details of this outing are on the Calendar Page.

Looking further ahead, the Annual Concours and Clubs Display is again being held at Deepdene Park on Sunday, November 6th. This year we have decided to add an extra highlight in the form of a subsidized Spit Roast Luncheon. This will be a popular traditional style spit roast of beef with baked seasoned potatoes and salad etc., professionally prepared and served in the park (or hall in the case of inclement weather).

Everything is supplied (including eating utensils and serviettes) with your only cost being \$6.50 per person or \$4.50 for children - excellent value for a generous meal. An alternative meal for younger children which include B.B.Q. sausages, buttered roll and salad is available for a cost of \$2.00 per child. As the spit roast and children's B.B.Q. will not be available without a prior booking, it would be appreciated if you could confirm your requirements on the enclosed CONCOURS BOOKING FORM as soon as possible. We can then finalise numbers with the caterers. Other clubs have also been invited to share this day with us.

I would like to end this edition of the Social Notes with several requests. Every now and then I get a phone call from firms or individuals wanting to use a classic car - it may be for film making, promotion or private functions but there is nearly always a payment involved. If you would be willing to have your vehicle placed on a list for this purpose would you please let me know and I can then refer the caller to you. This is another way in which we can promote the club and the Humber marque.

Finally may I put in a plea for any "pre-loved but expendable" items for our Concours Day CENT AUCTION. I will have a dump bin at the next few meetings into which you may place any items of this nature (no questions asked!) or any unperishable food, items suitable for the Christmas Hamper competition.

I'll look forward to seeing you at the next meeting.

Margaret.

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**MINUTES OF GENERAL MEETING**  
**HELD ON FRIDAY 22nd July 1988 AT DEEPOENE HALL at 8:15pm.**

**PRESENT:** Approximately 25 members as per attendance book.

**NEW MEMBERS & VISITORS:** Steve Ireland was welcomed as a visitor to the club, and became a member before he left..

**APOLOGIES** were received from the Martyn Wilson, Nancy Kennedy, Peter Sheldon, Robert Smith and Bill & Joan Holmes..

**MINUTES** of the previous meeting as printed in the July 'Humberette' were accepted as a true record on the motion of Ray Webster seconded by Mike Fitchett.

**BUSINESS ARISING** There was no business arising.

**CORRESPONDENCE:**

**IN:**from Australia Post with new fee schedule, Max Heazlewood of Humber Car Club Tasmania commenting on the lack of Club Registrar, Classic Car Show cancelling this years show, Len Coleman acknowledging his new membership package, John Berry offering photograph for magazine, requests for information from J.P.Newell of Woodend and from David Burdett of Saunderstown USA, Vintage Drivers Club accompanying a cheque for \$50 from the V.D.C. Spectacular, Bicentennial Briefings, ; membership application from John Butler of Sunbury.

**Exchange Magazines:** Austin A40 Car Club of Aust., Austin Car Club of Aust., C.H.A.C.A. Journal, Humber Car Club of Australia, Rover Car Club, Daimler Lanchester Club of Victoria, Humber Car Club of South Australia, Humber-Hillman Car Club of New Zealand, Standard Vanguard Club of Australia, Humber Car Club of Western Australia.

**OUT:**welcome letters to Martyn Wilson, Lyndon Ware, Llew Weeding, Ken Watts  
rrrespondence accepted on the motion of Geoff Webb, seconded by Keith Villimott.

**BUSINESS ARISING:** Des Judd mentioned that the prospective member from USA had read about our club in the article in the Car Collector magazine reproduced in the July Humberette. Des also had donated the magazine to the club library.

**TREASURER'S REPORT:** Presented by Brian Parkinson.

Balance at 29th May (fixed deposits)	\$5000.00
Balance at 29th May (current account)	\$1649.73
Receipts	\$1050.59
Expenditure	\$ 341.02
Accounts for payment	\$ 807.83
Balance (current account)	\$1551.47

Report accepted on the motion of Vic Wilson seconded by Tony Sheaffe.

**EDITOR'S REPORT:** Barry Bosnich reported that 188 magazines had been sent out.

**EVENTS DIRECTOR'S REPORT:** Presented by Margaret Villimott.

Car badges available for \$15.

Lapel badges also available, and tee-shirts have been ordered.

The Standard-Vanguard night out was a success, and the Hastings Hotel has been highly recommended for our Sunday lunch outing in August. ( A brief domestic argument arose over the condition and location of the Prince Mark Hotel at Doveton.)

A speaker from Shannons insurance will be at the next meeting.

**TECHNICAL OFFICER'S REPORT:**

Mike Fitchett spoke of ignition coils that become faulty after many years. Look for oil leaks and cracks. If in doubt have it tested. Shorted turns will cause burnt points.

Des Judd suggested that members check wheel nuts after having wheels fitted. They are usually tightened too much. Also if fitting a new ignition coil check the polarity and connect it correctly in your car.

Ray Webster spoke of his surprise at finding the headliner in his Hawk fitted with nails.

**AONC:** There had not been an AONC meeting.

**CARS FOR SALE** Mention was made of several cars and parts available in various places. Most of these will be in next Humberette.

## GENERAL BUSINESS:

Des Judd said that Technical Books will give 10% discount to club members but only if we issue membership cards. Could committee look into this. It was agreed that Barry Bosnich would obtain prices.

Arnold Goldman raised the matter mentioned by Max Heazlewood concerning the holding of a National Rally of all Rootes Group Clubs. Margaret Willimott suggested that 1991 would be a good year to start as it would be 25 years since the demise of the Rootes Group. Peter Davenport moved that the meeting acknowledge the suggestion at this stage. Seconded by Keith Willimott and passed.

Meeting closed at 9:00 for supper and informal discussions.

Arnold Goldman  
Hon. Secretary

## SECRETARY'S SECTION

August 1988

Greetings one and all from beautiful bayside Mornington!

We are now residents of Mornington, and apart from having 4000 books spread around the house we have settled in. Our bookshop should have opened by the time you read this so you can drop in next time you are down the peninsula and browse around. Then drive along the Mornington-Tyabb road to Tyabb and have a chat with Nancy Kennedy at the Tyabb antique market.

Because I have been loading the Humber with hundreds of books I had noticed that the low slinky line had become even lower, and the exhaust tailpipe was catching on the road when a high camber was encountered. Well I have had that fixed. Pedders of South Melbourne have reset the rear springs and added another leaf. The humber is now more like a truck when unloaded, and carries as many books as I can fit in without a problem. The staff at Pedders were efficient, courteous and honest. I say honest because I was warned that they may have to fit new U-bolts at \$15 each. On completion they said they were not necessary and I had saved \$60. They could have charged me for them and I would never have known whether they were new or not. It is good to meet honest traders now and then.

A young couple from Mount Martha called on me recently to look at pictures of Humbers. The woman was looking for a picture of the car her father had in New Zealand in the mid-1950's. She new it was a Humber and thought it was a Hawk. The pictures I showed her all looked too long she said, although I think memory was playing tricks with her. Unless there was some strange Hillman model that was renamed Humber in New Zealand. She is going to write home for more details. The picture will be used to illustrate an autobiography she is writing.

Best of luck, more next month.

Arnold Goldman, Secretary

## NEW MEMBERS

Please welcome the following new members who have been added to the list in the last month:-

Stephen Ireland, 32 Peninsula Crescent, Langwarrin, tel.03 560 3343 who owns a Mark IV Super Snipe.

John & Gael Butler, 53 Jackson Street, Sunbury 3429, tel.03 744 4920 who own a 1964 Hawk.

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#### CLUB REGALIA

New regalia is currently on order and the initial issue should be available at the next meeting. A small run of the most popular prizes in both sports shirts and windcheaters has been ordered. If you require either either of these items please complete the order form in this Humberette or come along to the next meeting with your order and payment.

Sport shirts are short sleeve style in sky blue interlock fabric with navy cuffs, collar and v/neck facings. The Humber motif and printing (in similar style to the scarves) is also in navy blue.

Windcheaters are a round neck style in navy blue with Humber motif in sky blue. The windcheaters are priced \$18.00 each and the sports shirt at \$13.50. If requiring by post, please add an extra \$1.50 for postage.

Once orders have been received and a definite size requirement is known then we are able to place an extra order to meet any shortfall in particular sizes.

Please let us know promptly if you require these garments. A REGALIA ORDER FORM is included with this Humberette.

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H.R.H. Prince Phillip taking the salute at the Melbourne Town Hall, Olympic year 1956. Photo per Herald and Weekly Times. Contributed by Trevor York.

The following quotes are actual statements as found on insurance forms where drivers attempted to summarise the details of accidents in the fewest words possible.

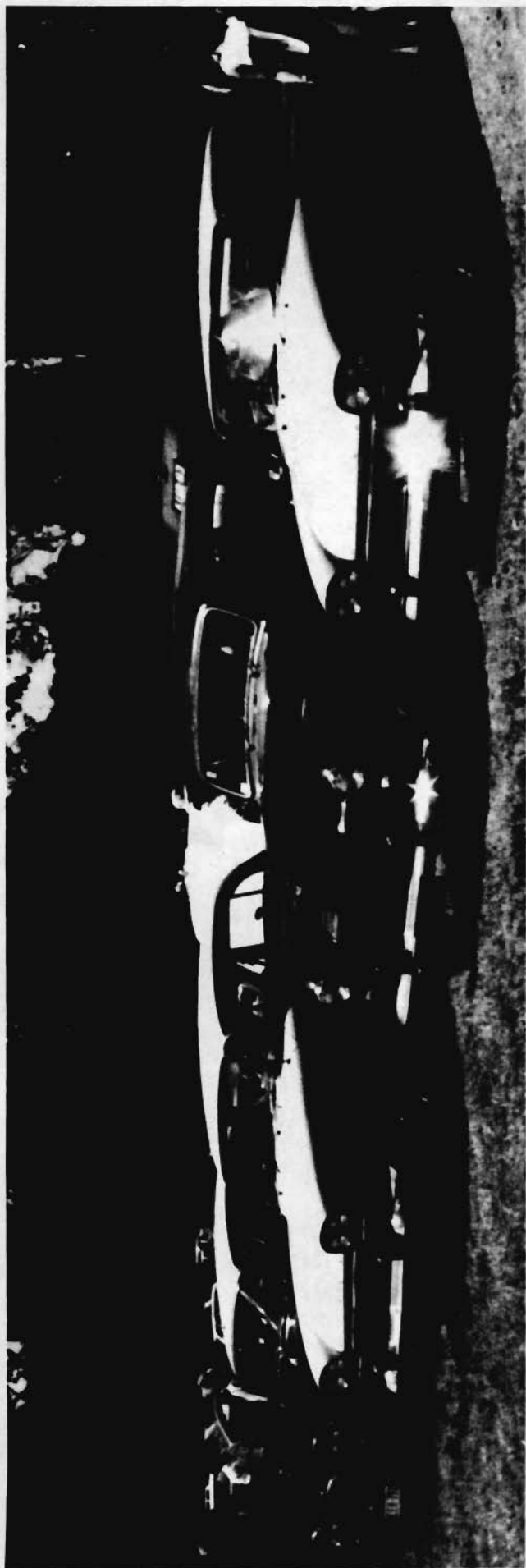
1. Coming home I drove into the wrong house and collided with a tree I don't have.
2. The other car collided with mine without giving warning of its intentions.
3. I collided with a stationary truck coming the other way.
4. A truck backed forcing windscreen into my wife's face.
5. A pedestrian hit me and went under the car.
6. The guy was all over the road I had to swerve a number of times before I hit him.
7. I pulled away from the side of the road, looked at my mother-in-law and went over the embankment.
8. To avoid hitting the bumper bar of the car in front, I struck the pedestrian.
9. The pedestrian had no idea which direction to run, so I ran over him.
10. The indirect cause of the accident was a little guy in small car with a big mouth.
11. An invisible car came out of nowhere, struck my vehicle and vanished.
12. I was sure the old fellow would never make it to the other side of the road, when I struck him.
13. I was thrown from my car, as it left the road I was later found in the ditch by some stray cows.
14. The telephone pole was approaching, I was attempting to swerve out of its way when it struck my front end.
15. I had been driving for forty years, when I fell asleep at the wheel and had an accident.
16. I was on my way to the doctors, with rear end trouble, when my universal joint gave way, causing me to have an accident.
17. In my attempt to hit a fly, I drove into a telephone pole.

Frank Stockwin

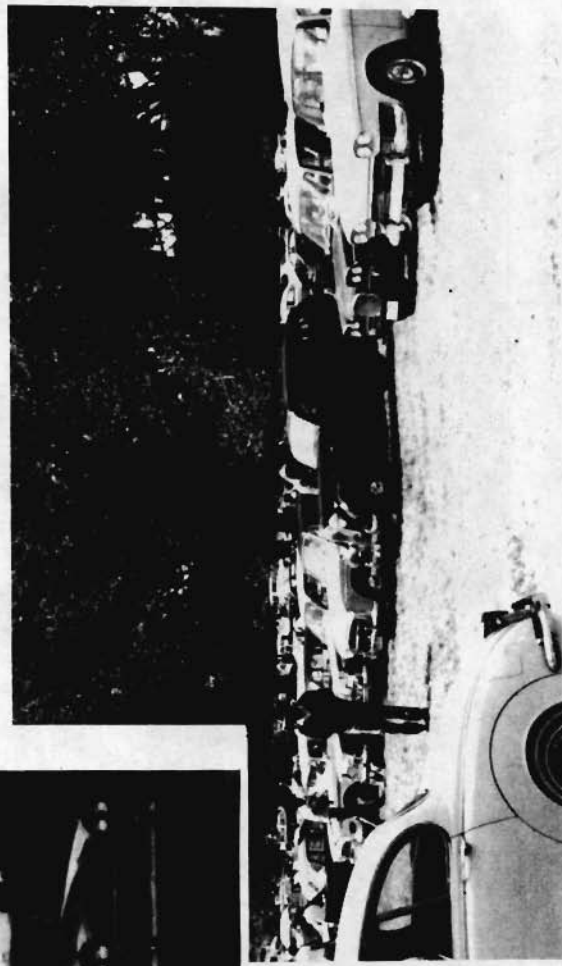
#### THE CLASSIC CAR

The once shining black sleek saloon,  
has miles on its clock - for a trip to the moon.  
Yet it still shows the elegant line,  
reminiscent of classic 50's design.  
This limousine covered miles with comfortable ease,  
carrying royalty and other V.I.P.'s.  
Yet it was capable of travelling over the more rugged mile  
as proven in our first Redex Trial.  
Jack Brabham drove in many a race,  
when cold driving wind bit into his face,  
but admitted appreciation of a more luxury ride,  
in this car - a smooth armchair like glide.  
And if it could talk, would tell many a story,  
of a young queen's visit in regal glory.  
Now days a young enthusiast thinks the car is still great,  
as he prepares for a concours of '88.  
With many new parts and its motor rebored,  
the now gleaming limousine is fully restored.  
Brought back to its original splendor,  
through hour after hour of care - loving and tender.  
So now he awaits the call of a number,  
with hope upon hope - it is his beautiful Humber.

The above original poem was heard on radio 3LO's Poetry Programme by our Librarian Fred Pieterston who on making enquiries found that it was the work of fellow member Frank McGuire (congratulations Frank). The programmes presenter John Reed requested a copy of the Humberette containing the poem.



PICNIC AT HANGING ROCK





## SMALL CAR REFINEMENT.

*Impressions of the Road Performance of the Latest 9-20 h.p. Humber Touring Car, Notable for the Comfort and High Finish of the Coachwork.*

WHEN the four-cylinder 8 h.p. car, the Benjamin of the Humber family, was introduced, a few years ago, it speedily became known as one of the best-finished British small vehicles obtainable. The appeal of it, however, was somewhat restricted by the limitations of space in its chummy type of body, the rear seats of which were small. As evolution proceeded the car has increased in size until the present type, with its larger 9-20 h.p. engine, semi-elliptic springs, and longer wheel-base, carries a full-size four-seater body complete with excellent all-weather equipment and exhibits the customary high-grade Humber finish within and without.

### Concerning the Coachwork.

Although the car is capable of a fair turn of speed if desired, it is intended chiefly to offer comfort and refinement. Well upholstered, the seating accommodation for four people is carefully arranged as to position, angle, depth of the seat cushions and squabs, so that proper support to the back is afforded. The body has three doors of sufficient width to allow easy entry when the all-weather equipment, which opens with the doors, is in place and when the entrant is wearing a thick coat.

Fixed front seats are employed, and these help much to stiffen the body construction laterally. Underneath the front seat cushion is a large locker, in which the all-weather equipment can be stored when out of use. Tools which are likely to be required occasionally on the road, such as jack, wheel brace, and so forth, are carried in clips under the bonnet, whilst the tyre pump is mounted by the side of the passenger's feet under the scuttle.

In the front of the body is an inclined windscreen with an adjustable top panel and a lower panel which follows neatly the contour of the scuttle. A windscreen

wiper is fitted. Mounted on the instrument board facing the driver are the clock, speedometer, oil pressure tell-tale, electric controls, air strangler for the Cox-Atmos carburetter, starter switch, and horn button. All the controls are light to operate and easy to reach; in the centre of the steering wheel levers are placed for the ignition advance and retard and the throttle setting, and the former lever, when pulled right back to its zero position over a catch, switches off the engine. To the right of the driver, and within easy reach, are the brake and change-speed levers, the former in front of the latter.

### Thought for Owner-drivers.

It is typical of the way the car is finished that the ramp boards of the front seats are held in place by wing nuts instead of screws, whilst the floorboards are all provided with leather tabs so that they can be lifted easily. In the lock compartment there is also a ramp board.

All-weather equipment of the type in which celluloid panels are carried in metal frames spigotted into the top rails of the body is provided, and we observed that even when driving in a high wind there was very little draught and small tendency to rattle.

The running of the engine is very good: it has plenty of power, is smooth, and not at all noisy. Owing to the lightness of the controls and ease of the gear change the car is very pleasant to drive. Its maximum speed is in the neighbourhood of 45 m.p.h. on top, and it will reach nearly 30 on second gear without distress. Tested on a level road, the acceleration from 10 to 30 m.p.h. took 18 seconds, and by using second 11 seconds. The engine is sensitive to its spark advance, but is not rough when accelerating hard. We found the car very satisfactory at climbing normal hills. It will hang on top gear up slopes without distress, and will tackle quite

### Small Car Refinement.

reasonably steep hills on second. For example, with two up and the all-weather equipment in place Sunrising Hill (1 in 6), on the road from Stratford to Banbury, was climbed on second gear, the speed at the foot of the hill was 35 m.p.h., the change into second was made at 25 m.p.h., and the greater part of the climb was accomplished at 20 m.p.h., dropping to 10 m.p.h. over the steepest part of the crest. No mean performance for a car weigh-



(Top) Excellent all-weather equipment is fitted to the four-seater body. (Left) Adjustment of the contracting bands of the rear brakes is easily effected. (Bottom) The usual Humber (inlet over exhaust valve arrangement) is used and a transverse magneto drive enables the latter to be placed accessibly.



ing nearly 15 cwt. empty with an engine of just over one-litre capacity.

The other well-known hill in the same vicinity, Edge Hill (1 in 6½), was also climbed easily on second gear, the speed at the top being 17 m.p.h. Warrington Hill, on the road from Warwick to Banbury, was climbed easily on second at a speed close on 30 m.p.h.

The pedal applies a brake on the transmission, and the side lever the contracting band brakes on the hubs of the rear wheels. After a little attention had been paid to adjustment we found that the foot brake would draw the car to a dead stop when coasting freely at 10 m.p.h. down a gradient of 1 in 6½. The side brake would also pull the car up, but required greater pressure. Tested on a level road, the car could be drawn up to a full stop from 40 m.p.h. by means of the foot brake in 136ft. Semi-elliptic springs front and rear, with Dunlop reinforced balloon tyres and shock absorbers to the rear springs, combine to make the suspension of the car comfortable and the road-hold good. The steering is reasonably light, and the car is easy to handle for manoeuvring in and out of narrow spaces.

From a mechanical point of view the 9-20 h.p. Humber has a number of interesting features. A detachable cylinder head is fitted to the engine, but the valves are

arranged with the inlets in the cylinder head and the exhausts inclined at the side of the cylinder block. Push rods operate the inlet valves. The spark plugs are set at an angle in the cylinder head and are not difficult to reach with a box spanner.

As regards lubrication, the oil filler orifice with its filter and the dipper stick for ascertaining the level of the oil in the sump are both placed on the right side of the engine and are easy to get at, whilst the transverse drive for the Lucas magneto renders the contact breaker and distributor easy to see and adjust. Fuel feed to the carburetter is drawn from a tank mounted at the rear of the car and provided with a convenient telescopic filler tube by an Autovac on the front of the dashboard.

Features of the chassis include unit construction of engine and gear box and an open propeller-shaft drive to the rear axle, both rear hub bearings and the front hub bearings are mounted on Timken rollers, and the Autovac system of grease-gun lubrication is used throughout the chassis. The batteries are placed beneath the floorboards of the rear seats, and it may be noted that the electrical equipment is of Lucas make with a five-lamp lighting set and a very quiet single-unit starting motor.

An anglo-american comparison reveals

# Rambler

## Classic 770 V8



Not if conservative in style the Rambler lacks the gaudy Americanism that spoils many of its countrymen.

An incongruous comparison? Not when you consider the type of people who purchase such cars, their prices. Both are brought in volume by the Federal Government, graziers, and those who want limousine-type comfort without paying Rolls-Royce price tags. Of course the way each achieves this end is poles apart. The Rootes product is basically a six cylinder version of the Humber Hawk which first saw the light of day in 1957. Over the years it has been facelifted almost annually and has had numerous detail changes so that the design does not appear to be old fashioned. It is high, but this has the advantages of

allowing for lounge room seats and top hat room. The 3 litre six provides just enough power for the car to keep up with today's traffic. Once on the open road however it will cruise at any speed (tyres permitting) up to 90 mph. On the other hand the Rambler is a typical "intermediate" American car again of conservative style and with room to spare for six large bodies. The luxury is less built-in than the Snipe but it is there and in this respect it outguns the larger cars sold by the big three. In one way it is outstanding among local American cars and this is in the brake department. Which one for you? It depends on

whether you like Walnut on the fascia or a V8 under the bonnet. Both are value for money though our personal preference would be for the English carriage; we know how much the Rambler costs in the USA.

### RAMBLER CLASSIC V8

Disc front brakes, good fuel economy and comprehensive equipment are foremost, after low price, in the Rambler Classic 770 sedan's desirable features. Performance is adequate though not startling in the usual vee-eight manner and steering is heavier than expected.

Either way about a thousand dollars separates the "770" from the next American "eight" on the market.

Relevant prices are:  
Valiant V8 \$3550,  
Rambler \$4496,  
Chevrolet Bel Air \$5400.

This isolation on the price scale which followed the demise of Studebaker and the deletion of the Fairlane "compact" from Ford Australia's range has been a boon to Rambler.

Government departments and private buyers seeking a powerful, middle-sized, middle-priced U.S.A.-type sedan are virtually channelled to the make resulting in a big upsurge in its sales. None should regret the "choice" for the big Rambler is excellent value-for-money.

Among the numerous standard items of equip-

ment on the "770" are pushbutton radio, clock, windscreen washer, variable speed wipers, heater/demister with 2-speed fan, reclining front squabs, centre armrests front and rear, trunk and glovebox illumination, reversing lights and a parking brake warning signal.

Though far less roomy than the likes of Pontiac Parisienne and Dodge Phoenix the "770" has sufficient space for six adults.

The three-piece squab on the front bench seat comprises a movable centre armrest and two individually adjustable backrests. Finish is generally good but there were a few blisters under the chrome of the test car's front bumper bar.

With a top speed of 97 miles an hour and a 0-60 time of 9.4 seconds the "770" lags behind other vee-eights in performance but shoots ahead on economy with a touring consumption rate of 21 miles per gallon.

Its power-assisted brakes are good, giving smooth, progressive retardation at light pedal pressures. Stopping times of 30-mph-0 in 1.9 seconds and 60 mph-0 in 3.8 seconds were recorded. By contrast the handbrake is lethargic 5.1 seconds and a heavy pull to halt the car from 30 mpp.

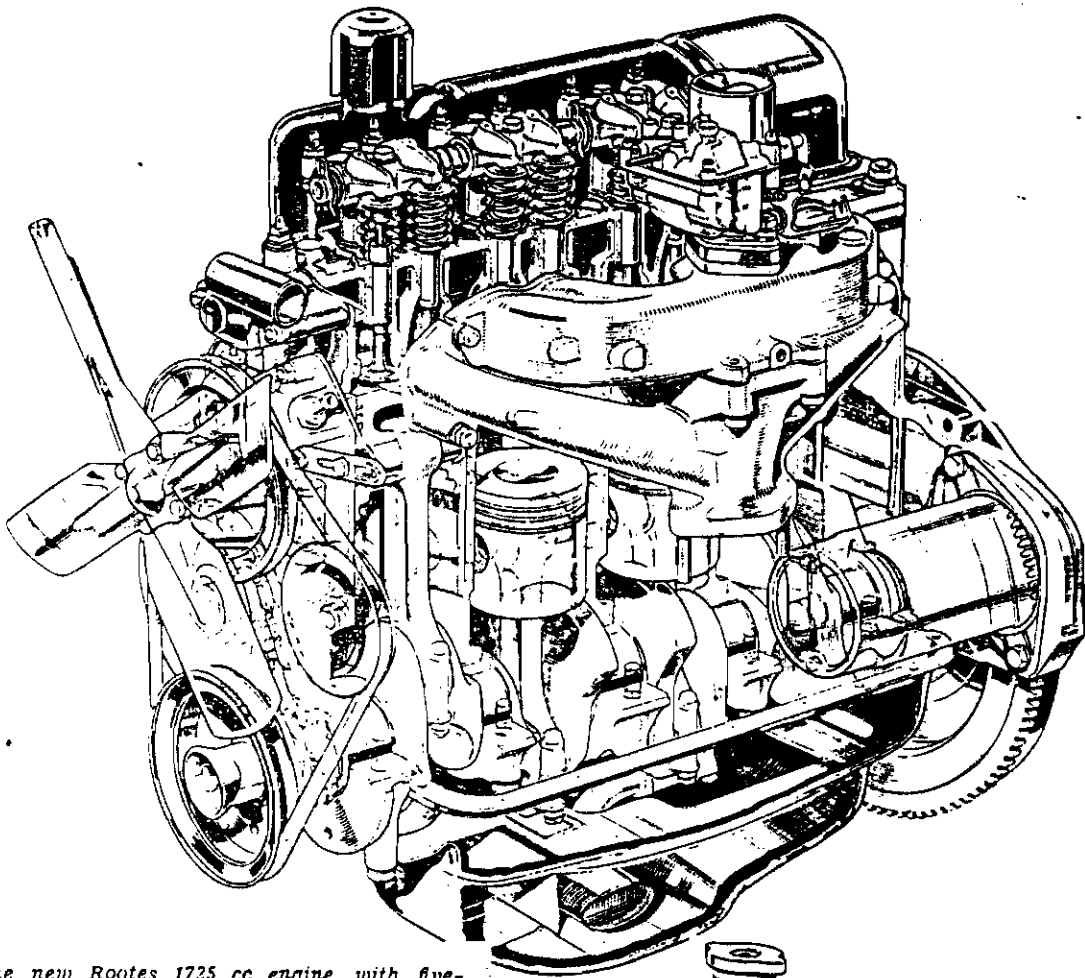
Steering is the Rambler's worst feature though even this has its good aspect — a 37 ft. turning

as boot is typical, we often wonder how frequently they are used. Tail lights which wrap around are a safety feature.

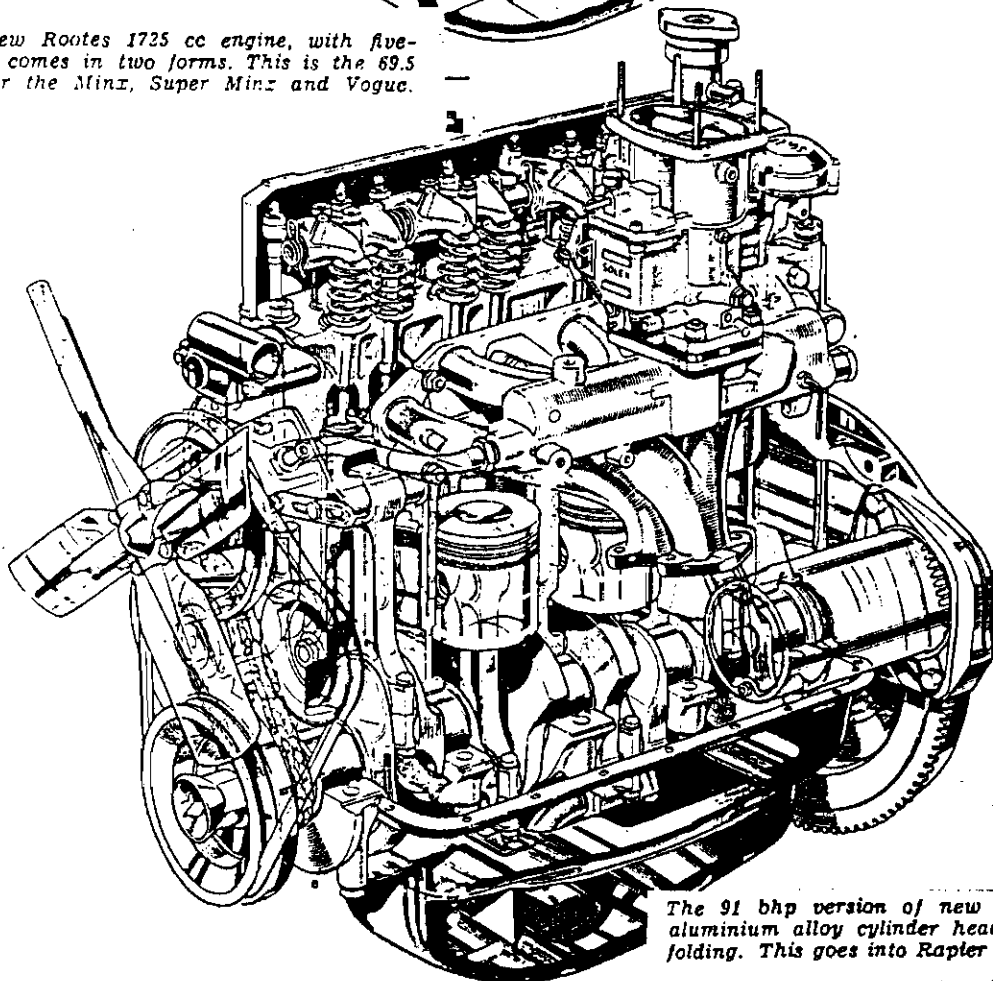




Two versions of the same engine.



Above: The new Roots 1725 cc engine, with five-bearing crank, comes in two forms. This is the 69.5 bhp version for the Minx, Super Minx and Vogue.



The 91 bhp version of new Roots engine has an aluminium alloy cylinder head and new inlet manifold. This goes into Rapier and Sceptre.

# Comparative Performance

	Rambler Classic	Hummer Snipe
Price	\$4496	\$4298
Acceleration		
0-30 m.p.h.	4.4 secs.	4.9 secs.
0-40 m.p.h.	6.7 secs.	7.5 secs.
0-50 m.p.h.	9.4 secs.	11.1 secs.
0-60 m.p.h.	12.0 secs.	18.3 secs.
0-70 m.p.h.	17.3 secs.	26.2 secs.
0-80 m.p.h.	22.4 secs.	35.7 secs.
Top Speeds		
Low	40 m.p.h.	40 m.p.h.
Intermediate	63 m.p.h.	75 m.p.h.
High	97 m.p.h.	98.9 m.p.h.
Standing Quarter Mile	19.1 secs.	22.5 secs.
Fuel Consumption		
Constant Speed check		
30 m.p.h.	27.4 m.p.g.	28.0 m.p.g.
40 m.p.h.	25.0 m.p.g.	25.1 m.p.g.
50 m.p.h.	21.5 m.p.g.	21.0 m.p.g.
Overall	21.2 m.p.g.	19.2 m.p.g.
Touring range	320 miles	300 miles
Mechanicals		
Cylinders	V8	6
Valve gear	OHV	OHV
Bore	95.2 mm.	87.3 mm.
Stroke	82.5 mm.	82.55 mm.
Capacity	4703 cc. (287 ci.)	2965 cc. (181 ci.)
B.H.P. R.P.M.	198-4700	137.5-5000
Torque R.P.M.	280-2600	167-2600
Carburetors	two barrel down draft	twin Zenith/Stromberg.
Compression Ratio	8.7	7.5
Final drive ratio	3.15	4.22
M.P.H. per 1000 r.p.m. in top gear	24.3	18.4
Fuel tank capacity	20 gallons	16 gallons
Dimensions		
Length	16'3"	15'7 1/2"
Width	6'2 1/2"	5'10"
Wheelbase	9'4"	9'2"
Height	4'6 1/2"	5'0"
Track		
F	4'10 1/2"	4'8 1/2"
R	4'9 1/2"	4'7 1/2"
Weight	2785	3571
Tyres	7.35 x 14	6.70 x 15
Turning Circle	37	37
Turns lock to lock	6	4
Brakes	Disc/drum	Disc/drum
Score Chart		
(points commensurate with type of car and price category)		
Performance	7	6
Roadholding	8	8
Brakes	9	9
Fuel economy	9	8
Styling	8	8
Interior comfort	9	9
Overall Finish	8	9
Noise level	8	8
Ride	8	8
Value	9	9

The whole top of the panel is trimmed in anti-glare safety padding, as is the lower edge and at the extreme left is a lockable glove-box of sensible dimensions. Considering the number of switches and other controls on the panel the design layout is good. The driver has no real difficulty in reaching any of them.

As could be expected in this class of motoring, the floors are fully carpeted and well insulated against road noise. The two bench-type seats have individually contoured back rests and central letdown arm rests.

Among the many luxury touches are two fold-down walnut-wood trays inset into the backs of the front seats. Rear passengers also have their own cigarette lighter. Leg and head room for both front and rear passengers is good and travelling with only four in the car is motoring in real comfort.

The Snipe cruises effortlessly at 90 mph and the engine which does all the work is substantial in size and impressive for its smoothness and silence.

This engine, three litres in capacity, has twin Zenith-Stromberg carburetors, a new inlet manifold, hemispherical combustion chambers and high-efficiency exhaust ports.

Driving through a Borg-Warner three-forward-speed automatic transmission, the motor packs sufficient power for an extremely flexible topgear performance. But the Snipe is rather slow off the mark, as reflected by the test figure of 18.3 sec. for 0-60 mph.

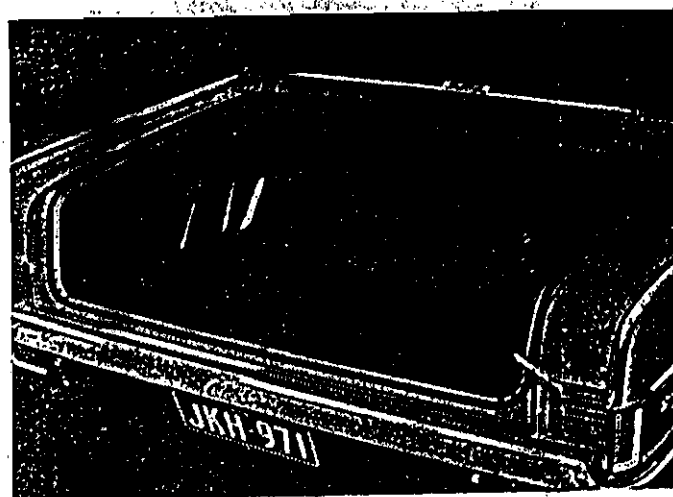
Transmission ratio changes under normal operation are difficult to detect, but become rather ragged under hard acceleration.

For what is a fairly heavy car — with a kerb weight of 3571 lb. — the Snipe's fuel consumption is not excessively heavy. The test average consumption was 19.2 mpg.

Like all Humbers, the Snipe is equipped with disc brakes on the front wheels, in this case substantial 11 1/2 in. Girling. Power-assistance lightens pedal pressures and the depth of stopping power is most reassuring.

Capacity of the luggage boot is adequate at 19.5 cubic feet — it could be enlarged but this would mean scaling down the 16-gallon fuel tank with an unwelcome reduction in cruising range.

**TO SUM UP:** Very good value at \$4298 tax paid.

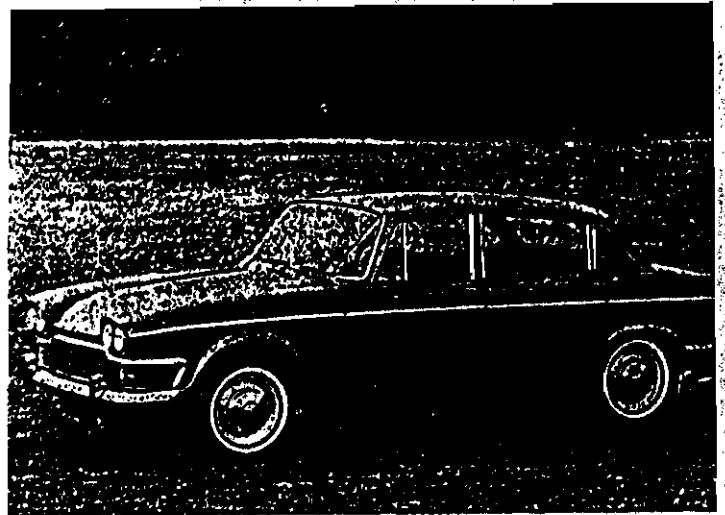


Huge boot of the Rambler is fully lined and has a felt wheel cover to protect the luggage.

two distinct design philosophies.

# Humber

## Super Snipe V



circle. Due to understeer and self-centering action considerable driver effort is required on sharp turns and sizeable road irregularities are evidenced at the wheel. "Road Control" power steering, a Rambler option in the U.S.A., would certainly enhance the "770".

The automatic transmission functions smoothly though the change back to first when slowing is quite noticeable. Two ranges are provided but with icy roads a rarity here there is little need to use D2 which dispenses with first gear in the interests of reduced wheelspin. The selector lever is on the right of the steering column.

### HUMBER SUPER SNIPE

When Chrysler took over the Rootes Group, one of the models it acquired was the Humber Super Snipe — a luxury family saloon with a definite, if not widespread, appeal for a loyal section of the Australian motoring public.

The car is typically British in origin — conservatively styled but much smarter in its latest form — and designed to place the emphasis on silent, comfortable travel from point A to point B.

Because of the smoothness and quietness of its new, more powerful six-

cylinder 137.5 brake horse power motor — and the quality of its well-furnished interior — the Snipe achieves this objective very well.

This particular road test coincided with a weekend visit to the snow — and the long distance, relatively fast cruising involved, seemed the type of motoring where the Snipe showed its best paces. The miles flicked past effortlessly and for a car of its size — generously proportioned for six people — it was relaxing and reassuring to find how well it handled all types of road conditions.

Above the snow line, for instance, where the road surfaces were both rough and muddy, the Snipe kept good traction, held on well around the corners and generally was very stable.

One small point here — the absence of cold-starting problems. The Snipe has a manual choke, operated by a horizontal slot-type control on the dashboard marked in three positions — cold start, warm up and normal. As a result of this, and the accurate adjustment of the choke mechanism, starting after standing overnight in the open was instantaneous.

Since my last previous Humber Super Snipe test which, for a variety of

reasons was five years ago, I found many changes have been made.

The front end styling, with its four headlights, has altered only slightly with minor reshaping of the grille, bonnet and trafficator lights. But the rear and its almost fast-back look, is quite different and a touch of smartness that lifts the appearance very acceptably.

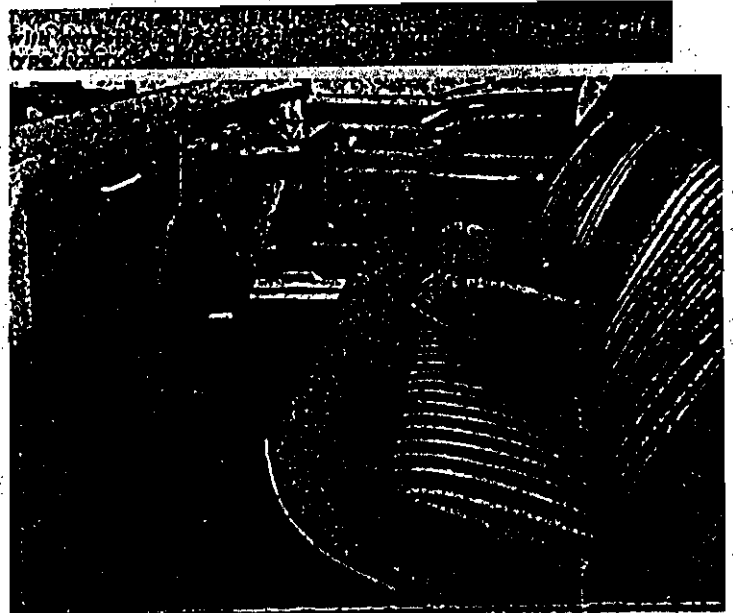
The interior is even more luxurious, with new heater and ventilation controls a notable part of the highly polished walnut-finished and well-

equipped instrument panel.

Instruments — comprising speedometer and gauges for oil pressure, engine temperature and generator charge — are located in two circular clusters flanking a smaller, inset clock-type housing containing the fuel gauge.

Multi-coloured lights are provided for indicator, headlight beam, low-fuel level, choke ignition and brake fluid level and hand-brake operation.

An electric clock, standard equipment, is placed halfway across the panel, with tab-type switches for panel and headlights on either side.



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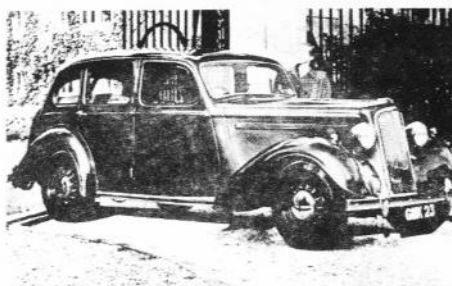
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