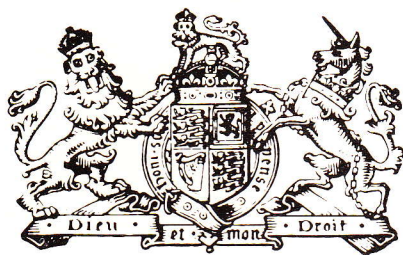


February 1986

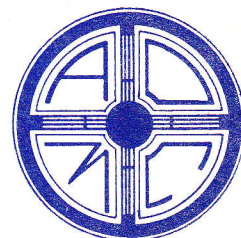
# *The* **HUMBERETTE**



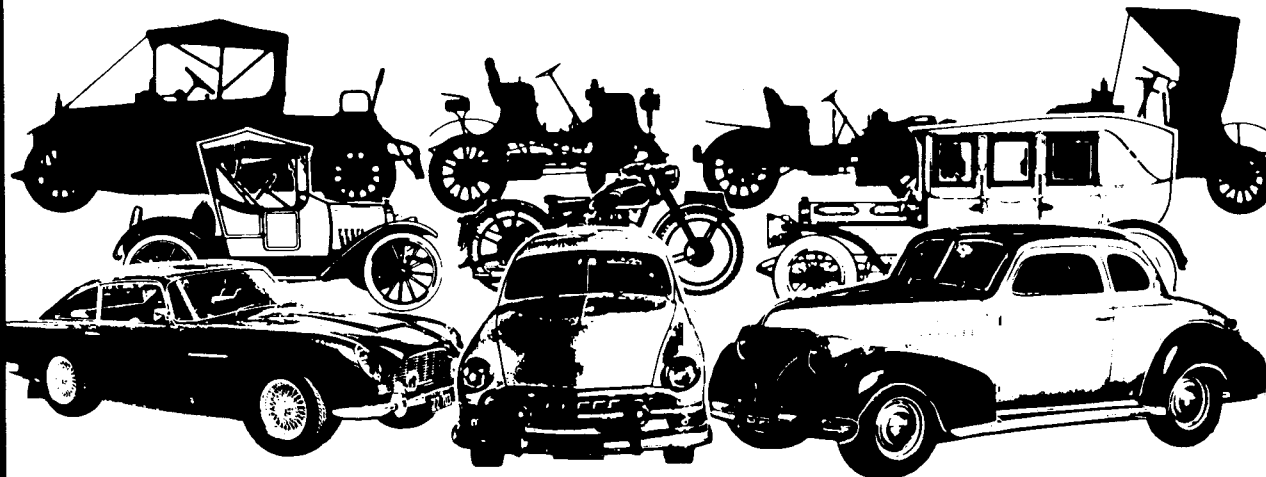
By Appointment to  
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



# Sutherland



## Antique Vehicle Insurance

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

Telephone: (03) 419 8166

- FEBRUARY 28th. GENERAL MEETING. DEEPDENE HALL (MELWAY 46 A8). 8 PM.  
TO BE FOLLOWED BY ANNUAL GENERAL MEETING.  
(SEE NOTICE THIS HUMBERETTE).
- MARCH. 2nd. \*\*AMERICAN MOTORING SHOW. 11 AM. FLEMINGTON RACECOURSE  
MEMBERS CAR PARK. SPECTATORS: \$2 ADULT, \$5 FAMILY.
- MARCH. 15th. \*\*KOO-WEE-RUP POTATO FESTIVAL. PARADE CARS, 9AM AT  
THE STARTING POINT. ENTRIES CLOSE FEB. 27TH. RING  
HCCV. SECRETARY IF INTERESTED.
- MARCH. 16th. BRITISH MOTORING SHOW. 11AM. FLEMINGTON RACECOURSE  
MEMBERS CAR PARK. BYO LUNCH. DISPLAY VEHICLES \$2.00  
INCLUDING OCCUPANTS.
- MARCH. 21st. GENERAL MEETING AND INFORMATION NIGHT. SHANNON'S CLASSIC  
CAR CENTRE, 321 WARRIGAL RD. CHELTENHAM. 8.00PM.  
SUPPER PROVIDED.
- MARCH. 28th-31st. FIFTH NATIONAL HUMBER RALLY. FORBES, N.S.W.
- APRIL. 13th. THIRD ANNUAL "ROOTES G-T DAY". HOSTED BY HCCV.  
(BBQ, GAMES, COMPETITIONS, DISPLAY.)
- APRIL. 27th. "AT HOME" DAY AND GENERAL MEETING. DEEPDENE HALL.  
(THIS IS A SPECIAL DAY FOR NEW MEMBERS AND THOSE  
WHOM WE SELDOM SEE.) MEET AT THE HALL AROUND 11.30  
FOR A BBQ/PICNIC LUNCH PRIOR TO THE MEETING AT 2PM.

\*\* NON-CLUB EVENT OF INTEREST.

\*\*\*\*\*

NOTICE OF ANNUAL GENERAL MEETING OF THE HUMBER CAR CLUB OF VIC. INCORPORATED.

The annual general meeting of this club will be held on Friday, 28th February, 1986 at the Deepdene Park Hall, Whitehorse Rd. Deepdene, immediately following the monthly general meeting which commences at 8.00PM.

The business of the Annual General Meeting will be as follows:

1. To confirm the minutes of the Annual General Meeting held on 22 February, 1985.
2. To receive from the Committee reports upon the transactions of the Club during the last financial year.
3. To elect Officers of the Club and the Ordinary Members of the Committee.
4. To receive and consider the statement prepared by the Treasurer in accordance with the requirements of The Associations Incorporation Act, 1981.
5. To set the annual fees & membership subscriptions for the year 1986/7.

ANNUAL REPORT OF THE HCCV. FOR THE YEAR ENDED 28/2/1986.

The 1985/6 year has been one of continued success for the Club with several important events taking place.

Membership now stands at 114, excluding additional family members, and a further group of 26 members operates in Tasmania under the leadership of Club Co-ordinator, Max. Heazlewood.

A fee rise of \$5.00 has been recommended by Committee for the 1986/87 Club Year. This is necessary to help offset increased administrative costs, magazine production, etc. Fees are still well in line with those charged by similar clubs.

The Club became an Incorporated Association in September 1985, thus relieving pressure on individual members in the event of any legal action ever being taken against it. We continue to be affiliated with the AOMC. and thanks go to Lloyd Hughes and Steven Isaacs for representing us at these meetings.

Monthly general meetings and social outings have been reasonably well supported with an average attendance of approx. 25-30 members. Inter-club outings were enjoyed with the Chevrolet, Wolseley and Rootes clubs.

Highlights of the year included the Queen's Birthday Tour to Wangaratta, the visits to Talhof Restaurant, Darnum Musical Village, Kyneton and Monash university, and also several informative addresses at the monthly meetings.

Apart from the Anniversary Plaques, regalia sales have been slow but steady during 1985. Stocks of windscreen stickers and windcheaters are almost exhausted, however ample supplies of other items are still on hand.

The Club Library has been reorganized by our librarian, Keith Willimott, with the addition this year of some non-technical material. There is a wide selection of manuals, handbooks, parts catalogues and technical bulletins for most models in the range and a new Library List is currently under preparation.

Most important events for the year were the Annual Concours d' Elegance and our 10th Anniversary Celebration Day, both of which took place on "home territory" at Deepdene Park. A total of over 90 cars, including Humbers and other invited car clubs took part in the Anniversary Display on Deepdene oval. This was by far the most ambitious event staged by the Club in recent years and all participants are to be congratulated on its success. Congratulations must go also to the Concours winners who were presented with their trophies at the annual dinner, held this year in the Golden Lantern Restaurant, and so capably organized by Barbara Dunlop and her Social Committee.

Thanks are due to all members who supported the club during the year, and particularly to our Editor, Barry Bosnich, for an excellent magazine ; to Club Treasurer, Rob. Dunlop, who has managed to keep the books "evenly balanced" ; and to the Kennedy family for their untiring efforts on the Club's behalf. But, most of all, thanks go to you, the members, who have shown that you care about your Club and are willing to demonstrate your appreciation in many little ways.

To our President, Bob Kennedy, and to all Committee Members congratulations on a job well done.

We look forward with confidence to the 1986/7 Club year.

*Margaret Willimott*  
Margaret Willimott.  
(Hon. Secretary.)

ELECTION OF COMMITTEE FOR THE YEAR 1986/7.

NOTICE: NOMINATIONS FOR ALL COMMITTEE POSITIONS, SIGNED BY THE NOMINEE AND THE PROPOSER AND SECONDER, SHOULD BE IN THE HANDS OF THE SECRETARY BY 27/2/86.

\*\*\*\*\*

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

This month as everyone knows is the month that the club elections are held. Each year we go through this event and each year the same people stay away so that they will not be nominated for a place on the Committee. Personally, I feel these people are selfish and so are the people who continually refuse to help out. The Club is a combined effort by all members sharing a common interest. So please help yourself and our club by volunteering some of your time.

The same members carry out the bulk of the Club running year in and year out. Don't let us forget that these people also have work, families, cleaning and preparing cars plus a lot of other tasks to carry out as well, so let yourself go and try. If you are unsure about holding a position just remember we all had to start somewhere sometime. Besides, I've heard all the excuses over and over again.

For the people who missed out on the 'Ballarat Run', I'm sorry you deprived yourself and your family of the many attractions available when in the town Sovereign Hill, Gold Museum, Eureka Exhibition, Dinosaur Park, World of Dolls, Wildlife and Reptile Park & Kryall Castle just to mention a few of the attractions you could have visited.

Some of the members that went up to Ballarat drove onto Ararat after lunch to look at a couple of MK Model Super Snipes. It surprises us all where they keep cropping up from.

I went to the swap meet at Berwick where I had a stall. My 'wanted' signs went out as usual and some of the cars offered to me are in the 'for sale' section, others will go in after they have been checked out. By the time you have attended the 'Chirnside Swap Meet', maybe I'll have more Humbers offered to me, who knows what will turn up.

Well till election night, I'll say cheers for now.

Bob Kennedy.

\*\*\*\*\*

**MINUTES OF GENERAL MEETING OF H.C.C.V. HELD ON 24.1.86 AT DEEPDENE HALL.**

Meeting was opened at 8.30pm by President Bob Kennedy who welcomed all present.

APOLOGIES: Harold Underwood, David Dunlop, Robert Smith, Stephen Lawrie & Nancy Kennedy.

NEW MEMBERS: A special welcome was accorded to the following new members: Rod Laredo (Series 5A Snipe), Frank Stockwin (Series 4 Snipe), Ian Foreman who has recently returned to Victoria from South Australia.

MINUTES: Minutes of the November meeting of H.C.C.V. were accepted as read. Moved Vic Wilson, seconded Jack Waring.

CORRESPONDENCE:

In: Assorted Club exchange magazines, M. Heazlewood (Tas, H.C.C.), N. Castle (Q'Land), P.V.H.C.C. (Xmas Greetings), J. Lawry (Geelong), F. Lister (Greensborough), V.G.L. Insurance, Deepdene Hall Committee, R. Boan (Sorento), J. Horne (Rosebud), J. York (Hopetown), W. Schubart (Morningson), A.O.M.C.

Out: Four membership application forms - T. Lawry, Deepdene Hall Committee, H.C.C. (Tas), H.C.C. (S.A.), H.C.C. (Q'Land), N. Castle, S.A.T.O.C., J. York.

Correspondence received on motion of Peter Davenport, seconded Herb Perkins.

# THE HUMBER CAR CLUB of VICTORIA

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

## COMMITTEE 1985/86

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Bill Holmes	(052) 57 1067
SECRETARY	Margaret Willimott	435 6354
TREASURER	Rob Dunlop	439 7059
EDITOR	Barry Bosnich	460 4505
SOCIAL SECRETARY	Barbara Dunlop	439 7059
MEMBERSHIP REGISTRAR	Nancy Kennedy	789 5119
LIBRARIAN	Keith Willimott	435 6354
TECHNICAL ADVISORS	Tom McAlpine	(051) 27 4755
	Des Judd	789 6952
PUBLICITY/REGALIA	David Dunlop	439 7059



Bob Bruce - Pride of Ownership Winner 1985.



Don't be a "Norm or Norma". Be in it, come to a club outing and have a good day as did Barbara Dunlop, Pam Batten, the Reids and the Rowlinsons at Lauriston Reservoir.



<u>TREASURER'S REPORT:</u>	Current account (as at 20.1.86)	\$ 887.74
	Add Deposit (24.1.86)	339.00
		1226.74
	Debenture Stock Account	\$1500.00

Fred Pieterston moved, seconded P. Davenport that treasurer's report be accepted and accounts as paid be approved.

EDITOR'S REPORT: 160 magazines printed this month. Contributed items from members still required (Shortage of Hawk & Vogue material).

SOCIAL SECRETARY'S REPORT: Special effort this month, two bottles of wine donated by Marie and Ossie Grande.

LIBRARIAN'S REPORT: An amended library list will be published to include items donated in recent months. Ian Foreman donated the following books to the Club: Workshop manual - Snipe - Series I-V, Workshop manual - Hawk - Mark III - VI, Owners Handbooks - Series I Snipe and Hawk.

The President expressed the Club's thanks to Ian. After some discussion it was resolved that duplicate library copies of owner's handbooks be noted in the Humberette and sold to the highest bidder. Moved P. Davenport, seconded Des Judd.

FOR SALES: 1939 Snipe (Brisbane), MK II or III Snipes (Ararat), Series IV Estate (D. Judd). Rear panels and springs for Series IV Snipe (J. Waring).

#### GENERAL BUSINESS

1. February Outing to Ballarat. Details in Humberette.
2. 1986 Club Calendar. Marie suggested Koo Wee Rup Potato Festival, Bunyip Football Club Display. Rob Dunlop suggested an alternative one day Easter outing for non rally participants.
3. March/April General Meetings. President to check alternate date and venue for at least one of these.
4. British Motoring Show (16th March). Jack Waring, Bob Kennedy, Rob Dunlop & Keith Willimott volunteered to help.
5. Chirnside Park Swap Meet (16th February). Bob Kennedy has a stall and will display Club banner and promotion material.
6. Annual Meeting. Norm Watt volunteered to act as Chairman. Members are needed to fill Committee positions especially regalia, Minute Secretary and Register.
7. Membership Drive. Members were requested to use windscreen cards, display Club stickers in an attempt to each sign up one new member during 1986.
8. Humberette. Norm Watt expressed congratulations to Barry on excellence of the journal. Norm requested on behalf of a Queensland contact, one radiator cap and Humber name for 1935 Snipe.
9. Tasmanian Club. Ways of incorporating the Tasmanian name in Club logo were discussed. It was felt an advertising fee may restrict ads especially for give-away cars.
10. There being no further business the meeting closed at 9.45pm and supper was served.

\*\*\*\*\*

## SECRETARY'S NOTES

It was pleasing to see an enthusiastic turn out of members at our first Club Meeting for 1986. I hope this proves a good omen for a full and successful year ahead.

February brings us to the Annual General Meeting and the chance for all members to have a say in the running of the Club. If you have not nominated for Committee before, please consider doing so this year. Some Committee members have spent a number of years in their respective positions and it is only fair that they be given the opportunity to enjoy a well earned break. Fresh enthusiasm and new ideas are always needed in organizations such as ours. We are especially looking forward to members to fill the positions of Regalia Officer, Minute Secretary, Event Director and Club Register. Please think about it and offer your help in 1986.

Although I was unable to attend myself, I believe several of our Club cars including Ossie Grande's MK I and Barry Bosnich's Series II Snipes participated in the Australia Day Cavalcade to Werribee Park. Other members were amongst the throng of spectators. Full marks to new member Bob Worley for locating fellow Humbers on the day and a big welcome to the Club, Jean & Bob.

The British Motoring Show on 16th March (see notice this Humberette) is one event you should not miss. All Humbers are welcome and their condition is unimportant though of course a wash and polish would be nice! Great Britain has a rich heritage in Classic cars and many of their most famous makes join this display at Flemington Race Course. The B.M.S. is one occasion when you are asked to do nothing more than come along in your Humber and enjoy yourself. B.Y.O food and good company and an interesting day is provided. The admission charge of \$2.00 per participating vehicle is a very reasonable cost for an enjoyable day's entertainment.

With the close of the Club year, membership subscriptions are due on March 1st. If your 1986 sub has not already been paid you will receive a membership renewal notice with this Humberette. Please take the time to fill it out accurately and return with your payment. In keeping with an earlier recommendation by the Committee, all subs, we increase by \$5.00 for the 1986/87 year. This is still under \$1.70 per month (or the cost of four daily newspapers) for city members and even less if you live in the country.

Don't forget the Annual Meeting and all those exciting opportunities to participate. See you there!

Margaret.

\*\*\*\*\*

### FOR SALE

1954 Hawk, no reg, good condition, car at Greensborough.  
Contact: Mrs Norma McDonald, Ph: (054) 33 6278. (Bob K.)

MK 2 S/Snipe, mech good, body fair, \$200.00.  
Contact: Warren Ted Ford, Ph: (052) 48 1470, Geelong. (Bob K.)

S/Snipe 4, give away, white, not going.  
Contact: Mrs Heather Vogel, Ph: (059) 77 4181, Sommersville. (Bob K.)

S/Snipe Series 3 or 4,  
MK 6 Hawk,  
Series 5/5A - Not going, offers for the lot.  
Contact: Ron Lang, Ph: 707 2076. (Bob K.)

Series 4 S/Snipe, white, air cond, dual carbs, good condition all round,  
\$1,600. Contact: Vic Wilson, 20 View St. Reservoir, Ph: 478 9352.



### AROUND THE OUTINGS

Australia Day run to Werribee Park. Roy & Merle Pepprell, Ossie & Marie Grande, Ron & Eleanor Forth, Vic Wilson, Barry Bosnich, Bob Worley & family from Ocean Grove.

Ballarat Run. Bob & Nancy Kennedy, Bill & Joan Holmes, David & Joy Barker (Newtown), Keith & Marg Willimott, Pam Batten, Barb & Rob Dunlop, Vic Wilson, Barry Bosnich, Jack & Sybil Waring, Shane Cooper (Colac).

### STOLEN VEHICLE

All members are asked to look out for the following missing car. Series 4 S/Snipe, white, N.S.W. reg DLD 775, grey plastic petrol cap, dent driver's side door, stolen from Sydney metro area 31.1.86. Ray Palmer (02) 357 1959.

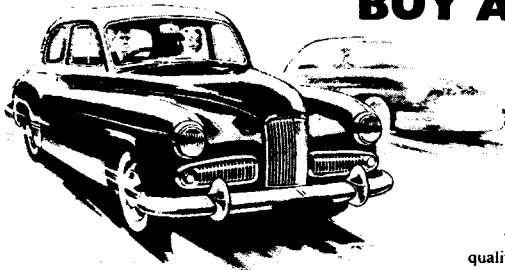
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3 DECEMBER 1954

*The Autocar*

17

# GO AHEAD BUY A HAWK!

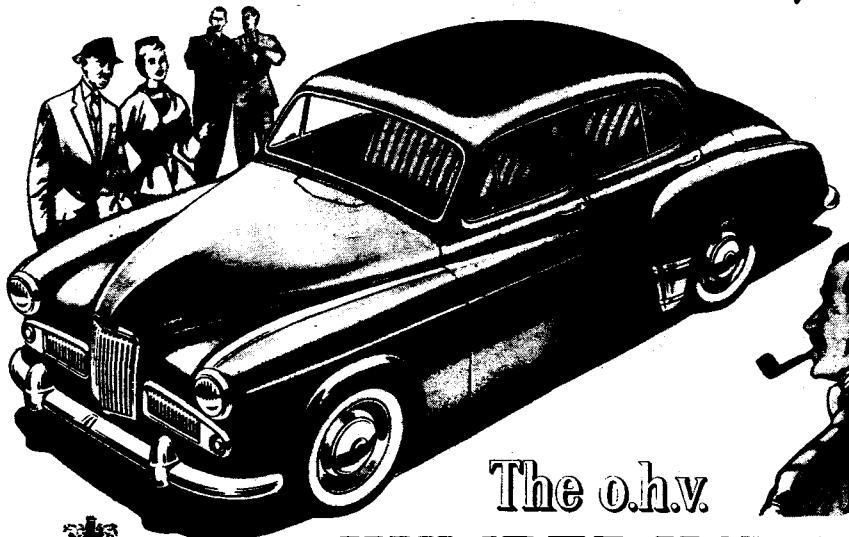


The quick, live power of a 20% more powerful overhead valve engine giving vivid, exciting acceleration, is yours to command. All the luxury, the comfort, the built-in quality of a truly great car—and over 80-m.p.h!

Larger brakes for greater safety and numerous detail refinements all for no extra cost!

AND WITH OVERDRIVE, (£45 plus p.t. £18.15.0) still more miles per gallon, still better top gear performance. Less engine wear too.

*PACKED  
WITH  
POWER...AND READY TO PROVE IT!*



## The o.h.v. HUMBER HAWK

£695 plus p.t. £290. 14.2

White wall tyres and stainless trim-finishers available as extras

BY APPOINTMENT TO THE LATE KING GEORGE VI  
MOTOR CAR MANUFACTURERS HUMBER LIMITED

A PRODUCT OF THE ROOTES GROUP

HUMBER LIMITED COVENTRY. LONDON SHOWROOMS & EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

MK 2 S/Snipe, parked in shed last 15 years due to broken brake pipe, tyres and one headlight required, sunroof plus parts car on blocks, restorer's dream.  
Contact: Tim Johnson, Ararat Area, Ph: (053) 54 7533.

1938 Snipe, suit rest, complete less block, two w/screens, \$800.00 o.n.o.  
Contact: Syd Clifton, Geelong, Ph: (052) 43 0053.

1939 Humber, \$200.00.  
Contact: Frank, Brisbane, Ph: (071) 94 1625.

Series Humber Spares: engines, trans, diffs, front ends, suspensions, panels, interior fittings etc. Ph: B/H 783 1164 - A/H 789 6952.

S/Snipe Series 3? reg 11/86, fair cond, numerous spares including front w/screens, \$600.00.  
Contact: F. Lister, 6 Greta St. Greensborough, Ph: 434 7491.

New w/screens, triplex glass, one Series 5 S/Snipe, one possible earlier, \$150.00 each, B & R w/screen specialists. Geelong, Ph: 21 6926.

Red front and rear seats for Series Hawk, also door trims, \$10.00.  
Contact: Keith Willimott, Ph: 435 6354.

Series 4 S/Snipe, gen 63,000 miles, two owners, v/good mech, body has few dents, needs carpet, \$950.00. Ph: B/H 529 1544 - A/H 877 3208.

#### WANTED:

Red seats fit 5/5A S/Snipe. Contact: Bob Boan, Sorrento, Ph: (059) 84 2078.

Old lamp glasses, shades, globes (non electric), oil lamp bits.  
Contact: Peter Davenport, Ph: 458 2531. Will be at National Rally Forbes.

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#### LIBRARIAN'S REPORT

We now have a very comprehensive range of books covering most models from 1934 onwards. As you can appreciate literature pertaining to Humbers built before 1930 is almost non existent. We are indebted to quite a number of members, country and city, who have contributed handsomely to the library with workshop manuals, parts, catalogues, hand books and service manuals. Many thanks to you all. I have also had included in the library a number of non technical books on motoring which make good relaxing reading. Looking through our collection of owner's handbooks, it is interesting to read some of the information which we tend to either forget or not even notice. I have printed in this months magazine a copy from some of these showing a list of tools you should have in your tool kit, especially if you anticipate entering in concours.

Keith Willimott.

\*\*\*\*\*

#### MEMBERSHIP RENEWALS

The Committee has recommended that the following fee scale be adopted for the 1986/87 year:

Joining Fee	\$ 5.00
Single Membership (full)	\$20.00
Country Membership (full)	\$15.00
Associate Membership	\$15.00
Family Membership (city)	\$25.00
Family Membership (country)	\$20.00
Overseas Membership	\$20.00

\*\*\*\*\*

## OVERSEAS CORRESPONDENCE PAGE

Hi,

My name is David Clark, I have been corresponding with Keith and Margaret Willimott for some time now, as well as with other members of the H.C.C.V. During the course of our letters, the subject of interclub communication has been discussed, via a new page in each others magazine. I therefore hope I can make this a regular feature to keep you informed of 'Humpering in England' and other interesting Humber articles.

First I thought I had better introduce myself. I have been a member of the Post Vintage Car Club for seven years and although only 27 years old, I have been riding around in Humbers for over 20 years and my father still owns two Humber Sceptres.

Many of you may have seen the 'all colour' old faithful magazine I edited for the 10th Anniversary of the P.V.H.C.C. as Editor which I have been for the last three years. Following the Club's A.G.M. in December, I was elected Secretary and relinquished the previous post, although I expect to be just as active.

My Humber as featured in the October 1985 issue of 'The Humberette' on page 1 is a 1960 Series II Super Snipe which I purchased three years ago from one previous owner. So far it has covered 177,000 miles from new and since the photo in the October issue, has been fitted with an original Rootes steel sunvisor - I don't think we've seen the sun in the U.K. since!

I run the Series Humber Register within the P.V.H.C.C. for all Series Humbers all over the world and currently have details of 640 cars still on the road and will be pleased to hear from anyone with details of their car.

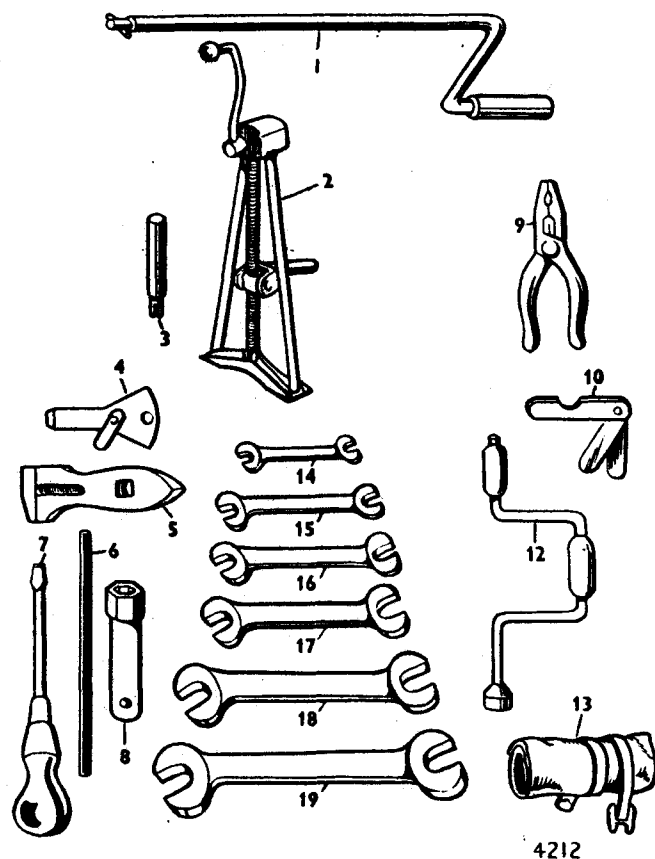
Although a fairly new member to the H.C.C.V., I enjoy reading the Humberette which is eagerly read from cover to cover on arrival. I also belong to the Humber Register here in the U.K. which caters for pre-1931 Humbers and serve on the Committee of the Association of Rootes Car Clubs as a P.V.H.C.C. delegate. Who ever said Humpering was a spare time hobby - more like a full time job!

With best wishes to all members of the H.C.C.V. from the P.V.H.C.C.

David Clark.



## TOOLS



### KEY

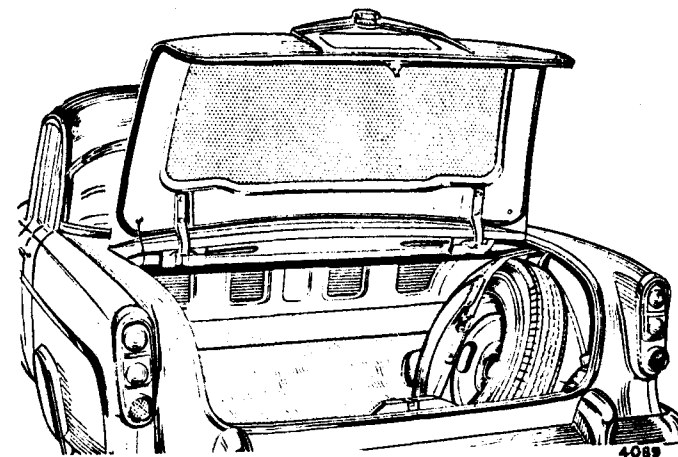
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|------------------------|--|
| 1. Starting Handle.    | 10. Feeler Gauges.   |
| 2. Lifting Jack.       | 12. Wheel Brace.   |
| 3. Tyre Valve Key.     | 13. Tool Roll.   |
| 4. Distributor Key.    | 14. 2 B.A. $\times$ $\frac{1}{2}$ " B.S.F. Spanner.            |
| 5. Adjustable Spanner. | 15. $\frac{5}{16}$ " $\times$ $\frac{3}{8}$ " B.S.F. Spanner.  |
| 6. Tommy Bar.          | 16. $\frac{1}{2}$ " $\times$ $\frac{5}{8}$ " U.N. Spanner.     |
| 7. Screwdriver.        | 17. $\frac{3}{8}$ " $\times$ $\frac{3}{4}$ " U.N. Spanner.     |
| 8. Box Spanner.        | 18. $\frac{11}{16}$ " $\times$ $\frac{13}{16}$ " U.N. Spanner. |
| 9. Pliers.             | 19. $\frac{7}{8}$ " $\times$ $\frac{15}{16}$ " U.N. Spanner.   |

FOR THOSE WHO ARE NOT SURE WHAT TOOLS SHOULD BE IN THE KIT, THIS SHOULD GIVE YOU SOME IDEA. IT WILL OF COURSE VARY SLIGHTLY WITH DIFFERENT MODELS.

## SPARE WHEEL

The spare wheel is stowed on the right-hand side of the baggage compartment. To release the fixing strap, lift the toggle lever upwards and disconnect the hook at the top end of the strap from its anchor bracket.

When replacing the wheel make sure that the hook is firmly secured to the bracket and then turn the toggle lever downwards to its fullest extent.



Baggage Compartment.

## TOOLS

The jack and starting handle are stowed in spring clips on the right-hand side of the boot. A tool roll is provided for the smaller tools.

The kit includes the following tools :—

- |                       |   |
|-----------------------|---|
| Starting handle.      | Spanner (open ended)                              |
| Lifting jack.         | 2 B.A. $\times$ $\frac{1}{2}$ " B.S.F.            |
| Petrol funnel.        | Spanner (open ended)                              |
| Wheel nut wrench.     | $\frac{1}{2}$ " $\times$ $\frac{7}{16}$ " U.N.    |
| Pliers.               | Spanner (open ended)                              |
| Screwdriver.          | $\frac{11}{16}$ " $\times$ $\frac{13}{16}$ " U.N. |
| Special box spanner   | Spanner (open ended)                              |
| (for spark plugs).    | $\frac{7}{8}$ " $\times$ $\frac{15}{16}$ " U.N.   |
| Tommy bar.            | Distributor key.                                  |
| Spanner (adjustable). | Tyre valve key.                                   |
|                       | Tool roll.  |

SUPER SNIPE SERIES 1



CLOCKWISE L to R.

Mrs. & Mr. Peter Clark  
Mr. & Mrs. Mike Atkins  
Mr. & Mrs. M. Heazlewood  
Mrs. & Mr. Dennis Viney.



The happy throng at  
the "Millhouse"  
restaurant Carrick.



CLOCKWISE L to R.

Mrs. & Mr. Brian Densley  
Mr. Chris Easton  
Miss Nina Densley  
Mr. Martin Vialle  
and some friends who  
shall remain nameless.





6 Woodward Ave. Hillcrest Burnie 7320 Tas.



M. Heazlewood Telephone: 004 312894  
(Club coordinator)  
N. Densley Telephone: 003 936128  
(Club secretary)  
M. Vialle Telephone: 002 236713  
(Southern area rep.)

Hi there fellow Humberers,

Well, I don't know about you, but I sure have been busy of late. Not the sort of busy I would like to be (fiddling with Humbers), But flat as a tack at work. You are lucky to have a report at all this month.

Firstly, David Yaxley of Wesley Vale Has kindly supplied me with an interesting article about a mid-thirties Snipe racing the Orient express (Yes David I have finally been able to use it). Secondly I have supplied a period road test of a 1938 Snipe from the now defunct English Magazine "Practical Motorist" and thirdly there is a page of photos from our Xmas "Do" in Dec. at Carrick.

In this months issue there is a fully updated Tas Members listing including our latest Member from Devonport, Barry Revell who owns a nice Series IV Saloon. That makes a total of twenty six Members at present, not bad, but there is plenty of room for improvement. If you know of somebody who owns a Humber why not invite them to become a Member.

#### COMING EVENTS

##### MARCH 16TH :- PEARNS STEAM DAY

This is really a rather special event, the only one of its type in the State and one of the few in the country. Based around the Pearn Bros. collection of steam traction engines, and working machinery, it has been presented to the Westbury council and is managed by the Westbury Rotary Club.

This includes one of Tasmanias best gatherings of Veteran & Vintage, Classic and PostWar Thoroughbred cars, along with Vintage Tractors, working farm machinery, stationary engines, rides for the kids etc. It promises to be a great day out, if last years event is anything to go by. So why not wash down the old Humber and make it a day.

We would like to see as many Humbers as possible, to make up a Club display.

##### APRIL 20TH:- COMBINED RUN WITH RESTORERS CAR CLUB

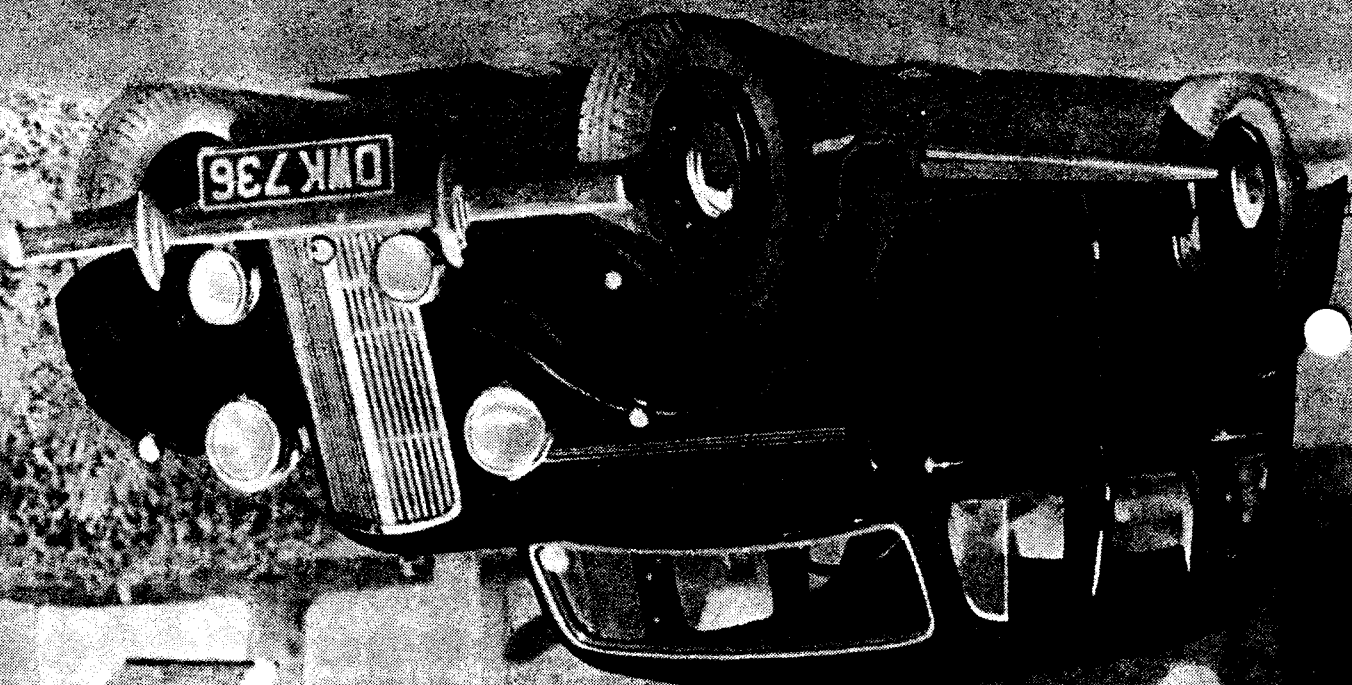
The RCCT has graciously invited us as a Club to a barbecue at Shropshire Park at Ulverstone on the N.W. Coast. START TIME: 9:30 AM SHARP at OLD TUDOR VILLAGE SHOPPING CENTRE. Arrive at Brooks Shell Service station (first on your left as you enter from East). From there you will be guided to the park for a Barbecue Get To Know You afternoon. B.Y.O. barbies, food etc. We have a chance to redeem ourselves as a Club, after last years fiasco. I feel the opportunity will not offer itself again if you fail to attend and I would not blame them.

##### REMINDER TO ALL TAS. MEMBERS:

You are reminded that all Tas. Membership fees as detailed in last months Mag. will be due in March with one month to pay. Therefore those not paid in time for May's Magazine will cease to be Members. BE WARNED!!



RAYMOND WAY, KILBURN  
 SEE PAGE 612 FOR 350 USED CARS UNDER £100



*Road Test*  
 HUMBER  
 "SUPER SNIPES"

# Practical Motorist

3p  
 EVERY FRIDAY

A  
 GEORGE NEWNES  
 Publication

BERLIN MOTOR SHOW REVIEW

## PRACTICAL MOTORIST ROAD TESTS OF NEW CARS

## Humber "Super Snipe" Saloon

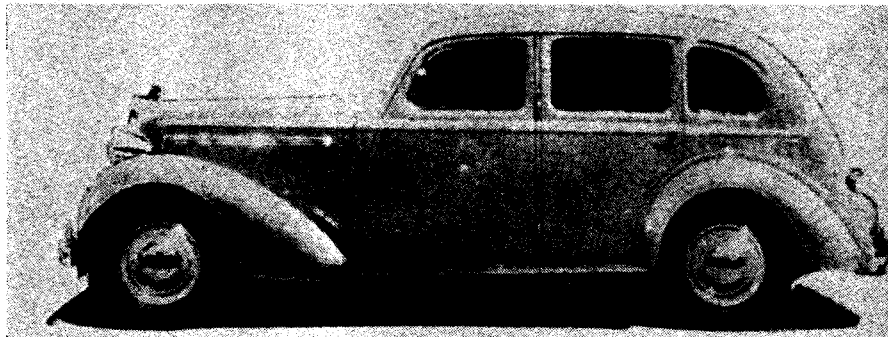
An All-British "Top-Gear" Car Which Is More Than A Rival To Most American Cars. Rated At 27 h.p., It Has A Speed Range Of 5 To 85 m.p.h. In Top Gear. The Price Is £385

FOR many years there has been a demand for a high-powered British car, costing no more than American models and rivalling them in performance. The subject of the present report fills these requirements in an admirable manner, whilst retaining all the characteristics of the best cars made in this country. In producing it, one of the first aims of the manufacturers was to make a car that could be driven almost anywhere in top gear; that they succeeded is proved by the fact that the car will accelerate smoothly in this gear from a walking pace to a full 85 m.p.h. If necessary, it can be started in top gear, and it would still be possible to use the car satisfactorily if the three indirect gears were put out of action.

But it would be foolish not to use first, second and third (or at least second and third) gears for they provide amazingly good acceleration, whilst gear-changing could not be easier. Synchromesh is provided for all except bottom gear—and it is never necessary to use that gear, although it is certainly useful in making a smart get-away on a steep gradient and with a full load of passengers.

### Very Roomy

It will be evident from the accompanying illustrations and dimensioned drawings that the car is extremely commodious. There is ample room for five people of more than average stature to ride in comfort; even to lounge in their seats. There is also a luggage compartment, and although this is not excessively large it will hold as much



Nearside view of the car tested. It is shapely whilst ample window space gives good visibility.

luggage as most owners would ever wish to carry, for when the lid is open this can also be used as a luggage platform. Additionally, due to the absence of obstructions, large trunks could be carried by leaving the lid open.

In view of the large dimensions it was pleasantly surprising to find how nicely the car handles in traffic. Due to the good design and ample window area traffic driving was found to be as easy as with the smallest of cars, for it was easy to drive through an opening only a few inches wider than the car. Not only is this a great convenience, but it is an excellent safety feature.

### Controls

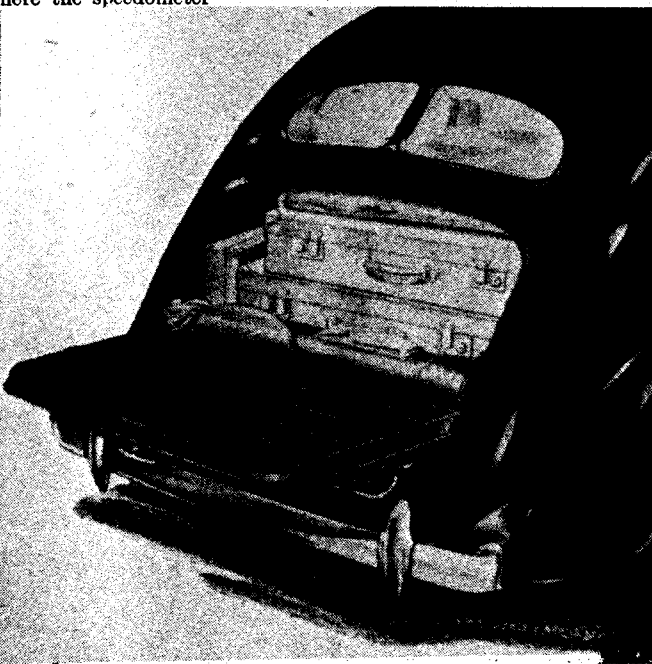
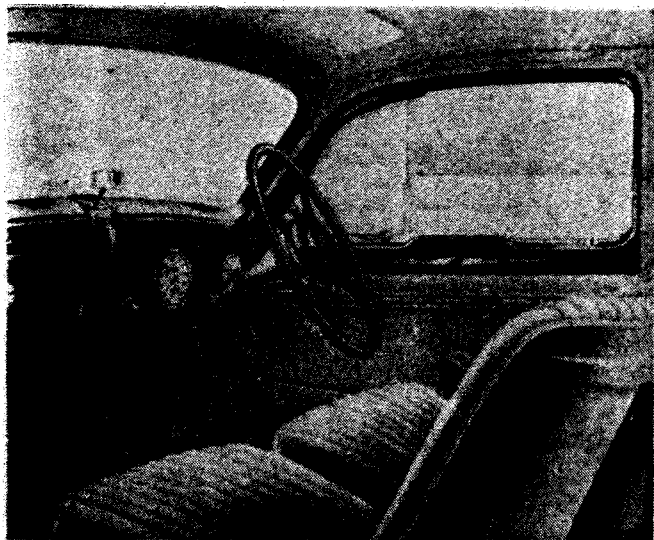
Instruments are well arranged on the pressed-steel dash, where the speedometer

and combined ammeter, oil-pressure gauge, petrol gauge and water thermometer are placed one to each side of the steering column. On the nearside there is a large cupboard with locking lid, in the centre of which is an electric clock. In the centre of the dash is the push button for the electric starter, and just above this is an electric cigarette lighter. On each side of the starter button is a similar fluted knob, but whereas that on the left is the combined lighting and ignition switch, that on the right is a pull-out ash-tray.

### Good Lighting System

An interesting feature of the lighting system is the provision of two headlamps and two passlights. By moving the dip

Below: The pressed-steel dash has a good-sized compartment, with locking lid, on the nearside and the instruments are placed so that they are well within view of the driver. There is an adjustable steering column and a sturdy right-hand brake lever.



When the luggage boot is open large trunks can be carried. The width is sufficient for a set of golf clubs.

switch, conveniently mounted on the hub of the steering wheel, the two headlamps are extinguished and the passlights switch on in their stead. There is an additional push-pull switch on the extreme right of the dash to give separate control of the off-side passlight. This is an excellent arrangement, especially since the headlights are unusually efficient, giving an extremely long beam.

### In Fog

It so happened that there was fairly dense fog one evening during the period for which we had the car for test, and this gave us a good opportunity for testing the auxiliary lighting system. We found that with either one or both of the passlights in action we could proceed far more quickly and safely in fog than did most other drivers whom we passed. In fact, it was not long before we found ourselves leading a long line of cars along the Watford by-pass— notorious for fog. And many of the cars in the stream had previously been pulled in, their drivers considering it unwise to proceed.

To make the best of the conditions the steering wheel was set as far forward as possible on the telescopic column and the driver's seat brought well forward. As the particular kind of fog was both damp and dirty it was also necessary to use the windscreen wipers; in every respect the car behaved remarkably well.

The gear lever is centrally placed and is so long that it comes close to the driver's hand. At the same time its base is well forward so that the floor of the front compartment is kept clear. The handbrake lever is a sturdy one mounted on the offside beyond the door opening. To use it the driver must lean forward very slightly, but as the handbrake is required only for parking and making a re-start on a hill, this is not a disadvantage.

### Useful Speed

Once away from the fog it was possible to use the excellent speed and acceleration of the "Super Snipe." It did not take long to prove that the makers' claim of a top speed of 85 m.p.h. is not an exaggeration, and that the performance is something new for a British car in the large saloon class. Speeds in the region of 70 m.p.h. could be held as long as road conditions permitted without either the engine or the driver tiring. Driving comfort is, indeed, worthy of special note. The comfort is no doubt due in large measure to the long wheelbase and

generally good balance of the car as a whole, but it is also helped by the "Even-keel" independent front-wheel suspension, which has been well proved during the past few seasons.

The general handling of the car in all conditions will meet the requirements of the most fastidious. Steering is light without being too low-geared, there is an absence of sway when taking corners at good speed, the springing is excellent without being too light, and the brakes inspire confidence when "hitting the high spots." These brakes, incidentally, are the latest Lockheed design with slotted shoes, transverse wheel cylinders and bisector expanders, as described fully in our issue dated October 1st, 1938. They give 100 per-cent. braking efficiency from 30 m.p.h. and require only light pedal pressure to do so. In any emergency they could be relied on to bring the car to rest rapidly without shudder and without the car deviating from its path.

### Starting

One of the good points which always has a strong appeal—but an especially strong one to professional men who cannot afford to waste time—is the instant starting and rapid warming-up. The engine always fired at once when the starter button was pressed; still more important, it could be

driven away at once, knowing that the choke would go out of action as soon as the engine reached correct running temperature, and also that the engine would not spit and splutter. As can be seen from the specification, there is a thermostatic easy-start device fitted in the exhaust system. Thus, to start the car from cold it is necessary only to depress and release the accelerator before operating the starter button. This automatically sets the choke and throttle to their correct starting positions; they are automatically returned to normal as the engine temperature rises and without any further action on the part of the driver.

Maximum speed in third gear was found to be 63 m.p.h., whilst 40 m.p.h. could be reached in second. When driving normally, however, the upward changes from second to third and third to top were generally made at about 25 and 40 m.p.h. In built-up areas, where maximum speed must not exceed 30 m.p.h., the upward changes were made at about 15 and 30 m.p.h.

### Performance Tests

A number of acceleration tests were made, all of which showed the remarkable power-to-weight ratio of the four-litre engine, which develops 100 b.h.p. For example, 30 m.p.h. could be reached from a standstill, using first and second gears, in 4½ secs.; the time taken to accelerate from 10 to 30 m.p.h. was 3½ secs. in second, 4½ secs. in third and 6½ secs. in top. Using third gear, 40 m.p.h. could be reached from a steady 20 m.p.h. in 5½ secs., and 50 m.p.h. from 30 m.p.h. in 6½ secs.; the time required in top was 7½ secs. From a standstill 50 m.p.h. was reached in 10½ secs. and 60 m.p.h. in 16½ secs.

All these figures are averages of a number of two-way runs, the speeds given being those recorded by the speedometer, which was sensibly accurate.

### Fuel Consumption

In view of the exceptionally good performance it might be expected that fuel consumption would be heavy. It was found, however, that the average figure during normal driving was 21 m.p.g. During our acceleration tests and a run involving some very hard driving the consumption was 18 m.p.g. It is very rarely that the car would be used in this way, and it would therefore be reasonable to expect that an average of not less than 20 m.p.g. would be obtained by the average driver.

### BRIEF SPECIFICATION

ENGINE: Six-cylinder, side valves; detachable head; bore, 85 mm.; stroke, 120 mm.; cubic capacity, 4,085.7 c.c.; R.A.C. rating, 26.88 h.p.; max. b.h.p., 100 at 3,400 r.p.m.

TRANSMISSION: Dry-plate clutch; four-speed gearbox with synchromesh on second, third and top; gear ratios, 4.09, 5.99, 10.1 and 15.13 to 1—reverse, 15.13 to 1; Hardy-Spicer propeller shaft; banjo-type rear axle.

SUSPENSION: Transverse semi-elliptic for "Evenkeel" at front; semi-elliptic at rear; silentbloc bushes; gaiters on springs; torsion-bar sway eliminator; Luvax hydraulic shock absorbers front and rear.

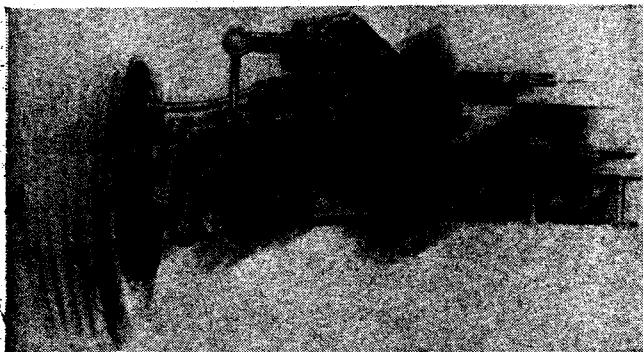
STEERING: Worm and nut; Bluemel adjustable steering column; spring-spoke steering wheel.

BRAKES: Lockheed hydraulic; slotted shoes; right-hand lever operating on rear wheels.

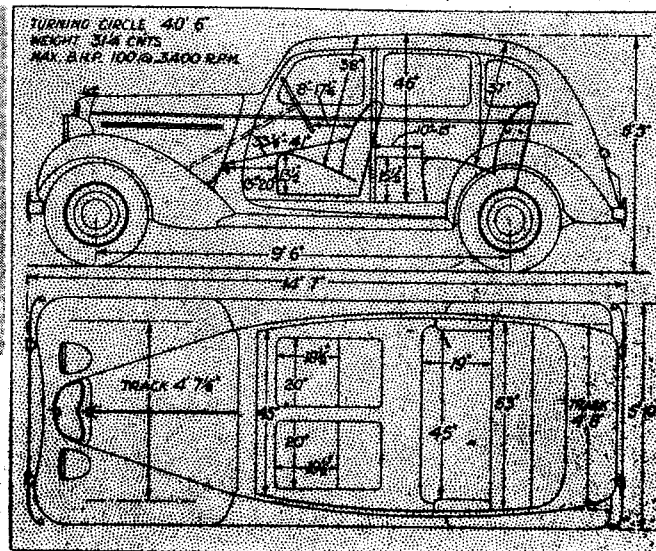
ELECTRICAL: Compensated voltage control; 12-volt, 63 a.h. accumulator; headlamps, pass lamp and fog lamp; reversing lamp; twin wind-type horns.

TYRES: Dunlop "Fort"; E.L.P., 6.00 by 16 in.

PRICE: Saloon, £385; Sports Saloon, £430.

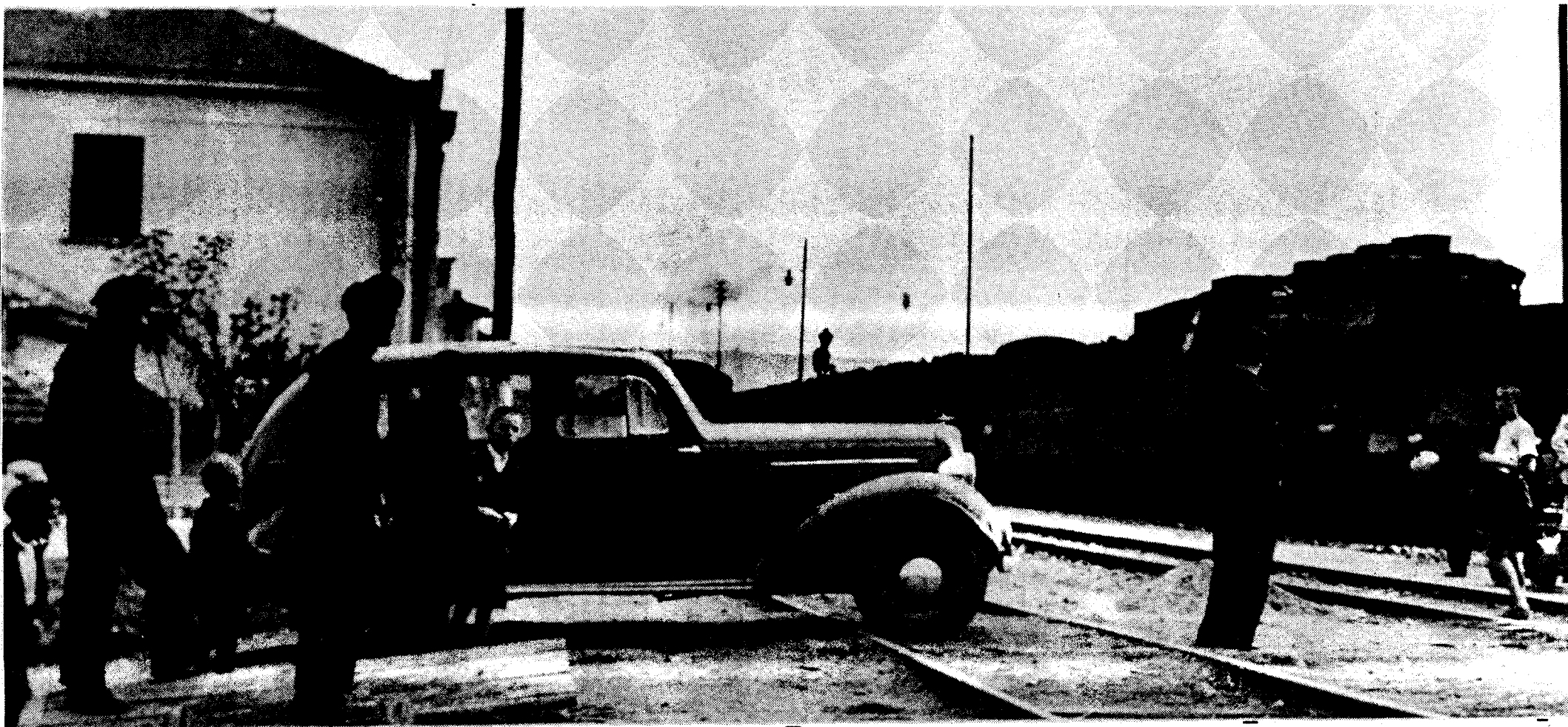


(Above) "Evenkeel" suspension, comprising gaitered transverse springs and outrigger Luvax hydraulic shock absorbers to give stability and good road holding.



(Right) Principal body and chassis dimensions of the "Super Snipe."





# HUMBER RACES THE ORIENT EXPRESS

MATERIAL SUPPLIED BY: David Yaxley. HCCV/TAS.

During the 1930s it was not unusual for motor cars to attempt unusual feats of speed or endurance, even to race the occasional train or two. Most people would be familiar with the famous race between the 6.5 litre Bentley of Wolfe Barnato (which recently sold at Christies in London for £250,000) and the Blue Train which ran from Cannes to London. Barnato did it for a £50 bet and won at an average speed of 47mph.incredible for those days.

Another not so publicised race was performed by the Rootes group as an advertising stunt in 1937 with a HUMBER SNIPE against the Simplon Orient Express, which ran between Istanbul to Ostend. The HUMBER WON!!!

In1937 you could travel on the Orient Express all day and see no more than three cars, so it really was quite a feat given the condition of the roads in central Europe at the time.

## PICTURED ABOVE:

The Simplon Orient Express at Dragoman Bulgaria in 1937. The HUMBER driven by Dudley Noble for Humber Publicity,raced the train to Ostend,just before the London Motor Show of that year and won.

# AUTOMATIC HAWK FOR THE HARRIED



Smooth lines of the Humber Hawk which have made it the winner of many Concours d'Elegance prizes. A contrasting body flash adds to the effect.

Just the thing for businessmen who feel the urge to relax when they drive, the automatic Humber Hawk is smooth, pleasant and economical in town and country.

**T**HE struggle of the enthusiasts the do-or-die cog-swappers, has been long and valiant, but one doomed to be lost.

Automatic transmissions are invading the Australian motor market at a far greater rate than most of us realise and within five years the vast majority of new cars flowing on to our roads from the plants of every manufacturer will have their power transmitted from engine to rear wheels by one of a variety of automatic systems.

You might join me and bewail this organised, insidious attack on one of motoring's few remaining pleasures, but there is nothing you or I can do to stop it—except order the optional stick-shift transmission on our 1965 car.

Apart from that we can only huddle around vintage MG's, 3.4 litre Jags and a pyramid of broken, stubby gear-levers and dedicate them as a perpetual monument to the goddess of Joy.

The sad, indisputable fact is that, like the ice-cream and coke consumers across the Pacific, Australians by and large are not motoring enthusiasts, merely mad-keen car drivers.

They love the four rubber-tyred wheels, the big ("she's a powerful-looking motor that one, mate") engine and the way the speedo needle wobbles around more or less well into the double figures, not for the intrinsic beauty and genius of the automobile, only for its ability to get them around farther

and faster and more independently than a tram.

Occasionally they even love it because, in terms of chromium plate and fin-type love, it is more admirable than the next-door neighbor's brand.

We cannot stop this, but only hope that the designers of motor cars have been bred to a deeper spiritual appreciation of the motoring things that really matter and that despite the customers, good taste and sense will prevail.

One of the manufacturers who was among the first in Australia to recognise the trend to automatic was Rootes (Australia) Ltd.

Pulling itself out of the doldrums with a fine new range of spruced-up, better-powered and quality finished cars three years ago, Rootes started to swing over to automatic on its prestige range of Humbers.

Within months they found their judgment well supported by sales results. Within a year they found that upwards of 95 per cent of all Humbers sold in Australia were being

ordered with automatic transmission.

When the Series 2 Humber Super Snipe was released with the new 3-litre engine, the emphasis in Rootes' advertising for the new Super Snipe was not on its mechanical improvements but rather on its fully automatic optional transmission.

The same is happening with the new Series 1A Humber Hawk.

The reason why the Hawk is only Series 1A while the Super Snipe is Series 2, I think, is because the changes and modifications are not as great on the Hawk as they are on the more powerful model.

The only noticeable exterior change is the addition of two color strips—one on each side—running between two narrowly separated chrome strips. Closer examination will show that the windscreen wipers are positioned differently—they sweep in parallel arcs instead of identical symmetrical ones, thus giving a much more adequate coverage of the wide, comparatively low windscreen. The wipers are still not 100 pc—they leave a small upswept area in the centre, but they are a great improvement on the inadequate ones on the Series 1 Hawk.

Other improvements are mainly to interior trim and fittings.

The seats are more comfortably shaped and more heavily padded. They are also a fraction wider.

The Series 1 Hawk had a most unHumberlike feature. The "pol-

ished walnut" dashboard was not polished walnut at all, but a painted tin replica reminiscent of some of the dreadful efforts of American manufacturers during the 1930's.

In the latest model, the Hawk is given the full treatment, wood-wise. The dashboard—and the door cappings—are fully fledged, genuine walnut panels and they look beautiful!

Rootes earn full marks for making an excellent push-button windscreen washer standard equipment on the Hawk. Oh, that other makers would follow suit or—and I'm generally all against governmental interference unless really necessary—the Australian governments would legislate to make windscreen washers as compulsory as wipers.

There are few aspects of winter driving as dangerous as the mud peppered spray that is thrown on to car windscreens by the vehicles in front, and those that pass from the opposite direction, when the road is wet and rain has ceased falling.

Windscreen wipers used alone to clear the windscreen in these circumstances, are, at best, completely useless, and at worst, dangerous because of the smudging they cause and damaging to the glass.

But perhaps the new feature on the Series 1A Hawk I liked best was the heater.

It has been optional equipment on the Super Snipe and Hawk since the Series 1 of both models was introduced, but Rootes made an

excellent decision when they made it standard on the Series 2 Super Snipe.

Now they have repeated the dose with the Hawk—and hats off to them for it.

The heater itself was hard to fault. Like all really good English heaters, it did just what its name implies with complete effectiveness.

Starting the car from dead cold on a really cold morning, I found the heater operated with full effectiveness less than two miles after the car started—and that is real heating performance.

The demister was just as effective and kept the big wrap-round windscreen completely clear on the inside.

Its controls were simple, easy-to-understand and a blower was provided.

The rest of the Hawk is virtually unchanged from the successful Series 1.

The carpets are thick and cover the floor of both front and rear compartments, wide comfortable centre arm rests are provided on both front and rear seats and door arm rests are well placed.

The centre arm rest in the front seat was particularly welcome from the driver's point of view.

Often in cars with bench seats, especially if they are better than average in the performance and handling departments, the driver tends to lack lateral stability and can easily lose control on fast corners because of the tendency to slide does not permit him to stay behind the wheel.

I found on testing the Hawk that the arm rest gave excellent sideways support, even better than in many high performance cars with bucket seats.

The driving position was particularly good. The driver sat upright, was well supported in his back and under his thighs and the big, black black steering wheel was nicely positioned.

A good array of instruments was right in front of the driver and well-labelled control buttons were neatly laid out within easy reach.

From the driver's point of view I could find only three faults—the first probably peculiar only to the test car, which was the first off the production line.

It was, indeed the most surprising fault I have found in a new car for some time. I have found that Rootes' cars have almost monotonously accurate speedometers, rarely varying more than one mile per hour from absolute accuracy even at high speeds. But this Hawk's speedo was way out—and I mean way out. At its true maximum speed the needle was optimistic to the tune of nearly 10 mph, a much too high an error.

But on past experience I would not be surprised if the fault was merely that the speedo on this particular car was faulty and that most of the new Hawks would justify the reputation for speedometer accuracy that Rootes have established in the past.

The second fault was one of design and concerned the brake pedal. Wider than a normal pedal, it did not, however, make use of all the spare floor space that is provided by two-pedal automatic control. And it seemed to be awkwardly angled so that the foot pressed against the leading edge of the pedal pad, rather than full on the pad. As the pedal neared the floor, matters seemed to right themselves and the foot seemed to be more comfortable. But I do think Rootes could have done better here.

The third fault concerned the rear vision mirror. The Hawk has a magnificent rear window, wide and shaped for a complete view of what is going on rearwards. Shame then, that the mirror is so miserably small that it cuts out about half the possible backwards vision.

The Hawk is powered by the four-cylinder ohv 2½-litre unit that was introduced about six years ago and has been progressively modified and improved, but basically unchanged in the years since.

Coupled with the Borg Warner automatic transmission (complete with the excellent intermediate gear hold) the engine did its job well.

Acceleration in the lower speed range was not startling, but was quite adequate. Over 45 mph, the torque came in and the Hawk performed with real zest, though never losing its dignity.

It cruised without effort in the seventies and would accelerate rapidly and smoothly to its maximum without sign of stress.

The four big pots seemed completely at ease pushing the Hawk around.

Unfortunately I was unable to give the car a thorough overall fuel test. But during actual test-

ing it returned 20 mpg, a very good figure considering the flat-to-the-board driving the car was subjected to.

It rolled very little on tight corners and came gracefully around with just a nice degree of under-steer.

The finish throughout the car was superb—even better than the very high standards Rootes have

been setting in Australia in the past years.

The automatic transmission was well up to Borg Warner scratch—trouble-free, easy to operate as a fountain pen ideal if you are lazy.

But I'd love to have a crack at the rarely-sold "standard" Hawk with four gears and electric over-drive.

## PERFORMANCE

### TOP SPEED:

84.1 mph average; best run, 84.8 mph.

### FUEL CONSUMPTION:

Overall on flat out test, 20 mpg.

### WEIGHT:

26½ cwt at the kerb.

## SPECIFICATIONS

### ENGINE:

Cylinders, four; pattern, in line; water cooled, valves, overhead operated by pushrods and rockers; bore and stroke, 81 x 110 mm; capacity, 2267 cc; compression ratio, 7.5 to 1; bhp, 78 gears at 4400 rpm; carburettor, Zenith; fuel pump, mechanical; capacities fuel tank, 12.5 gallons; radiator, 20 pints; sump, 10 pints.

### TRANSMISSION:

Borg-Warner fully automatic with manual intermediate gear hold ratios.

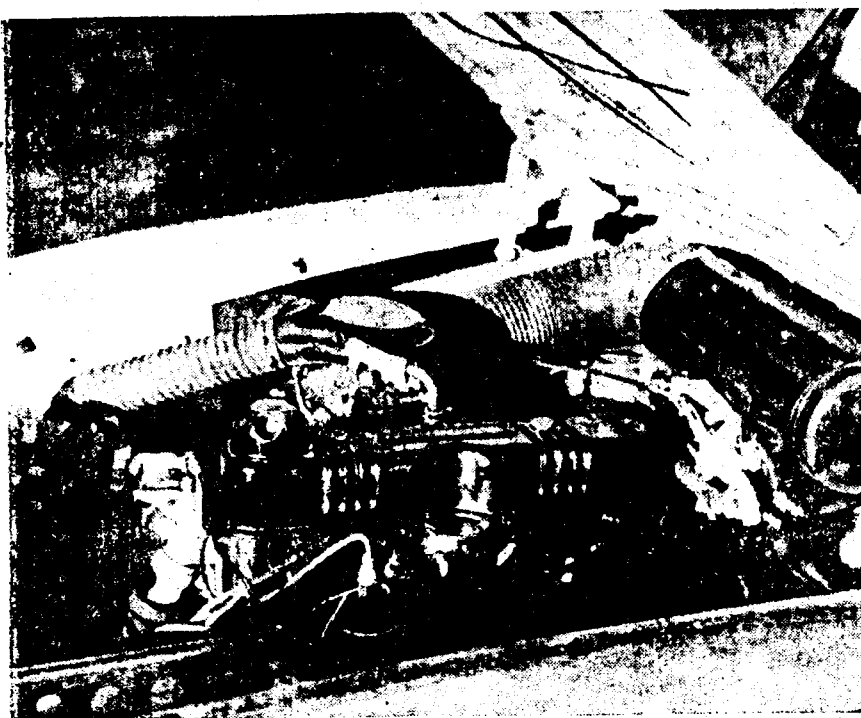
### SUSPENSION:

Front: Rubber mounted independent by coil springs and wishbones. Anti-roll bar. Rear: Semi-elliptic leaf springs, live axle.



By PETER HALL

# HAWK WITH NEW



Unusual for 1961, the Hawk engine has a very long stroke, fairly small bore. There are only four cylinders, but they work very smoothly.

62 WHEELS, October, 1961

**Gradual improvements have refined the Humber Hawk in many ways. The newest version looks the same, but has lighter steering and, most important, disc brakes.**

**I**N America the motor industry is the centre of the most outspoken and critical soul-searching about capitalist principles for many decades.

Americans have always been noted for their unconcerned willingness to hang their dirty washing in the full view of all who care to look, including their worst enemies, and this is no exception.

The subject of the latest bout of soul-searching is something which classic car lovers and conservative-minded car buyers have long complained about when the subject of American cars came up.

It is called "planned obsolescence". Those critics who use this impressive phrase claim among other things

## (ROAD) HOOKS

### WHEELS FULL ROAD TEST

that many American manufacturers deliberately re-style their products at ever-shortening periods to entice the public to buy the new model even though the previous one is still thoroughly functional.

They say of the motor industry that the major changes to American cars in recent years have been superficial bodywork alterations that have not improved the cars, but merely added unnecessarily to their cost.

This particular dirty washing display has its darker patches which do not concern us so much as the general proposition of whether annual model changes, superficial or not, are as important as some car makers seem to think.

Don't misunderstand me — no one in his right mind will ever criticise the car maker who does his best to improve the design, engineering, finish and performance of his products — genuinely and frequently.

The question is whether we really want to have cars that look different every year or so just for the sake of having them look different.

I certainly don't and I suspect that a vast number of Australian motorists don't either. I believe I can point to the astounding sales success of rarely-changing cars like the

Holden and Volkswagen to support my view.

It is a view which the very independent British firm, Rootes Ltd, seems to take.

There are few companies in the world which have changed the appearance of their range of cars so little in the past five years as Rootes and its Australian associate company have done.

To me, the final proof of Rootes policy came with the release of the Series Two, 1961 Humber Hawk saloon.

During my test of the car I examined every square inch of its exterior and found not a single detail which differed from the Series 1A 1960 model. Those impressed only by superficialities would have denied it was a new model at all.

Is this a wise policy for Rootes or is it just colossal cheek on their part to foist a "new" model on the public that is completely and utterly not new?

The wisdom of the policy, from Rootes point of view, will be proved or disproved only by the year's sales figures. But after testing the car concerned I, for one, thoroughly applaud the policy.

For a start, the price of the Series Two model is exactly the same as

the Series 1A, with which, as I've said, it is identical in exterior appearance.

But, much more important, the car has several quite important modifications which, had not Rootes saved cash by not altering the superficial styling of the car, would undoubtedly cause its price to rise.

The most important of these, by far, is the fitting of disc brakes to the front wheels.

On the grand prix circuits and in sports car races throughout the world, disc brakes have been proved, beyond question, to be the best system the motor industry has yet devised to slow and stop motor cars.

They are free from fade, are little troubled by water and mud, adjust themselves automatically and the friction material fitted to them (in pads) is quickly and cheaply replaced when it wears out.

British braking firms developed disc brakes and it is pleasing to see British car firms fitting them to standard production models despite the fact that they cost more than conventional shoe-and-drum type brakes.

Rootes fitted them to the Hawk's big brother, the Humber Super Snipe, last year with outstanding success.

After testing it, I'm inclined to think the discs are a greater success on the Hawk than they were on the Super Snipe. On reflection, that seems logical enough. The Hawk is a lighter car and the brake system used on the two models is identical.

The one drawback disc brakes have as far as ordinary, personal cars are concerned is that they require heavier pedal pressures.

So the second modification made to the Humber Hawk to justify it being called a new model was the fitting of a vacuum power-brake unit. The result was all the advantages of disc braking combined with pedal pressure so light that a baby could stop the car swiftly and effortlessly from any speed of which it was capable.

The third modification would go unnoticed by anyone who had not driven the earlier model Hawks. The steering, unchanged in principle or design, was very much lighter to operate than formerly.

The secret of the lighter steering, apparently, was in small but important changes to the position and movement of steering joints and king pins.

The Hawk is as light as a mini- to manoeuvre, whether the driver is edging it into an undersized city parking spot or racing down the highway at 70 mph.

Suspension is another part of the Hawk that has been modified slightly to give a quite noticeable improvement over earlier models.

New silico manganese coil springs

are fitted to the front suspension, which is, of course, independent. An anti-roll bar is fitted between the bottom links of the front suspension.

The semi-elliptic leaf springs at the back are slightly wider.

New shock absorbers are fitted all round the Hawk and the overall effect is to give the car a clearly softer ride over not-so-perfect surfaces. It is a tribute to the ingenuity of the Hawk's suspension designers that the generally softer ride does not impair its handling qualities.

Indeed, I felt the handling of the 1961 Hawk was better than any of its predecessor. Its cornering characteristic was one of slight understeer but even under the most extreme centrifugal pressure the Hawk never got out of hand.

It rolled a bit more than its predecessors, but the wheels seemed to dig into the ground more vigorously. I'm sure this was due to the softer suspension — exactly the same thing happened to the Volkswagen when the Australian factory gave it softer shock absorber settings late in 1960.

On firm roads the Humber Hawk sailed along with the serenity of the Canberra moving into Circular Quay on a calm day.

The other changes to the Hawk were of a more minor nature and were concerned mainly with the comfort of driver and passengers.

As on the Series Three Super Snipe, the intermediate gear hold for the Borg-Warner automatic transmission is now operated by pushing

the selector lever towards the dash panel. In operation, this arrangement proved immeasurably easier than pulling out the knob that was formerly placed on the Hawk's dashboard to the right of the instrument cluster.

On the test car, which had done only 2000 miles, the lever was a bit stiff to pull back, but this would undoubtedly correct itself with use.

Interestingly, automatic transmission is now standard equipment on Australian - assembled Humber Hawks. If you want the four-speed gearbox model, with or without overdrive, you have to order a fully-imported Hawk at considerably extra cost.

This is very much in contrast with the position in the Hawk's home country, Britain, where the four-speed gearbox (synchro on the upper three gears) is the only transmission listed by Rootes. The only option as far as the Hawk transmission is concerned in Britain is the overdrive unit.

It seems that if an Englishman wants an automatic Hawk he has to import one from Australia!

This is indeed illustrative of the growing trend to automatic cars in Australia, a trend which Rootes were one of the first companies operating here to recognise and act on to their advantage.

The Borg-Warner transmission itself was predictably simple to operate and had only one annoying feature.

Unless the driver was very careful with his revs the jump from intermediate to drive gears was of the slap-in-the-back variety.

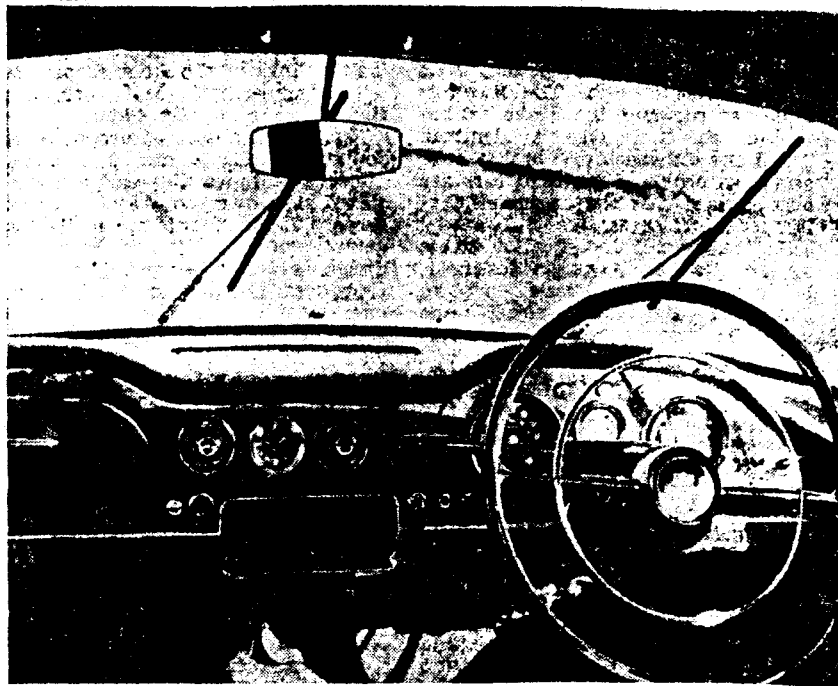
Rootes and several owners of cars with Borg-Warner automatic transmission assure me this is a common characteristic of the transmission that disappears when the car has done 5000 to 7000 miles.

Performance of the Hawk was not hair-raising, but the car was no slow coach either. The car tested was the first of several Hawks I've driven over the years that would not deliver at least a genuine 83 mph. My best run registered a speed of a fraction under 80 for the flying quarter mile. I feel I should point out in this respect that the engine of the test car seemed unusually tight and the top speed runs were made with a very strong, gusty wind blowing from the side. It is conceivable that these factors could have reduced top speed by two or three miles.

However, I doubt if top speed would be of anything but academic interest to the average Hawk buyer. Much more important was its ability to cruise in silence and without strain to driver, passengers or car at a genuine 70 mph, all day.

The engine was something of an anomaly in short-stroke 1961. A big 21-litre four cylinder engine with a stroke of no less than 110 mm is like something out of the history books.

But the Hawk power unit develops its handy 78 bhp at relatively low revs and does it so smoothly that it is almost impossible to pick the



Although the screen wipers park at the other end of their arc, this shot shows how they leave a blind spot on the right of the windscreen.

engine as a four at all. It is an engine with many years of careful development and modification behind it and its ability to lead a long and useful life is undoubted.

The fittings of the Hawk were well up to Humber standard and included a first-class heater and demister,

windscreen washers, two-speed electric wipers, centre arm-rests back and front, and a complete range of instruments, including an ammeter and oil gauge added for the first time on this model. I think the Hawk fully justifies Rootes' contempt for annual "styling" changes. #

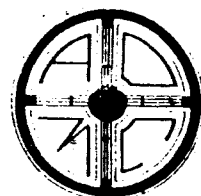


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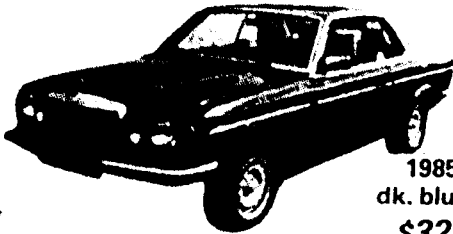
DATE - Sunday 16th March 1986.

VENUE - Flemington Racecourse Members Car Park.

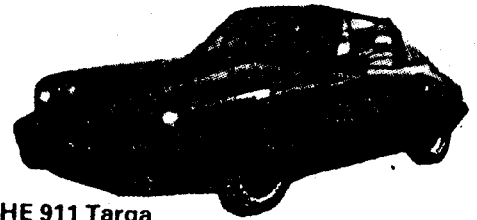




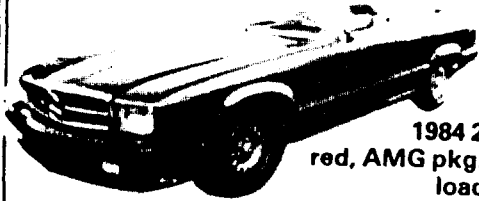
# LUXURY IMPORTS



1985 230CE  
dk. blue, loaded,  
**\$32,000**  
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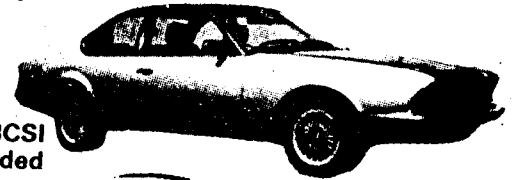


1982 PORSCHE 911 Targa  
10 mi., good cond.,  
**\$26,000** also several  
'78 and '79 911SCs

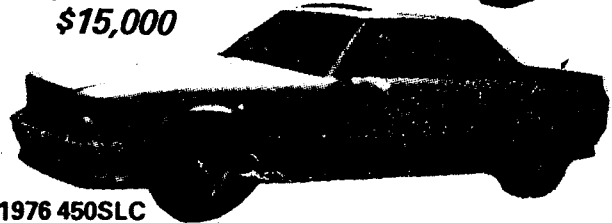


1984 280SL  
red, AMG pkg., customized,  
loaded  
**\$33,000**

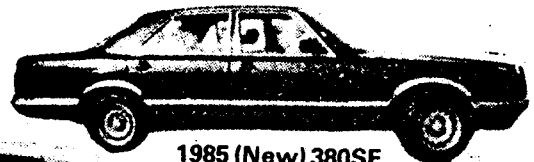
1980 BMW 633CSI  
grey/black, loaded  
**\$15,000**



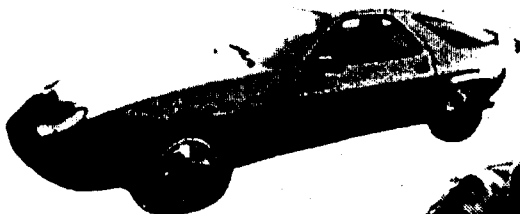
1985 (New) 280SL  
anth. grey/henna red int., ABS,  
air bag, auto. clim. control  
**\$37,000**



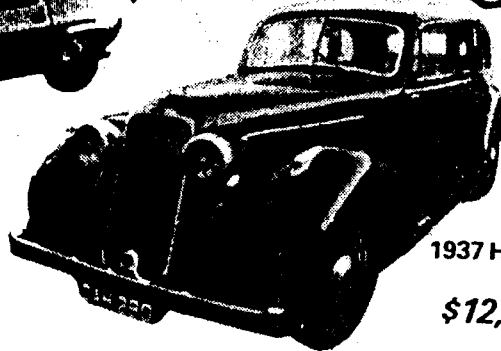
1976 450SLC  
pearl white/dattel, loaded,  
53,000 mi.  
**\$16,500**



1985 (New) 380SE  
anth. grey/grey, loaded  
**\$36,000**



1983 PORSCHE 928S  
blue/blue leather, 10 mi., loaded,  
**\$33,000**  
also in stock brand  
new 928S



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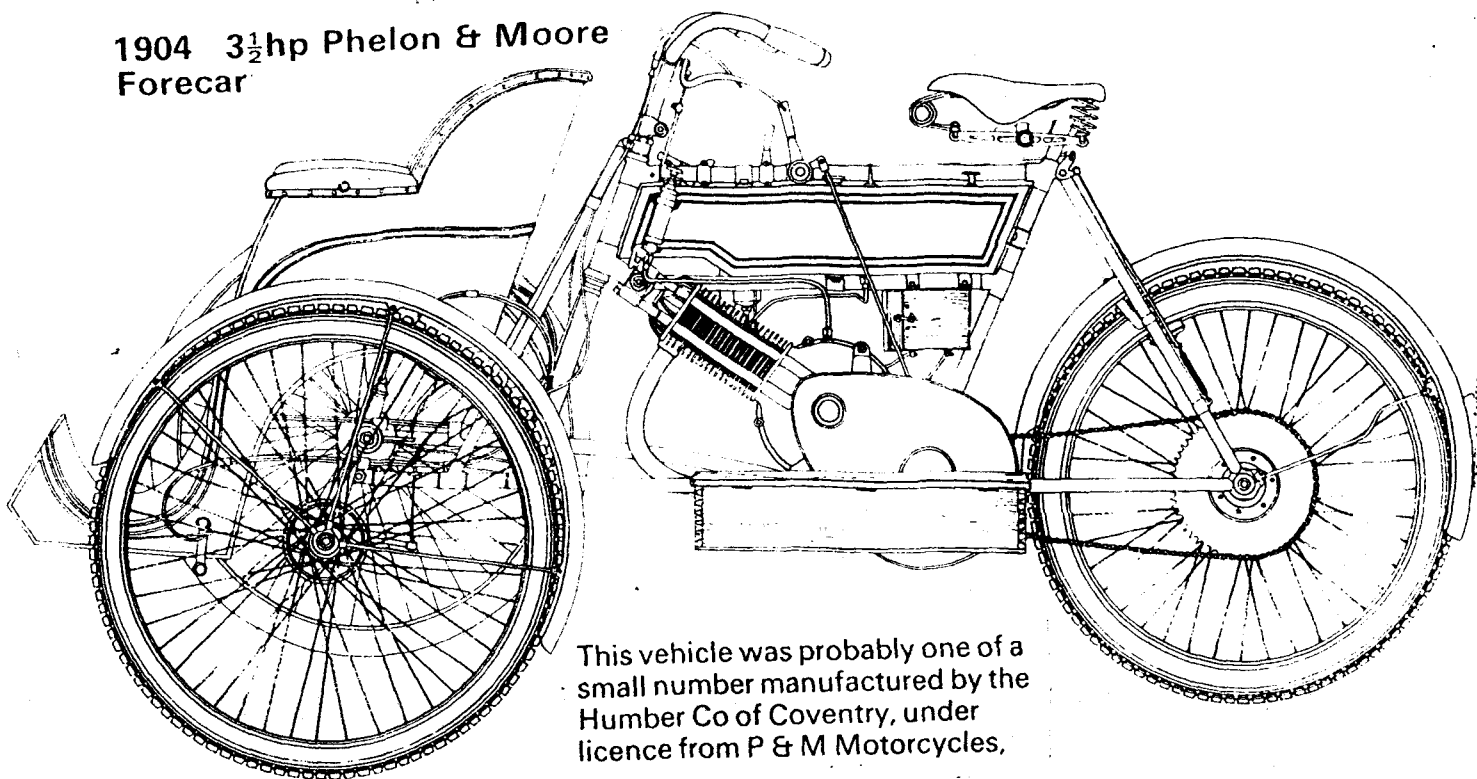
**1985 280 SLs (Several To Choose From)-\$35,000/\$38,000**

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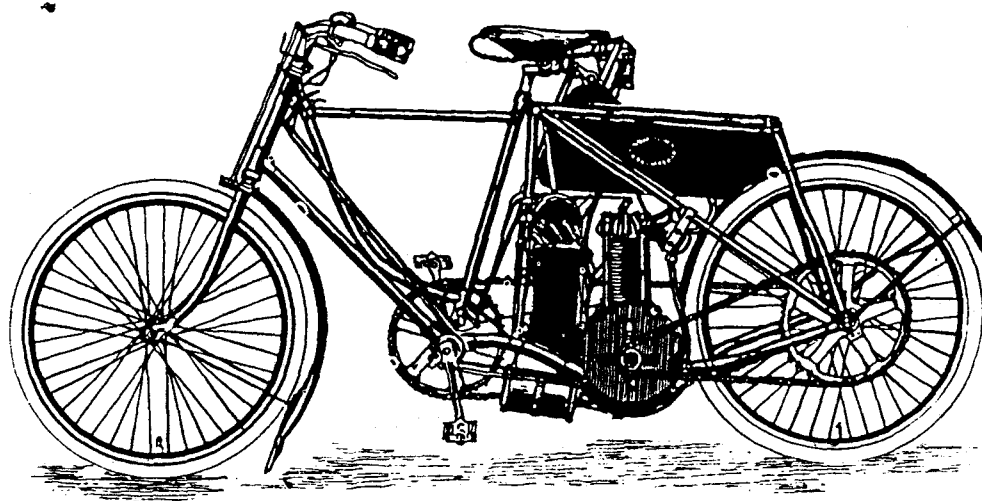
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Forecar

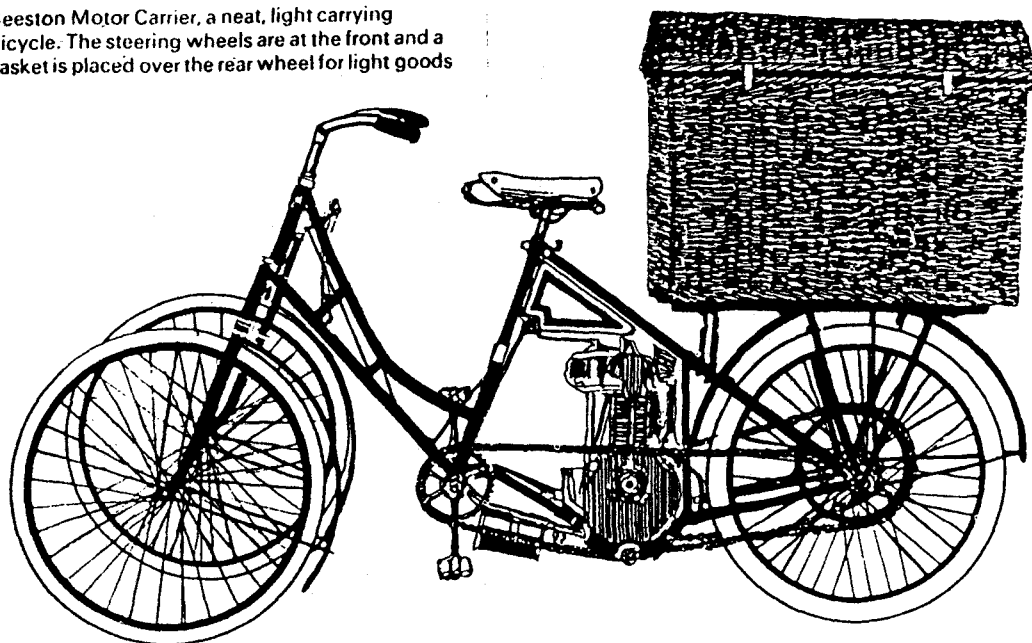


This vehicle was probably one of a small number manufactured by the Humber Co of Coventry, under licence from P & M Motorcycles,



The Beeston Motor Bicycle with frame built for ladies' use and detachable bar for extra strength when used by a gentleman. Fast, but not really safe due to length, weight and liability to skid on wet roads

Beeston Motor Carrier, a neat, light carrying tricycle. The steering wheels are at the front and a basket is placed over the rear wheel for light goods



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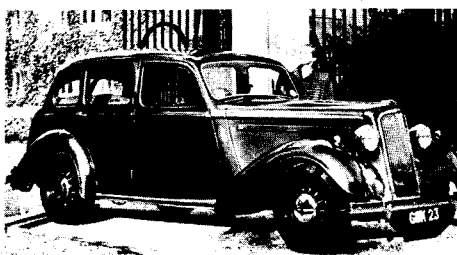


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