

February 1989

# *The* **HUMBERETTE**



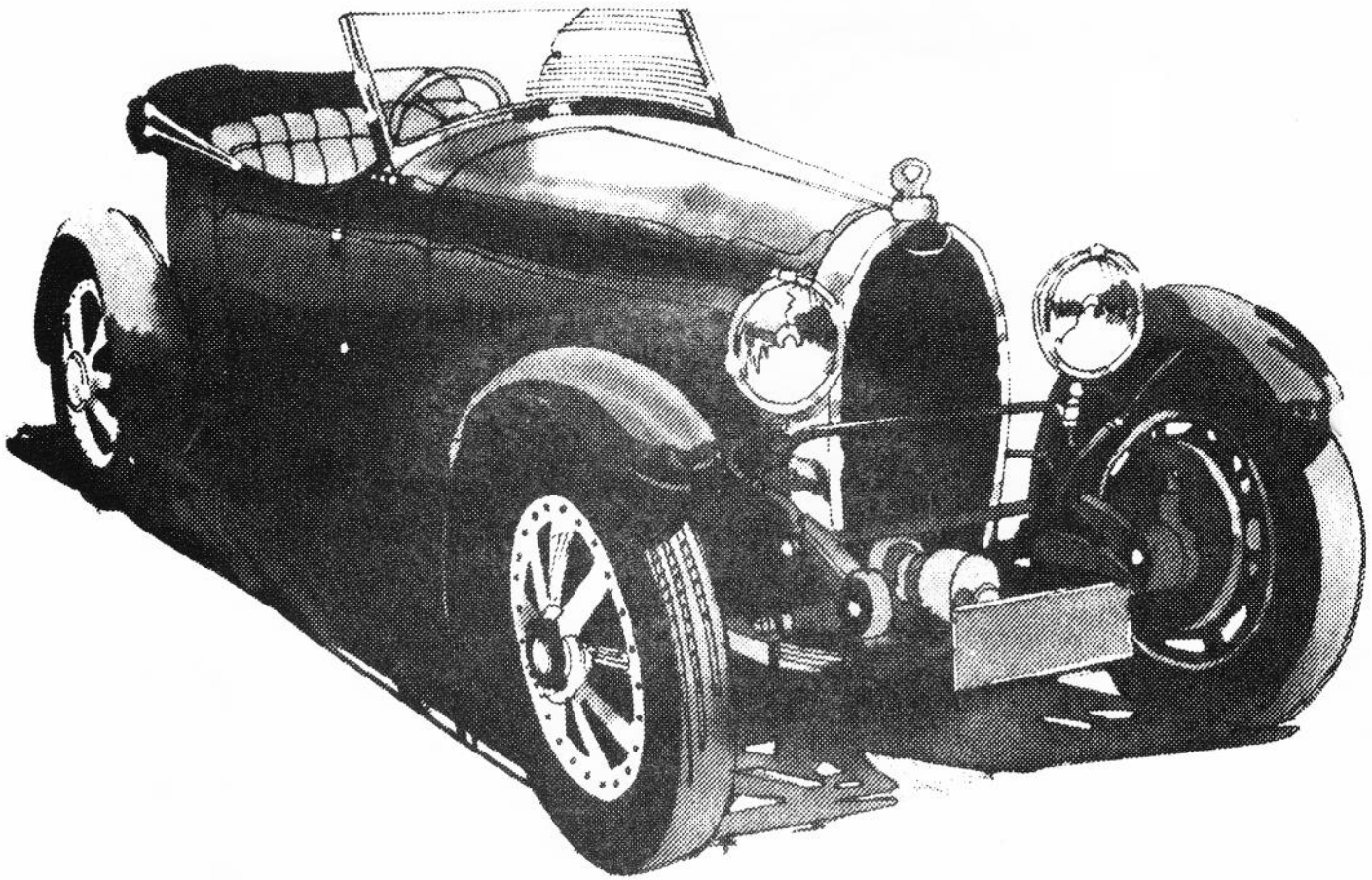
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The Royal Family

Official Newsletter of the  
Humber Car Club of  
Victoria Inc.

Affiliated with the  
Association of Motoring Clubs



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HUMBER CAR CLUB OF VICTORIA INC.

ANNUAL REPORT 1988/89 - EVENTS & SOCIAL OUTINGS

The 1988/89 year has seen the Club continue to develop in a number of different ways.

We are now at our strongest ever in the member area with a total of 173 members excluding additional family members.

Following some very well supported fund-raising activities during the previous year we were able to cover the quite heavy expenses incurred in running the 6th National Rally and club finances are now also in a most healthy situation. This has allowed the Committee to recommend no increase in fees for the coming year. In fact it has been suggested that family subscriptions be slightly decreased in an attempt to encourage a greater family base for the club's social activities.

The traditional monthly social outing has continued to be run throughout the year with varying degrees of support. The tendency has been to combine forces with other classic car clubs for combined functions. This year we have had outings with the Daimler, Chevrolet, Rootes Group, Standard Vanguard and Austin Motor Vehicle clubs whilst other clubs sent representatives to our Concours Display Day.

Most popular events during the year were the Westernport Pub Day, the Picnic at Hanging Rock and the Christmas Break-up (Presentation Day).

The addition of a Spit-Roast Luncheon to the Concours program was an outstanding success and it's continuation should be considered for future years.

A major project during the year was the organization of the 6th National Humber Rally at Swan Hill. This was endorsed as an official Bicentennial activity and although total numbers were down on previous rallies there were participants from the 5 eastern Australian States. Overall winner of this event was Victorian member Bill Holmes with his Series II Snipe Estate car.

The Club has received a generous measure of public and media exposure during the year. Club cars were involved in filming of several TV series including "All the Way". Members' vehicles also participated in a variety of promotional videos, shows, parades and displays all of which gained us new members as well as valuable publicity.

The Committee's thanks goes to all who have generously supported outings, events and fund-raising functions throughout the year. A special thankyou must go to those ladies who have worked so tirelessly in the kitchen to provide supper after each meeting; the "friendly cuppa" we receive through the efforts of Joan Holmes, Pam Batten and Jill Webb is much appreciated. Thank you also to Club Photographer Frank Stockwin for his contribution to the recorded history of our activities.

Finally may I express my appreciation to Barry Bosnich for his untiring efforts in producing the fine Club newsletter, to Treasurer Brian Parkinson for his meticulous bookkeeping, to our President Bob Kennedy - "leader par excellence", to Secretary Arnold Goldman, a most methodical technician, and to all members of the Committee for their efforts in keeping the Club running smoothly into the 1990's.

*Margaret Willimott*

Margaret Willimott  
Events Director/Social Secretary  
24.2.1989

- FEBRUARY 24TH. GENERAL MEETING, DEEPDENE PARK HALL. 8.00PM.  
FOLLOWED BY:  
ANNUAL GENERAL MEETING.
- FEBRUARY 26TH. AMERICAN MOTORING SHOW, MEMBER'S CAR PARK, FLEMINGTON  
RACECOURSE. ORGANIZED BY A.O.M.C. 11.00AM ONWARDS.  
ADMISSION, ADULTS \$4.00; FAMILY \$10.00.
- FEBRUARY 27TH. A.O.M.C. DELEGATE'S MEETING. 8.00PM SHARP.  
CARNEGIE PROGRESS HALL, TRUGANINI ROAD, CARNEGIE.
- MARCH 5TH. A.O.M.C. DELEGATE'S PICNIC, IN CONJUNCTION WITH  
EUROPEAN MOTORING SHOW. BYO PICNIC OR BBQ LUNCH, LOCATION  
DETAILS AS FOR AMERICAN MOTORING SHOW.
- MARCH 18TH. (SATURDAY) KOO-WEE-RUP POTATO FESTIVAL AND CHARITY DAY.  
(Koo-wee-rup is about a 90 min. run from Melbourne  
through Dandenong.) Would anyone willing to enter  
their Humber in the Saturday morning street parade  
please contact the event's director, phone 435 6354,  
before end of February; 2-3 cars needed.
- MARCH 19TH. DAIMLER/LANCHESTER CLUB CONCOURS AND DISPLAY DAY AT  
DEEPDENE PARK. ADMISSION \$2.00 per car. BYO FOOD FOR  
BBQ LUNCH; TEA, COFFEE & AFTERNOON TEA FREE.  
THIS IS A SIMILAR FORMAT TO OUR OWN CONCOURS, INCLUDING  
THE VOTE FOR MOST POPULAR NON-DAIMLER ON THE DAY.  
COME ANY TIME AFTER 11.00AM AND ENJOY A RELAXING DAY.
- MARCH 24TH - 27TH. MELBOURNE CLASSIC CAR SHOW, EXHIBITION BUILDINGS.  
VOLUNTEERS REQUIRED TO HELP MANN THE STAND ON EASTER  
SATURDAY, SUNDAY, AND MONDAY. PLEASE PUT YOUR NAME  
ON THE ROSTER AVAILABLE AT THE NEXT CLUB MEETING.
- MARCH 31ST. \*\*\*\* THIS IS THE 5TH FRIDAY DUE TO OUR USUAL MEETING DAY  
FALLING ON GOOD FRIDAY.  
GENERAL MEETING, DEEPDENE HALL, 8.00PM.
- APRIL 9TH. ZEPHYR/ZODOAC CLUB FAMILY OUTING AND DISPLAY DAY  
TO BE HELD AT THE ELAINE SPORTS OVAL. MORE DETAILS  
NEXT NEWSLETTER.
- APRIL 16TH. ANNUAL ROOTES G-T DAY.
- APRIL 28TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- MAY 28TH. (SUNDAY). GENERAL MEETING AND FAMILY DAY AT DEEPDENE HALL.
- JUNE 3RD. DARWIN ADVENTURE RALLY DEPARTS FROM PORT AUGUSTA.

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THE HUMBER CAR CLUB OF VICTORIA INCORPORATED MEETS ON THE 4TH FRIDAY OF EACH  
MONTH (UNLESS OTHERWISE NOTIFIED), IN THE HALL AT DEEPDENE PARK, WHITEHORSE ROAD,  
DEEPDENE. AT 8.00PM. SUPPER IS SERVED FOLLOWING THE MEETING.

THE CLUB IS AN AUTHORIZED CLUB FOR THE CONDUCTION OF CLUB PERMIT ("RED PLATE")  
EVENTS IN THE VETERAN, VINTAGE AND CLASSIC VEHICLE CATEGORIES. CLUB PERMIT CARS  
ATTENDING EVENTS SHOULD ALWAYS CARRY YOUR PERMIT RECEIPT AND A COPY OF THE CURRENT  
NEWSLETTER IN YOUR VEHICLE.

THE CLUB PERMIT SCHEME IS AVAILABLE FOR VEHICLES 25 YEARS OR OLDER. FURTHER  
INFORMATION IS AVAILABLE FROM THE CLUB SECRETARY OR EXECUTIVE MEMBERS.

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# ROOTES GROUP CAR CLUB INC.

P.O.BOX 932 GLEN WAVERLEY. VIC 3150.

ANNUAL ROOTES "G.T" DAY.  
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THE HUMBER CAR CLUB OF VIC. INC.  
THE ROOTES GROUP CAR CLUB INC.  
THE SINGER OWNER'S CLUB OF AUSTRALIA.  
THE SUNBEAM AND TALBOT OWNER'S CLUB.  
THE HILLMAN CAR CLUB.

JUST ANOTHER REMINDER THAT IT IS PLANNED TO HOLD THE ANNUAL  
GET-TOGETHER (G-T DAY) OF THE ABOVE CLUBS AS FOLLOWS:

DATE: SUNDAY APRIL 16th.  
-----

VENUE: PROPERTY AT 189 BELGRAVE-GEMBROOK ROAD,  
----- SELBY. (MELWAY MAP 124C10).

TIME OF ARRIVAL: 10.30AM ONWARDS.  
-----

FORMAT FOR DAY: A FAMILY DAY OF FUN AND GAMES IS PLANNED.  
----- SOME CAR RELATED EVENTS (WEATHER  
PERMITTING.)

LUNCH: BYO. PICNIC OR BBQ LUNCH. (SOME BBQ'S  
----- AVAILABLE.)

ADDITIONAL INFORMATION:  
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TO CELEBRATE 30 YEARS OF ROOTES GROUP CAR CLUBS IN VICTORIA  
AND OUR REFORMED ROOTES GROUP CAR CLUB INC. 5TH BIRTHDAY.

WE PLAN TO HAVE A BIRTHDAY CAKE CUTTING AND SOME COPIES OF  
THE ORIGINAL R.G.C.C. LAPEL BADGES FOR SALE.

IT IS ALSO ANTICIPATED THAT T.SHIRTS (ROYAL BLUE) WITH THE  
ABOVE ROOTES LOGO (YELLOW) BE AVAILABLE FOR PURCHASE ON THE  
DAY, PLEASE ADVISE OF NUMBERS AND SIZES LIKELY TO BE PURCHASED  
BY YOUR CLUB. (SIZES AVAILABLE 16,18,20,22.)

HOST CLUB FOR 1989: ROOTES GROUP CAR CLUB INC.  
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SECRETARY: ANDREW MANOLITSAS.  
P.O BOX 932.  
GLEN WAVERLEY.  
VIC. 3150.

PHONE: (03) 2323244 (A.H.)

IT WOULD BE APPRECIATED IF YOU COULD INDICATE APPROXIMATE  
NUMBERS LIKELY TO ATTEND FROM YOUR CLUB BY 3/4/89.



# 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
TECHNICAL ADVISORS:		
Vogues	D. Dunlop	439 7059
Series V,VA S/Snipes	A. Goldman	
Hawks	K. Willimott	
Mk Cars	B. Kennedy & L. Hughes	877 3028
General Information	B. Kennedy	
Auto Electrical	M. Fitchett	366 8987



Robert Boan's Series 1 S/Snipe rescued from wreckers yard and awaiting engine replant.



After the wine tasting at Mitchelton.

PRESIDENT'S REPORT (Kennedy's Klangers)

Sorry about last month's report, I sent it up to Barry a day too late to catch the printers. "Better luck next time" you say, well if you're reading this I must have done the right thing this month. Do I hear someone say "darn it"?

Well now to many, more important matters are at hand for this month. Once again elections are up so now is the time to get rid of or make them do another year. Whatever way the elections go, I would like to say that I have enjoyed the last year. I know I haven't been able to attend as many outings as I would like but as someone once said, "that's life".

This may well be the last time I can call for members to join in with the "Darwin Run". We leave Pt. Augusta in South Australia on 3rd June 1989 first after midday and we arrive in Darwin via the sealed road on the 10th June. As you can see, it will not be a speed trial.

On the way up we will be stopping to look at as much as we can without overdoing it. We will be using a shell fuel card so the fuel price will be held down to city prices. The South Australian Humber Car Club has put a hell of an effort into getting this run together. I personally give them full points in the itinerary of the run. A couple of years or so ago when I thought of this run, all I could see were walls in front of me because of the Nationally Rally at Swan Hill that the Victorian Club was deep into. When Chas Grimes rang and asked could the South Australian Club take over the setting up of the run, I couldn't think of anyone better situated.

The run up there will be capped off by the Darwin Local Car Club showing us various events going on at that time of the year (Queen's Birthday Weekend), also accommodation in Darwin will be organised by the local Club.

So if you want to join in with a very well organised trip of a lifetime, you had better hurry, I'll have a few forms at the next meeting.

For the people that are lucky enough to be going on the trip, please take notice of what our Darwin member said at the last meeting and that was to make sure your cooling system is in Number 1 condition and don't forget to give your vehicle a full service and check over before leaving. It was good to see you again Jim and Margaret Yates, looking forward to our next get-together up at your place.

Well I must have said enough by now so I think I'll close down for now, all the best.

Bob Kennedy

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SOCIAL NEWS AND NOTES

Hello again!

How quickly the months seem to pass these days!

We have just returned from the 2nd annual Picnic at Hanging Rock outing. There were estimated in excess of 1000 classic veteran vintage and special interest vehicles on display in superb weather at the Hanging Rock Picnic Ground. Vehicles had come from all areas to an event which has to be shaping up as one of the best gatherings of classic cars in Victoria. The Macedon Ranges and District Classic Vehicles Club is to be congratulated on their foresight in thinking up such a popular event and the organization that accompanied it.

Amongst the Humber contingent who enjoyed relaxing under the shady trees, or climbing the Rock for the more energetic were country members Joe Aldam (Carningham), Roy & Wilma Meggs from Echuca (glad to see "the Hamper" findings its home at last!), Ken Rowlinson, Danial and Elisha (Bendigo), Wilson & Barbara Bunton from Castlemaine, John & Bobbie Hosking (Bendigo), Bill & Joan Holmes from Indented Heads in their MK I Sceptre and Phil Newell from Woodend. Phil is still seeking a column gear shift mechanism for his series Snipe - He'd be pleased to hear from anyone who can help him as he's anxious to restore his vehicle to original condition.

Those making the run up to Hanging Rock from the city included Geoff & Jill Webb and family, the Bosnich, Forth, Astwell and Trubie families, Jason Miller with family and also the Dunlops both in their Sporty Vogues (oops!) - Vogue Sports and of course Pam Batten and ourselves in the Hawk Estate. Wearing his "vanguard" hat was Dave Denner and I also spotted Ballarat member Dennis Brooke's lovely Burgundy & Black Vanguard but minus occupants in the car park, as well as Max Schey who had abandoned his Vogue in favour for the touring bus in the day. All in all, a very worthwhile, relaxing and enjoyable outing.

It's not only club cars that have been getting exposure on the T.V. lately. Did you spot Ron, Elanor and Mrs Forth enjoying an early morning Australia Day breakfast on Channel 9 news? Their MK VI Hawk was one of the earliest arrivals for the Alexandra Garden Display, to be joined later by the Attwell's Series 3, Barry in his MK IV Snipe and the lovely 1935 Snipe 80 Sport Saloon of Norm Watts.

In fact, "Humber talent" have a tendency to creep up in many old places lately - this morning whilst listening to the radio 3LO I was pleasantly surprised to hear broadcast a poem by Seaford member Frank Mc Guire - how about a poem on the MK IV Snipe for the Humberette, Frank?.

Please make an effort to attend the Annual General Meeting which will be on Friday 24th of this Month. The Committee would dearly welcome new faces amongst their members. Even if you cannot accept a committee position please come along and show your support (or otherwise) for the current program.

A Committee Nomination slip is included on the end of your Membership Renewal Form in this Humberette. Please check with the Membership Secretary if you are unsure whether you are still financial.

Very briefly, may I draw to your attention events and outings coming up over the next two months.

We again plan an entry in the Classic Car Show to be held over Easter in the Exhibition Building. In the past this has been a great Club Promotion exercise and your assistance in manning the stand on the Roster System would be greatly appreciated. Official helpers receive a free entry ticket and our grateful thanks! Please ring me on (03) 435 6354 - evenings if you can help.

Other March Outings you may like to note in your calendar are the Koo-wee-rup Charity Potato Festival (Saturday March 18th - 2-3 cars needed for parade), the Daimler/Lanchester Club Concours at Deepdene Park on Sunday March 19th (11.00a.m. onwards) & the Rootes "G.T." Day on Sunday April 16th. The "G.T." is a get-together day for all cars manufactured under the Rootes label and includes Singers, Sunbeams, Hillmans, Commer, and Humber. It's a good chance to investigate the similarities and differences of the many marques within the Rootes stable.

Finally may I say how lovely it was to have a Happy 4 generations of the Forth family in attendance last Sunday at the Hanging Rock Picnic, including Jeannie & Paul with baby Jessica and Chris, Trevor Attwell with young son Rony. Well Done All.

See you at the Annual Meeting  
Margaret.

#### GET WELL WISHES

To Adelaide Underwood who has been confined to quarters lately. Adelaide is one of the foundation club members and we wish her a speedy return to good health.

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**MINUTES OF GENERAL MEETING**  
**HELD ON Friday 27th January 1989 AT DEEPDENE HALL at 8:00pm.**

**PRESENT:** Approximately 33 members as per attendance book. Bob Kennedy welcomed members from Northern Territory, Margaret & Jim Yates.

**APOLOGIES** were received from Martyn Wilson, Nancy Kennedy, Barbara & David Dunlop, Frank Stockwin, Ian McDonald, Geoff Webb, Harold Underwood and Trevor York.

**VISITORS** None.

**MINUTES** of the previous meeting as printed in the November 'Humberette' were accepted as a true record on the motion of Vic Wilson seconded by Ray Webster. Arnold Goldman apologised for the obvious error in the minutes of typing Jack Waring in as having apologised both for being there and for not being there. Jack was not present, but we are pleased to see him here tonight.

**BUSINESS ARISING** None.

**CORRESPONDENCE:**

**IN:** Application forms from Rod Laredo and Jack O'Keefe. From Trevor Jolly asking about club and about restoration of his 1948 Mark I Snipe. From John Berry with information on a Series 4 Snipe on the roads of Canberra, the owner of same being willing to be separated from it for around \$5500. From Zephyr & Zodiac Owners Club with information on a Car Show at Elaine on April 9th. Vintage Drivers Club with advanced notice of Spectacular 1989. Sotheby's with details of an art auction in April. From Gippsland Historical Automobile Club with information on a rally at Warragul on 21-24 April. Entries close 20 March.

**Exchange Magazines:** Viking Torque, The Daimler Lanchester Club of Victoria, Auston A40 Car Club, Humber Car Club of Queensland, Wolseley Car Club, The Standard Tribune, The Austin Motor Vehicle club, Humber - Hillman club of New Zealand, Classic and Historic Automobile Club, AOMC Newsletter.

Correspondence accepted on the motion of Jack Waring seconded by Margaret Willimott.

**BUSINESS ARISING:** Jack Waring stated that the Morris Minor Club would like to exchange club magazines. This will be considered by committee.

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

Balance at 11th December 1988 (fixed deposits)	\$5000.00
Balance at 11th December 1988 (current account)	\$1165.82
Receipts	325.55
Expenditur	746.91
Accounts for payment	203.91
Balance (current account)	540.55

Report accepted on motion of Dave Denner, seconded by Rob Dunlop.

**EDITOR'S REPORT:** Barry Bosnich reported that 194 magazines had been sent out. 172 of these are to members. Request for more articles for magazine.

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

The president was asked to present trophies to Jason Miller for success with his Vogue Sports, and to Bill Holmes for success in the Master Class and Outright Concours winner.

Tony Hall has received his trophy.

Details were provided of the next few items on the club calendar.

Request for entries for the Koo-Wee-Rup Potato festival in March.

**TECHNICAL OFFICER'S REPORT:** Rob Dunlop talked of self adjusting rear brakes and a squealing noise that turned out to be an axle problem. Luckily there were no severe consequences.

Thalby Reidy-Crofts asked about the problem he has with a Series V Snipe when the engine is hot and has been left switched off for approx. 30 minutes. It is difficult to start. The secretary has the same problem. Depressing the accelerator fully when starting appears to assist in overcoming the problem.

Series 2 or 3 Vogue, auto, good condition.  
Contact: Bob Kennedy, Ph: 789 5119.

# PRACTICAL CLASSICS RESTORATION PROJECT.



**211** First stage of woodwork renovation is to remove all old varnish. After using Nitromors as explained in the text the old varnish is scraped off. Geof finds it best to scrape towards him – the blade tends to jump if pushed away.

The most effective way of removing the old varnish is with Nitromors. Used properly this product is perfectly safe but take care because it is even more effective at removing skin than varnish. I always wear rubber gloves when using it – eye protection is not a bad idea either. Once the varnish has been softened remove it from the main surface using a cabinet scraper, but scraping towards you – the blade tends to jump if worked away. The edges are best dealt with by using a NEW Stanley knife blade held at 90° to the work. Again, only scrape in the one direction. The varnish remover then has to be neutralised. It is important that this is done properly otherwise any remaining on the wood will react with the sealer. Geof uses white spirit, applied with wire wool. The wood has then to be left for at least two hours to allow the spirit to evaporate.

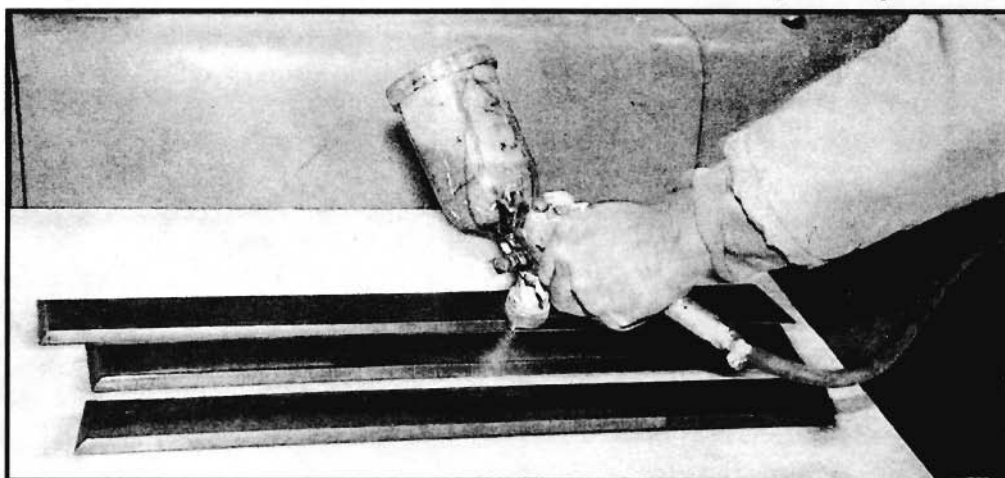
Now it is time to deal with any defects present in the wood itself. Small nicks and imperfections can be filled using a proprietary wood filler such as Brummer of an appropriate colour. Large bad areas will have to be re-veneered however. As already mentioned, ours was pretty good in the main. Following the surface repairs, all the woodwork was re-stained. Do not be tempted to miss this stage; even if the woodwork looks

perfect it will inevitably have faded to an extent depending on its position in the car. By re-staining all the wood can be brought back to a constant colour. A dark-coloured stain should be used on the main surfaces; the edges are lighter so can be treated with a lighter mahogany finish.

Some may be surprised to learn that Geof Maycock sprays the sealer on but, as he points out, applying cellulose sealer is exactly the same as applying cellulose paint, and not many people aiming for a factory-fresh finish brush-paint cars – no, I'm not trying to re-start that somewhat everlasting correspondence on the pros and cons of brush painting that ran in the letters page a few months ago! The procedure is exactly the same as for spray-painting; a coat of cellulose is applied, let dry, rubbed down with 1200 grade wet and dry (but take great care not to go back through to the wood, particularly on the first coat), and then a further coat applied and so on, until a satisfactory finish is achieved. Geof uses Macpherson Woodfinishes sealer; apparently this company currently supply wood finishing material to Browns Lane and, although we don't suppose the same stuff was used when the Mk2 was 'current', at least this material is vaguely 'original'! Final stage is to spray on a coat of finishing lacquer; after this has dried the woodwork is polished up.



**212** Re-staining. The light mahogany edges are treated first using an appropriate medium-light wood dye; the main parts are burr-walnut so require a darker colour.



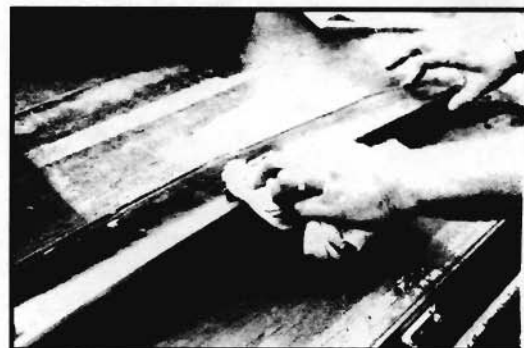
**214** Applying the cellulose sealer. This comes 'ready for the gun'; no thinning is needed.

## TIMBER VENEERS

It is usual to treat all the woodwork at once. Just restoring one doortrim will inevitably make the rest look decidedly scruffy in comparison even though they looked perfectly acceptable before. It is also extremely difficult to re-stain a piece of wood to match another exactly. By re-staining the whole lot one can start afresh. Compared to paintwork, a fairly wide variety of colour can be regarded as original, provided of course that all wood on a particular car looks the same! The dashboard is about the only part that sometimes, but only sometimes, looks right when renovated in isolation.



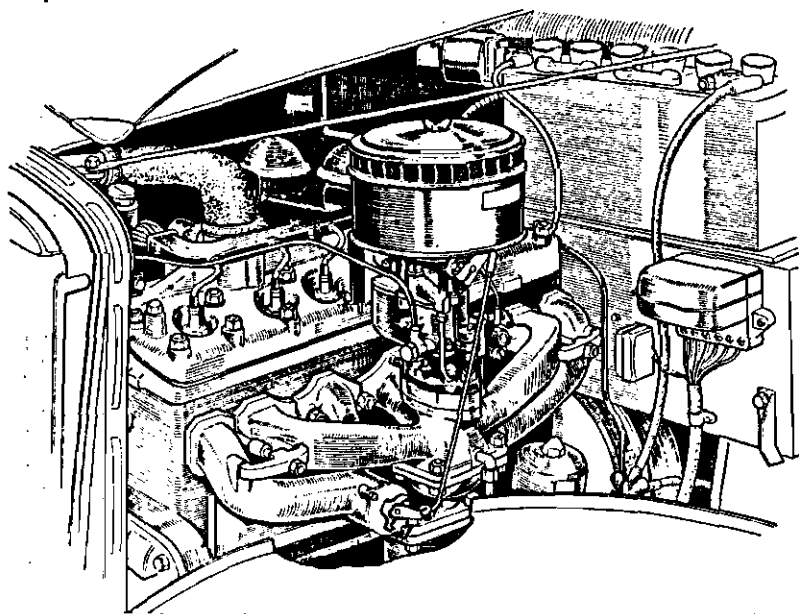
**215** Flatting down.



**216** The final stage is to polish the woodwork. Here, the dash capping gets 'the treatment'.



September 28, 1937.



The side valve six-cylinder engine: mixture is fed by a downdraught Stromberg carburettor, with automatic choke. Auxiliaries and battery are all accessible.

mounting at the rear is afforded through the medium of moulded blocks of rubber attached to the frame and to an extension of the gearbox. Thus the unit is supported well below its centre of gravity. It is free to oscillate, but endwise movement is constrained by a radius arm running from a frame cross-member to the bell housing.

#### The Snipe and Sixteen Engines

The design of the Sixteen and Snipe engines is identical save for the matter of the bore of the cylinders; in the Sixteen this dimension is 67.5 mm., whilst the diameter of the Snipe cylinders is 75 mm. Combined with a common stroke of 120 mm., these figures give swept volumes of 2,576 c.c. and 3,180 c.c. respectively. In general design both units are similar to those which have been incorporated in the six-cylinder Humber models during the past season; thus a four-bearing crankshaft incorporating machined counterweights, lead bronze main bearings and

being carried fore and aft along one side of the frame. Full compensation is afforded, one compensator being fitted at the front to ensure equal distribution of braking effect between each front wheel; this device is duplicated at the rear, whilst a third compensator is situated immediately adjacent to the brake pedal to determine the proportion of effort to be exerted relatively upon front and rear shoes. A right-

hand brake lever situated well forward behind the scuttle is readily get-at-able, yet the lever does not obstruct the passage through the off-side front door.

Particular interest attaches to the design of the steering gear, for the drop arm of a worm and nut gearbox is connected to a divided track rod, thereby rendering the front wheels entirely independent of each other. A Bluemel adjustable column enables drivers of varying stature to be accommodated at the wheel with equal comfort.

So far as body lines are concerned the photographs of the complete cars speak for themselves. It should be unnecessary to emphasize that a fine

steel connecting rods bored along the webs to give positive pressure lubrication to the gudgeon pins are features.

Mixture is supplied by a Stromberg downdraught carburettor having an automatically controlled choke which entirely eliminates attention from the driver. Both the mixture strength and the idling speed are automatically controlled throughout the warming-up stage. A micrometer adjustment for setting the ignition is provided, but the spark advance is fully automatic. The point of advance is influenced by the manifold pressure, thus the sparking point is dependent not only upon engine speed, but also upon the degree of throttle opening. The Snipe engine develops 78 b.h.p.

The clutch, of the ventilated type, is operated through the medium of a cable to eliminate the possibility of engine movement affecting the smooth engagement of the friction surfaces. A four-speed gearbox follows Humber practice in almost every detail, synchromesh being provided for engagement of the top and third gears. As we have already indicated, the propeller shaft and rear axle are also normal Humber products.

The brakes are of the latest Bendix Cowdrey design in which the shoes are

balance between body and bonnet length has been arranged. The six-light saloon gives really adequate accommodation for four passengers in addition to the driver, elbow-room at the rear being sufficient for all practical purposes even when three large adults are accommodated.

The main shell of the body is entirely of steel construction, the side and top pressings each being formed in one piece. The sunshine roof is a flush-fitting panel, also of steel construction, which slides in a continuation of the rear dome of the body, thereby eliminating any form of sliding well.

Interiors of the 27 h.p. models.



Refined: the interior of the Humber Snipe Imperial four-light saloon with division.

#### Humber Quality

The interior fittings and appointments are in the well-known Humber style and quality, the seats, squabs, etc., being deeply sprung and upholstered in hand-sewn hide. Pockets are provided in the doors; side armrests and a central folding armrest are provided at the rear as well as leather arm slings.

Although the roof is swept in a pronounced curve at the back there is sufficient headroom for the occupants of the after compartment to sit upright when wearing their hats. The fascia is of modern design with controllable lighting arranged immediately opposite the driver. A particularly large cubby box on the near side is enclosed by a lid, the face of which incorporates a clock. Door and quarter light mouldings are in plastic material.

Into the tail of the body shell has been built a luggage locker of capacious proportions without interfering with the natural lines of the body. A number of large suitcases, golf bags, etc., can be carried with the lid closed, whilst it has been designed, when open, to act as a platform for additional baggage. Beneath this compartment is a spare wheel locker, the door for which is entirely independent of the luggage compartment. It is interesting to note that the spare wheel locker lid, which houses an illuminated box number plate, is fitted with hooks and when the lid is removed it can be attached to the rear bumper bar, making it possible to maintain a fully efficient tail lamp when changing a wheel. Triplex Toughened glass, Lucas electric equipment, D.W.S. four-corner hydraulic jacks, Dunlop tyres and press-steel wheels are standardized items of equipment.



Passenger considerations in the saloon: deep cushions, centre armrest, slings and many other features are provided.



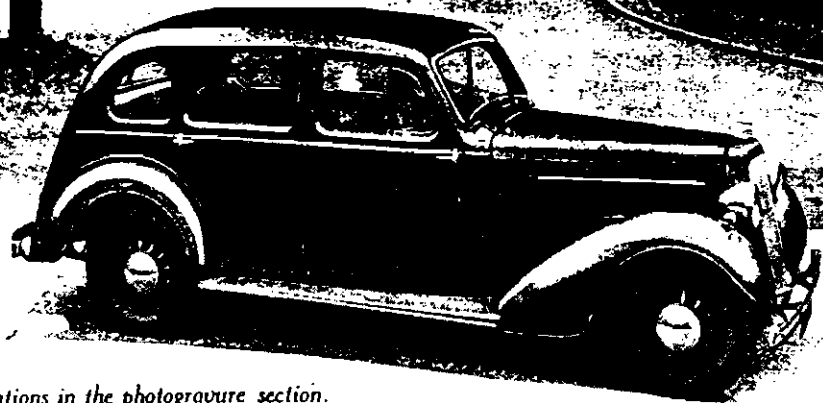
Driver comfort: the steering is well racked, controls fall to hand and side armrests are fitted.

CONTRIBUTED  
BY JOHN BERRY

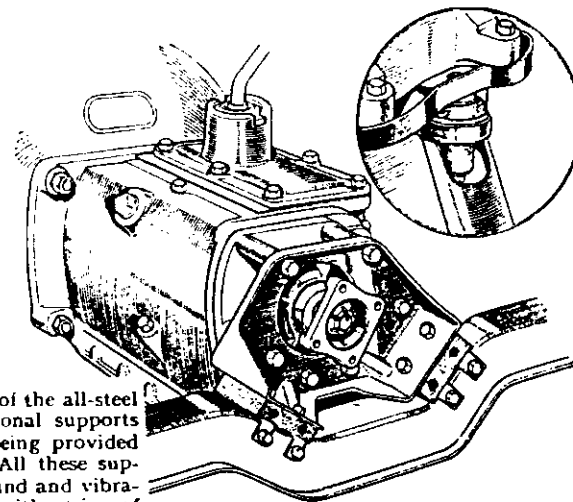


1938

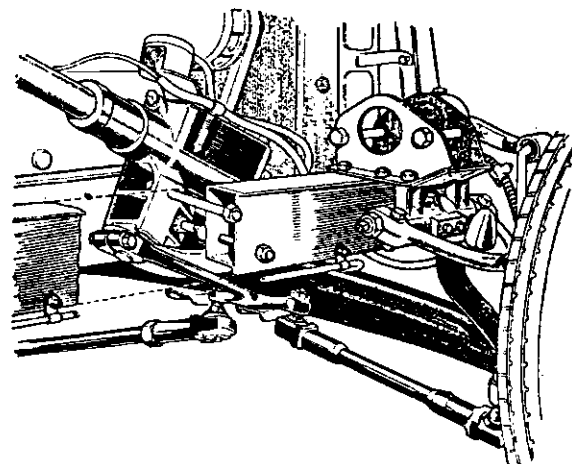
HUMBER



(Right) The new engine mounting behind the gear-box. (Inset) The front mounting.



members to carry the sill of the all-steel saloon coachwork, additional supports within the frame itself being provided to stiffen up the floor. All these supports are fitted with a sound and vibration insulating material with strips of



(Left) The divided track rod used in conjunction with the Evenkeel independent springing and the box section frame.

felt laid along the top of the frame to assist in isolating the effect of vibration and road shocks from the body.

The suspension is of particular interest as a modified Evenkeel layout is included in the design. There is also a special mounting for the front wings and radiator—a system that is designated by the Humber designers as "monopose." As will be seen from the drawing reproduced, the individual suspension for the front wheels differs from previous Humber practice in that the disposition and dimensions of each upper radius arm and the hub attachments have made the inclusion of longitudinal radius rods unnecessary. The support for the wish bone type of link is now on the side of the frame and a special swivel pin with screwed sleeves to afford adequate endwise location is

now used. The outer end of the radius arm is in the shape of a fork into which fits the upper extremity of the wheel pivot, an eccentric bush allowing adjustment for wheel inclination to be made.

A Luvax hydraulic shock absorber is connected, by means of a link, to each radius arm, the bracket supporting the damper being so arranged that it forms a stop to prevent movement of the wheel becoming excessive; a check strap fitted between the extremity of the transverse spring and the frame limits rebound.

The power-unit next claims attention. At the front end of the engine is a pressing clamped to lugs on the timing case, the mounting in the frame being effected by a rubberized single point in the centre. A two-point

Costing £330 (the lowest at which a six-cylinder Humber has ever been offered), the Sixteen saloon, of stylish appearance.

### Humber Models and Prices

<b>Sixteen</b>	
Six-cylinder, s.v.; 67.5 mm. by 120 mm., 2,576 c.c.; 16.95 h.p. Gear ratios, 4.89, 7.16, 12.07 and 18.09 to 1. Wheelbase, 9 ft. 6 ins.; track (front), 4 ft. 7½ ins.; (rear), 4 ft. 8 ins. Saloon	£330
<b>Snipe</b>	
Six-cylinder, s.v.; 75 mm. by 120 mm., 3,180 c.c.; 20.9 h.p. Gear ratios, 4.5, 6.5, 10.62 and 15.9 to 1. Wheelbase, 9 ft. 6 ins.; track (front), 4 ft. 7½ ins.; (rear), 4 ft. 8 ins. Saloon	£345
<b>Snipe Imperial</b>	
Six-cylinder, s.v.; 85 mm. by 120 mm., 4,085 c.c.; 26.88 h.p. Gear ratios, 4.5, 6.5, 10.62 and 15.9 to 1. Wheelbase, 10 ft. 4 ins.; track (front), 4 ft. 10½ ins.; (rear), 5 ft. 0½ ins. Saloon	£495
Four-light saloon	£510
Sports saloon	£565
Drop-head coupe	£555
<b>Pullman</b>	
Six-cylinder, s.v.; 85 mm. by 120 mm., 4,085 c.c.; 26.88 h.p. Gear ratios, 4.5, 6.5, 10.62 and 15.9 to 1. Wheelbase, 11 ft.; track (front), 4 ft. 10½ ins.; (rear), 5 ft. 0½ ins. Limousine	£735
Landaulet	£735
<b>Thrupp and Maberly Bodies</b>	
Special limousine	£975
Special limousine with boot	£995
Special landaulet	£1,015
Sedanca de ville	£1,095

New mudguards with more flowing contours than those used previously, have enhanced the appearance of all the cars in the range. The Pullman model is continued without much alteration but two new body types are listed,

namely, a special limousine and a special landaulet with coachwork by Thrupp and Maberly.

One may summarize the new Sixteen and Snipe chassis (which, by the way, are identical) by saying that they are typical Humber products. An all-welded box-section chassis frame carries a six-cylinder side-valve engine with unit-constructed clutch and four-speed gearbox, transmission being by a Hardy Spicer propeller shaft and spiral bevel rear axle; Evenkeel suspension, Bendix Cowdrey brakes and a cushion-mounted radiator, front wing and bonnet assembly are special features.

To the wheelbase of 9 ft. 6 ins. is coupled a track of 4 ft. 7½ ins. at the front and 4 ft. 8 ins. at the rear, whilst the overall length of the complete car is 14 ft. 7 ins., the width 5 ft. 10 ins., and the height 5 ft. 5½ ins.

### Structural Details of Frame

The frame, although similar to the Snipe Imperial, in the sense that it has box-section members, differs materially from its larger prototype in structural details. For example, the frame sides are now quite straight, tapering outwards towards the rear, furthermore, the box section is formed in such a manner that the top face is flat, the weld being made along a horizontal seam. Adequate cross-bracing is effected by means of five cross-members, four of which are of box section.

Much attention has been paid to the all-important matter of body mounting. Brackets are provided on the side

### Considerations of Space

As will be seen from the illustrations, the new model follows very closely recognized Humber practice so far as both mechanical details and bodywork features are concerned. Despite a moderate wheelbase dimension of 9 ft. 6 ins., both the Sixteen and the Snipe are capacious in the true sense of the word, full and comfortable accommodation being provided for five persons, yet the overall dimensions are such that the car should be easy to handle and manoeuvre.

Before describing these new cars in detail it might be added that in the Snipe Imperial range the sports saloon body has been completely redesigned and the drop-head coupe has been considerably improved in shape and style.

See also the illustrations in the photogravure section.

FOR a decade or more the king post of the Humber sales structure has been the Snipe and Sixteen models. For 1938 these two cars still retain pride of place in the company's programme, despite greatly changed market conditions. Largely on account of these changes in both overseas and home markets the directors have decided to produce two versions of the Snipe for the coming season. The existing model will henceforward be known as the Snipe Imperial and be continued in much the same style as during the past year, but with improvements to details.

The new Snipe has smaller general dimensions and an engine of 21 h.p. rating instead of 27 h.p. as in the larger car.

# HUMBER & CO



Vois-tu, ma chère,  
quand on monte une machine HUMBER, il faut toujours attendre les autres!!!

Here rational dress is seen in all its splendour: knickerbockers, Norfolk jacket, trilby hat, black stockings, white shirt and tie. Many found the dress ugly. Others were outraged by it; it was considered too mannish - in this poster by Pal the woman even has short hair. The sense of freedom that the bicycle gave women was partly responsible for a corresponding feeling of assertion; she could now indulge in a sport on equal terms with a man.

The drop-frame bicycle was invented in the States in the late 1890s - so that women would not have to struggle with their skirts over the crossbars, should they choose to keep to skirts. It quickly became the accepted convention that women would buy the drop-frame 'ladies' model.

Lighting a cigarette as they wait for the rest of the party to catch up, the man says, 'You see my dear, when you ride a Humber you always have to wait for the others.'

A Humber was considered the superior make of the day. Of the eighty races held in Britain between 1878 and 1890, more than fifty were won by Humber bicycles.

In the countryside in the early days of cycling, this minor invasion had been seen differently. Flora Thompson wrote: 'Cyclists in their tight knickerbocker suits and pill-box caps with the badge of their club in front were regarded as figures of fun. None of those in the hamlet who rushed out to their gates to see one pass, half hoping for and half fearing a spill, would have believed, if they had been told, that in a few years there would be at least one bicycle in every one of their houses, that the men would ride to work on them and the younger women, when their housework was done, would lightly mount "the old bike" and pedal away to the market town to see the shops.'

# HUMBER CYCLES



PARIS  
23

AV<sup>UE</sup> DES CHAMPS-ÉLYSÉES

THE HUMBER FREE WHEEL  
IN ADVANCE  
OF ALL OTHERS

Nevertheless, the lure of the empty countryside usually overcame the cyclists' apprehension about the state of the roads - and no poster ever implied the roads to be anything but the smoothest! Leaving the city smog to tour the countryside became a popular pastime; guides and maps were provided for cyclists and the wayside inns, fallen into relative disuse with the railways, enjoyed a revival. Humber bicycles claimed to be the best tourers, too - this relaxed cyclist's companions are only just rounding the corner as she free-wheels down the slope.



PREMIÈRE MARQUE DU MONDE

**HUMBER**



**HUMBER CYCLES**



HUMBER & CO. LD. BEESTON, COVENTRY.

Come ride with me and be my love,  
And I will all the pleasures prove  
Of sauntering in the shady lanes ...  
(Anonymous, after Marlowe)

The bicycle's popularity was enhanced by the opportunity it provided for flirtation. Since cycling was accepted as a social form of recreation, it was the easiest thing in the world to ride away with boyfriend from the watchful eye of parent or chaperon. In 1896, the Chaperon Cyclists Association was formed in London to try to fight back, the idea being that the chaperon would supply her own bicycle. It was a vain attempt at stemming the tide; the chaperon's role was doomed, girls of all classes were freer now to go their own way.

CONTRIBUTED BY  
Margaret Willimott.



For a while, cycling was *the* fashionable craze. All the royal families of Europe – with the notable exception of the Keizer – indulged in it. H.G. Wells wrote: 'The world is divided into two classes: those who ride bicycles and those who don't.' The bicycle was as pampered as the horse it partly displaced and was, in many ways, treated like a horse. One fad was to paint it in the family colours and protect it with a similarly painted cover at night when it was brought into the grand entrance lobby – no outhouse for the bicycle! A lackey would bring it round to the front door to be mounted. There was excessive attention to dress, too: one had to look one's best on parade. The British Cyclists' Touring Club recommended buying, through them, a special West of England tweed in small grey check.



## ASSOCIATION OF MOTORING CLUBS INCORPORATED

GPO BOX 2374V MELBOURNE VIC 3001

### 1989 OFFICE BEARERS:

The following office bearers were elected at the Annual General Meeting:

President	Graham Bradshaw
Vice President	Marcus White
Secretary	Heather Greaves
Treasurer	Arthur Greaves
Committee Members	Fred Talbot Rob Dunlop

### SHORT REPORT FROM THE DELEGATES MEETING OF 28TH NOVEMBER 1988.

#### STORAGE OF VEHICLES ON PRIVATE PROPERTY:

Problems are being encountered by some enthusiasts with local councils objecting to vehicles being stored. AOMC is looking at the Local Government Act. At present it is certain it is best to avoid litigation and all publicity.

#### CLUB PERMIT VEHICLES:

##### USE FOR FILMS ETC AND INSURANCE:

Owners should be aware that the use of cars for filming etc for payment almost certainly invalidates their insurance unless special permission is obtained from the insurer. In addition the use of a Club Permit vehicle for Hire and Reward is almost certainly illegal and not covered by the provisions of the permit. Transport Accident Commission cover will probably be lost too because this constitutes using an un-registered vehicle illegally.

If the film organisers take out insurance be aware you may be double insured and have to do everything twice in the event of a claim.

AOMC will address these problems particularly the use of Club Permit Vehicles in period films for hire and reward and for public parades etc..

M Malisani  
27/25

19 JAN 1989

Mrs Heather Greaves  
Hon. Secretary  
Association of Motoring Clubs Inc.  
GPO Box 2374V  
MELBOURNE VIC 3001

Corner Lygon and Princes Streets  
Carlton Victoria

Address mail to:  
Road Traffic Authority  
PO Box 119  
Carlton South Victoria 3053

Telephone (03) 345 4444  
Fax: 345 4121

Dear Mrs Greaves

I refer to your letter dated the 5 January 1989 concerning Club Permits.

The Club Permit Regulations introduced in March 1988 treat veteran, vintage and classic and historic vehicles identically and attempt to clearly specify the responsibilities of both the RTA and Permit Applicants.

In line with the Road Safety Act 1986, the regulations give the RTA the discretion to reject a vehicle it does not consider safe to use on a highway or to issue it a permit with additional conditions to ensure safe use.

Alternatively, a vehicle complying fully with recognised standards applicable to its type and date of manufacture and otherwise in good condition would be issued a club permit without the imposition of additional conditions.

The regulations also do not place any obligations on a club regarding the inspection of vehicles for roadworthiness as vehicle condition is clearly the responsibility of the vehicle user.

If the vehicle has some unusual feature such as inadequate lighting or left hand drive, the issue of the permit is largely a matter of whether or not the RTA considers suitable conditions to safeguard other road users and the road environment are possible, taking into account the particular vehicle, exposure to traffic, etc.

The current policy on club permits for left hand drive classic and historic vehicles is that they should be limited to military or other specialist vehicles. Additional conditions would normally be applied to those vehicles. Other existing left hand drive club permit vehicles would be permitted to remain in the scheme.

With regard to club permit vehicles towing trailers, caravans or equipment or carrying family members or club property, there is no restriction at all providing the normal towing and other requirements are met and the permit vehicle is used in connection with or in preparation for official activities.

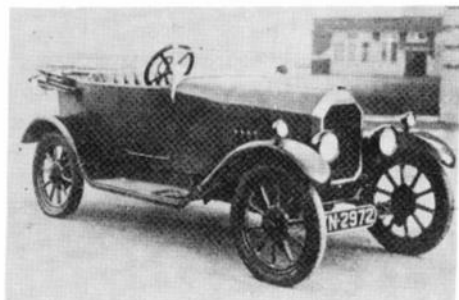
Yours faithfully

*C. Ackerman*

H C Ackerman  
Principal Engineer - Vehicle Safety Standards

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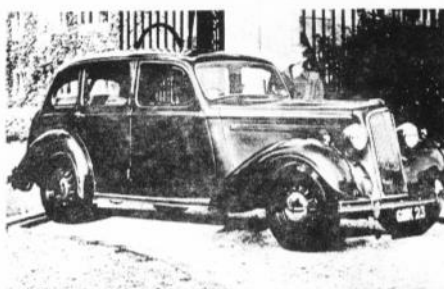
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