

February 1991

The **HUMBERETTE**



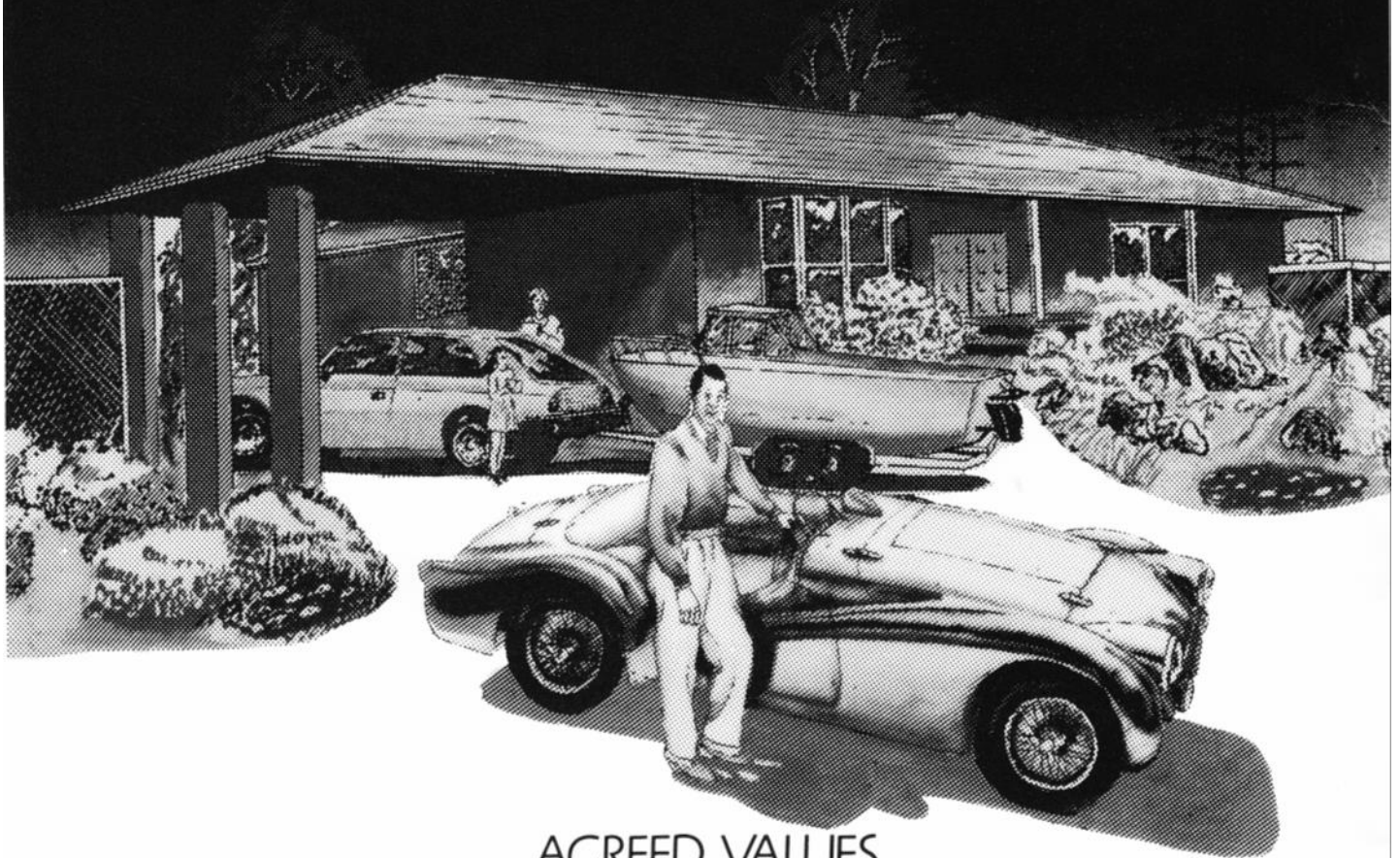
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



Feeling Secure About Your Investment?



AGREED VALUES
RETENTION OF WRECK
AUSTRALIA WIDE SETTLEMENT
FREE WINDSCREEN COVER

ON YOUR
CLASSIC, VETERAN OR VINTAGE CAR

**HOME • CONTENTS • BUSINESS • COMMERCIAL • SUPERANNUATION
PRESTIGE CARS**

V.G.L. INSURANCE BROKERS OFFER A COMPREHENSIVE BROKER SERVICE
TO SECURE ALL YOUR INSURANCE NEEDS. CALL US AND HAVE ONE OF OUR
REPRESENTATIVES USE THEIR EXPERTISE TO ADVISE ON YOUR PARTICULAR
NEEDS AND TAKE ADVANTAGE OF THE DISCOUNTS ON OUR PACKAGE DEALS

VGL INSURANCE
BROKERS PTY. LTD.
INCORPORATED IN VICTORIA

UNDERWRITTEN BY
AUSTRALIAN EAGLE INSURANCE CO. LTD.
INCORPORATED IN VICTORIA



Suite 7, 663 Victoria Street, Abbotsford, Victoria, 3067.

Telephone: (03) 429 5466 Fax: 429 5149

FEBRUARY 24 TH.

FAMILY DAY AND ANNUAL GENERAL MEETING. DEEPPENE HALL
12.0 MIDDAY FOR PICNIC LUNCH. MEETING COMMENCES
2.00PM.

MARCH 2ND - 3RD.

GRAND SOUTHERN SUPER SWAP MEET AT BALLARAT
AERODROME. SATURDAY AND SUNDAY. OVER 1,000
VENDORS. DISPLAY ETC. ADMISSION FEE.

MARCH 3RD.

ROOTES GROUP ANNUAL GET-TOGETHER AT BUNDOORA PARK, PRESTON.
ORGANIZED BY THE SINGER OWNER'S CLUB. PICNIC AREA NO.7.
MELWAY MAP 19 F4. SIMPLE CAR EVENTS, KITE-FLYING (BYO KITE),
PEOPLE'S CHOICE ETC. BYO BBQ LUNCH. 11.30AM - 4.00PM.

MARCH 9TH - 11TH.

(LABOUR WEEKEND). 2ND ANNUAL RALLY ORGANIZED BY CASTERTON
MOTOR ENTHUSIAST'S CLUB. ENTRIES CLOSE FEB.28TH. ENTRY
FORMS AND DETAILS FROM CLUB SECRETARY AT NEXT MEETING OR
FROM JIM KENT, P.O. BOX 144 CASTERTON 3311. PH: (055) 81 1414.

MARCH 16TH. (SAT.)

KOO-WEE-RUP POTATO FESTIVAL AND CHARITY DAY.
(Koo-wee-rup is about a 90 min. drive from Melbourne
through Dandenong.) Would anyone willing to enter their
Humber in the Saturday morning street parade please collect
an entry form at the next meeting.

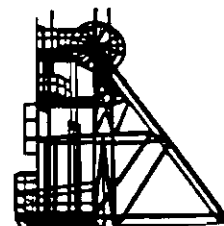
MARCH 17TH.

ZEPHYR AND ZODIAC CLUB ANNUAL MULTI-CLUB DISPLAY AND FAMILY
OUTING AT ELAINE RECREATION RESERVE. (MELWAY MAP 255 C3).
Elaine is a small town on the Midland Highway about half way
between Geelong and Ballarat. It is approx. 120 Kms from
Melbourne taking the Western Highway through Melton to
Ballan then the Meredith turnoff to the Midland Highway.
The day is designed to be a non-competitive, fun family
day. BYO lunch and meet at the Elaine reserve 11.00AM on.

MARCH 22ND.

GENERAL MEETING. DEEPPENE HALL. 8.00PM.

NATIONAL RALLY**BROKEN HILL, EASTER WEEKEND 1992**

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

The annual general meeting of this club will be held on Sunday, February 24th,
at the Deepdene Park Hall, Whitehorse Rd. Deepdene, immediately following the
monthly general meeting which commences at 2.00 PM.

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

1. To confirm the minutes of the Annual General Meeting held on 25 February, 1990
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 accept annual fees & membership subscriptions for the year 1991.

ROOTES GROUP GET-TOGETHER

SUNDAY MARCH 3RD 1991

TIME- 11.30-12NOON

PICNIC AREA NO.7 Bundoora Park

Plenty Road, PRESTON

MELWAYS MAP 19 GRID F4

B Y O E

B.B.Q.'S Available

Simple Motorkhana

Kite Flying(BYO KITE)

Peoples Choice

Historical Centre Nearby

COME AND MAKE A GREAT DAY FOR

THE ROOTES GROUP

The Vintage Drivers' Club Spectacular
2 DAY SWAP . No serious enthusiast
should miss it.

2 DAY SWAP
(UNDERCOVER)

Friday
31st May
5PM to 11PM
& Saturday
1st June
8AM to 5PM
1991

* * * SPECTACULAR * * *
SWAP MEET

AT THE ROYAL MELBOURNE SHOWGROUNDS
EPSOM RD., ASCOT VALE. 31st MAY & 1st JUNE 1991

All Enquiries to: VINTAGE DRIVERS CLUB, P.O. BOX 229, FITZROY 3065

Phone: Max Coomer
(03) 459 3778

or Jack Vears
(03) 560 5186
fax 560 2348

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA. 3087

COMMITTEE 1990-91

PRESIDENT	:	Geoff Webb	803 6592
VICE PRESIDENT	:	Margaret Willimott	435 6354
SECRETARY	:	Ian Foreman	
TREASURER	:	Brian Parkinson	
MEMBERSHIP SECRETARY	:	Graeme Finn	497 4231
EDITOR	:	Barry Bosnich	(057) 83 1899
EVENTS DIRECTOR	:	Mike Dupla	390 2211
LIBRARIAN	:	Dave Denner	874 7016
REGALIA	:	Vic Wilson	478 9352
TECHNICAL ADVISORS	:		
- Vogues	:	R. Dunlop	439 7059
- Series V, VA S/Snipes	:	A. Goldman	(059) 75 6807
- Hawks	:	K. Willimott	435 6354
- Mk Cars	:	B. Kennedy	789 5119
- General Information	:	B. Kennedy	789 5119
- Auto Electrical	:	M. Fitchett	



"AROUND THE OUTINGS"



THE HUMBERETTE

PRESIDENT'S REPORT

FEBRUARY, 1991

In my final President's Report, I would like to thank all members of the club for their support during my Presidency. I would especially like to acknowledge Margaret Willimott, a true driving force for the club, and Barry Bosnich for his excellent publication of the Humberette. To all other committee members, thank you all for your efforts during the year and for prior years.

I believe this past year has again seen continued growth for the club. One of the more surprising aspects of our membership, is the continual change in membership which is I suppose understandable considering how often people change cars. Importantly, our profit has continued and our cash position continues to be more than adequate to cover all of our needs.

The future looks bright for our club, but will only continue with support from all members. Our club provides an excellent facility to assist in keeping our cars going and to preserve important parts of our history, but it will only continue if all members become actively involved in the planning, management and running of the club. As a self-interest club, we need everyone's involvement to continue our successful growth.

Geoff Webb.

FOR SALES

My complete collection of 1934-35 Humbers collected over the past twelve and a half years.

CAR NUMBER 1 - 1934 Snipe "80" Sports Saloon, Martin and King body. The motor, gearbox, diff and radiator have been fully restored. Body needs restoring.

CAR NUMBER 2 - 1934 Snipe "80" Sports Saloon, Martin and King body. No motor or gearbox with this car. The body has had some restoration work carried out on it including a new wooden boot frame and a new aluminium skin and a new wooden frame for one rear door. The spare wheel carriers in the front guards have also been repaired. This vehicle also has six new tyres and tubes fitted.

CAR NUMBER 3 - 1934 Pullman Limousine, Martin and King body. This car is in poor condition but would be worth restoring because of its rarity.

I also have a large amount of body and mechanical parts salvaged from other Snipe "80" Humbers and a Pullman included with the above cars.

My asking price for the whole collection is \$9,000.00 negotiable. Please contact Doug Shone, P.O. Box 26, Beeac, Victoria, 3251 (no telephone).

* * * * *

1949 MK II Super Snipe, \$15,000.

Contact: (051) 741 9119 (Bus), (051) 74 9294 (A/H).

* * * * *

WANTED: W/screen to fit Series 2 Vogue, must be r/worthy.

Contact: M. Glare, Ph: (053) 35 7710.

Autocar writer, the late William Boddy once wrote:- "Humbers have interiors remindful of clubland" and described the exterior looks as "Cars with typical British majesty, combined with trans-atlantic styling innovation". Autocar Magazine, October 1950.

* * * * *

SOCIAL NEWS & NOTES

Hello everyone! What an exciting month February is! With 1991 rapidly unfolding and a new club year about to begin, it is probably a good time to look anew at our direction for the next 12 months.

Despite the doom and gloom that currently invades the world, I feel that future successes revolve very much around the ordinary citizens like ourselves and our commitment to create an environment acceptable to all. Most differences can usually be resolved with a little old-fashioned "give and take" so let's hope that wherever we are the next few months will be brighter for all of us.

There is no shortage of motoring rallies in this early part of the year. Last Sunday's "Hanging Rock" gathering of around 1,500 historic and classic vehicles was a perfect day to socialize with owners and their machinery in wonderful diversity.

Our club was represented by 10 Humbers and there were a further 4 "foreign" Humbers whose owners I was unable to locate. Amongst the club cars were 5 Super Snipe sedans plus the Webb's Series II Estate and Ron Forth's restored Snipe Ambulance. We also welcomed John & Gloria Ristrom of Maryborough who joined us on the day with their Series V Super Snipe. Other Humbers present were Eoghan Wilson's Vogue, our own MK I Sceptre and the lovely burgundy MK II Snipe owned by Wilson Bunton of Castlemaine.

Did you notice Mike & Christine Fitchett's new business venture in Woodend - WOODEND AUTO ELECTRICAL SERVICE AND PETROL STATION - on the Melbourne side of the town? Hope you get lots of Humber "super" patronage, Mike!

March brings a multitude of rallies, day runs and associated car events. Our main club event for this month is the Annual Roads "G-T", modified motorkhona and family fun day at Bundoora Park. This year the Singer Owners Club is the organizer. Come along, bring a picnic lunch and enjoy a great day close to town.

Other events of interest during the month include the Casterton Labour Weekend Rally (thoroughly enjoyed by the club members who went last year), the Super Southern Swap meet at Ballarat Airport on March 2nd and 3rd and the Cavalcade of Cars at Elaine, organized by the Zephyr & Zodiac Club. Details of these events are on the Calendar Page.

Please remember that this month's meeting (which also incorporates the Annual Meeting) is combined with our family social day and takes place on SUNDAY, FEBRUARY 24TH instead of the usual Friday. We hope to have as our own special guest on the occasion Adelaide Underwood and family - this will be a great opportunity to show our recognition of Adelaide's long association with the club.

March issue of the Humberette should contain an updated Repairs and Restoration Guide to assist in the location of suitable mechanical and restoration services, parts suppliers, etc. If you have any contribution to add to the list, i.e. any service which you have personally found to be of an excellent standard or any source of "hard to get parts", please contact Keith or myself on 435 6354 before the end of February.

Finally, may I express my thanks to all the committee for the excellent manner in which they have performed their duties this year. It has been a pleasure to work with you all. See you on Sunday 24th.

Margaret.

GET WELL WISHES - We were sorry to hear that Merle Catterall had not enjoyed the best of health recently and wish you all the best Merle, for a successful visit to hospital next week.

* * * * *

MINUTES OF THE GENERAL MEETING OF HCCV INC

HELD FRIDAY, 25TH JANUARY, 1990

The meeting commenced at 8:16pm.

Apologies: Nancy Kennedy, Brian Parkinson, Allison Bodycombe, Sylvia Peterson & Fred O'Shea.

Attendance: 35 members as per book.

New Members: Alex Kemp, Hewin & Steven McAlince.

Previous Minutes: Moved Bob Kennedy, seconded Ray Webster.

Correspondence - In: Mr. D. Gault (Pakenham), Mr. K. Huxtable (C/- Koo Wee Rup Potato Festival), Zephyr & Zodiac Owners Club Day "Elaine", Singer Owners Club. Correspondence moved by Ian Wilde, seconded by Rob Dunlop.

Magazines - In: Wolseley "Hornet", S.A.T.O.C. News, Transmission, HCCQLD, CMEC Newsletter, HCCWA, Viking Torque, "In Vogue" HCCSA, Humber Hillman "Torque", Chevrolet Car Club, Rootes Car Club "Inverted Commer", CAHAC Journal.

Treasurer's Report: Moved by Dave Denner.

Editor's Report: 222 magazines circulated.

Social Secretary's Report: Wolseley Car Club outing at Moorabbin Airport Wolseley Club have invited HCCV to this event. The Australia Day Display in the "Alexandra" Gardens was mentioned.

Librarians Report: Dave Denner mentioned that the club has a full library of both MK, Series and Vogue Owners and Service Manuals, see him for your requirements.

Technical Officers Report: Rob Dunlop mentioned checking head gaskets on Series 5 Snipes as they differ in thickness and compound. Bob Kennedy reported on the Red Plate Registration. Bob mentioned that he is responsible for the signing of Red Plate permits upon R.W.C.

Ball Report: Nil.

General Business: Membership subs are due next month (FEBRUARY 1991). Also, our Annual Meeting for re-election of the new committee, please be there as this is an important meeting. Please consider a position on the committee.

Margaret presented Bob Kennedy with trophies for the restoration of his 1934 Snipe "Best Restoration" pre MK class awards. Bob responded with a speech to the club, exhorting members to constantly improve their cars. Well done Bob!

Meeting closed at 9:42pm.

MEMBERSHIP RENEWALS - Membership subscriptions for the next financial year become due at the end of this month. A renewal form is enclosed with this Humberette. Recommended fees for the year (to be ratified at the Annual General Meeting) are:-

City Membership	(single & family)	\$20.00
Country Membership	(single & family)	\$15.00
Associate Membership	(single & family)	\$15.00
Joining Fee		\$ 5.00

* * * * *

The "Lost Giants" material in this issue was contributed by our Castlemaine member Wilson Bunton.



Jennifer Jaeger: virtually born in an automotive workshop.

Picture: Bruce Magilton

Gone a-roving for the perfect mix

Jennifer Jaeger has an unusual curriculum vitae: automotive wrecker, antiquarian book dealer and former motor mechanic with a degree in literature.

Her interest in books centres on the subject of ancient Egypt and in cars on an almost ancient English Rover known as "P".

She was virtually born into a workshop. Her childhood was filled with bits of Rovers and their mud-spattered relative, the Land Rover, because her father was a mechanic specialising in the breed.

Before the influence of Japanese manufacturers and British automotive unions, Rovers had pretensions to being a sort of middle-class Rolls Royce, not flashy or temperamental but stolid and conservative with high mudguards, real wood dashboards, leather seats and polished alloy engine bits.

In her yard sits a case in point, a blue 1959 model once owned by Sir Dallas Brooks, the Victorian governor from 1949 to 1963. Some barbarian had sawn off

Ancient Egypt to ancient autos — Geoff Strong reports on a woman's passions

the roof to try to turn it into a convertible.

After an education at Korowa Anglican Girls School she thought it only natural that she should work as a mechanic with her father.

She worked as a mechanic for two years only to discover that despite equal opportunity there are some jobs most women are just not physically equipped to do.

"I had been lifting Land Rover cast-iron engine blocks, when I started getting some internal pain. My doctor finally convinced me I needed to change jobs, so I went to Swinburne and did a BA.

"I believe a woman should be able to try out for any sort of work, but if they can't do that work as well as a guy, they shouldn't do it."

"P" was the reason she got

into automotive wrecking. It first spluttered to life the same year Sir Dallas took up his post as Victorian governor. The Rover factory in Solihull, a grimy town south of Birmingham in the British Midlands, was just retooling for cars after building tanks and jeeps during World War II.

Using bits left over from before the war they produced the Rover 75: running boards, headlights on stalks and a great high front radiator. The "P" nickname comes from the manufacturer's nomenclature P3.

By the time Jennifer Jaeger bought "P" it had mushrooms growing inside and the leather seats had turned to dust. On its first journey to Anglesea it blew up, but 10 years of her work and \$15,000 later it wins prizes in car club shows.

"I started wrecking because I

needed parts for this car. I was unemployed at the time, so it grew into a business," she said.

"It is funny being a woman in this business, you get some strange looks. When I answer the phone people and ask to speak to the boss, they don't think a woman could be the boss."

It was for this reason that she took on a male partner, rented a shop in Oakleigh, changed the business name to Roverco and opened the bookshop which is incorporated in the premises.

As well as books and Rover parts they sell rubber extrusions that can be used as door or window seals for vintage cars. They also do a good export trade in used parts, especially back to Britain because the relatively dry climate means old cars last longer in Australia.

For her latest project, Jennifer Jaeger is writing an article for an ecology and lifestyle magazine. The subject: why it is more environmentally sound to keep an old car than to buy a new one.



Lost giants

Rootes' late forties and early fifties Humber Super Snipes, Pullmans and Imperials were among the most distinctive, and biggest, cars made in Britain.

Nick Larkin roots out some rare survivors

An unforgettable range of Humbers lays sad claim to one of the lowest survival rates of any volume classic car, despite having sufficient pedigree to list Winston Churchill, various Royals and a multitude of government ministers among former users.

The depressing statistics apply to the Mk II, III and IV Super Snipes, Pullmans and Imperials which were Rootes' flagship models from 1948-54. Out of more than 20,000 built in saloon, limousine, 'woody' estate, drophead and even ambulance form, a mere 20 at the most are known to be still roadworthy today.

A further 150 or so exist awaiting restoration after being rescued in fits of philanthropic fervour by enthusiasts often discovering them derelict in car parks and scrapyards, and through small ads. These cars are now mostly shoehorned into lock-up garages or lying under tatty covers near compost heaps.

Seasons and years pass while owners, who probably bought the cars to save

them from being scrapped, contemplate restoration which would cost a fortune.

In some cases, the lifeless hulks pass from owner to owner, or from house to house in the hands of one custodian. No one wants to be the scoundrel responsible for reducing the pitiful survival rate still further.

The story begins in 1948, when Humber radically changed the styling of its pre-war style Pullman limousine, bodied by Thrupp and Maberly, an old-

established concern which, though part of the Rootes empire had been responsible for notable bespoke coachwork on Bentley and other exotic chassis during the thirties

Out went the tasteful and restrained traditional appearance of the Mk

I model which would surely have satisfied this car's ultra-conservative clientele. Whoever gave the go-ahead for the new design had probably spent too many evenings glued to Bogart and Cagney through a haze of cigarette smoke in his local fleapit, as the new shape certainly echoed American trends.

An 'alligator' style, style one-piece



Large sidelights identify Series II cars

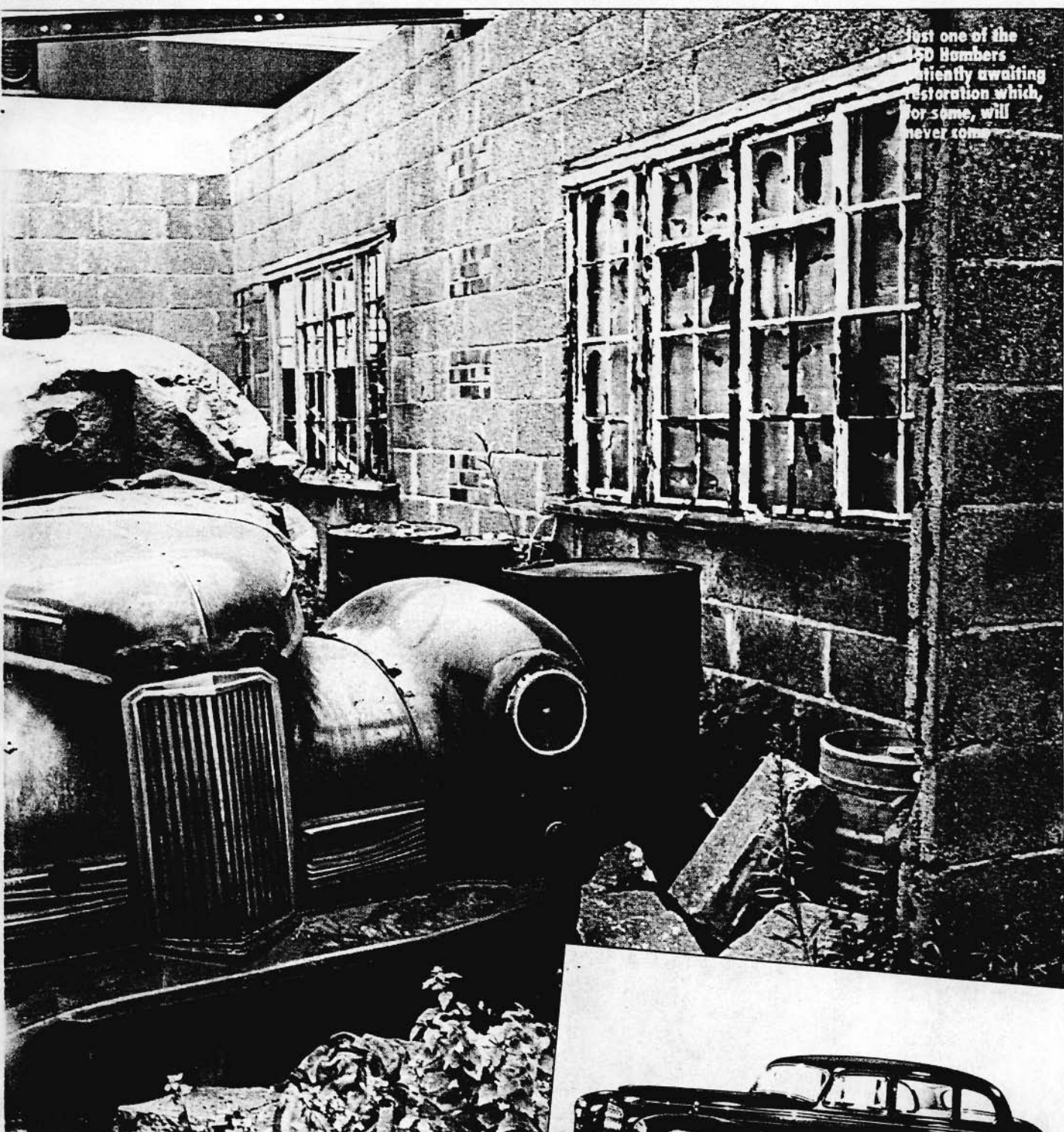


bonnet, a relatively small radiator grille, headlamps within the front wings and, strangely, the return of running boards were the equivalent of turning Vera Lynn into a Windmill girl.

The cars, which were already enormous, took on monstrous proportions. As if this wasn't enough, the Mk II Pullman measured an incredible 17ft 6.5in — a foot more than its predecessor — which increased weight from 4005 to 4465lb.

The Humber Imperial was almost identical to the Pullman, but offered eight seats, two of them 'occasional' which could be folded away. The Imperial lacked the Pullman's glass

Just one of the
150 Humbers
patiently awaiting
restoration which,
for some, will
never come



division between the passenger compartment and the front section, occupied by the driver and, presumably, other tradespeople.

The Super Snipe also adopted the new styling, but was a relative minnow at only 15ft 7in. It had previously clocked in at 15ft, however.

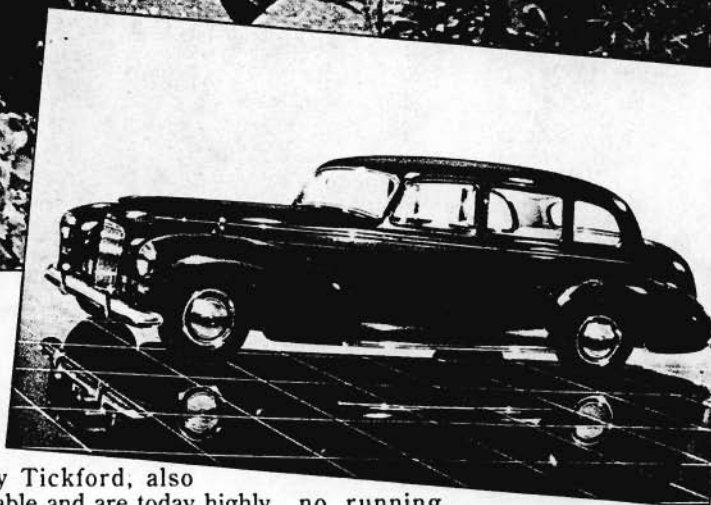
Despite the new glamour, the cars' mechanical specification hardly altered. They all retained a separate chassis, and the trusty 4.1-litre straight-six side-valve engine which had powered some pre-war Humbers, a variety of lorries and endless armoured cars and other militaria during the Second World War.

The wheelbase was lengthened by

3.5in, and a steering column gear shift became standard.

Drophead variants, produced by Tickford, also became available and are today highly prized.

The Super Snipe remained largely unaltered, even retaining transverse leaf spring front suspension, until production ended in 1952, but in 1953 a Mark IV Imperial and Pullman went on sale with Rootes new 'Blue Riband' 4139cc overhead valve engine, and



no running boards. This car lasted only until 1954.

Contemporary advertising features artists' impressions suggesting the car is much sleeker than it actually is — it would have been just about impossible to make it appear longer! Humber publicity shots were taken outside Buckingham Palace and other cream-



Nigel Burgess

1950 Humber Imperial

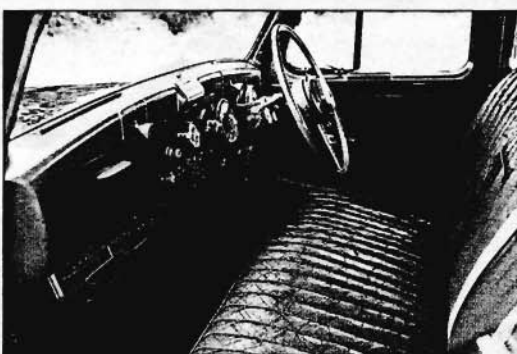
"The previous owner advertised my Imperial for £80 and just had no interest from anyone. So he rang me," said Nigel Burgess, gazing pitifully at his Humber hulk.

"I took it because I didn't want to see it scrapped. I'm sorry to say that was five years ago, and it hasn't turned a wheel since," added Nigel, who rescued the car from a car park at a block of flats in Brentford.

Nigel, of Hounslow, Middlesex is Mark Six Cylinder Registrar of the Post Vintage Humber Car Club, and owns several other Humbers: "I'd like to start on this car, but it's a question of cost," he says.

He's turned down offers from number plate hunters for the car's registration, RPH 962, and is consoling himself with tasks such as treating the Snipe's rusty roof to a dose of old engine oil.

"A local factory lets me keep the car on their site, and it's a bit of a case of out of sight out of mind," I must admit, said Nigel. He welcomes any information on the cars on behalf of the owners club. Ring him on 081-894-4346.



Well kept interior is full of nostalgic touches

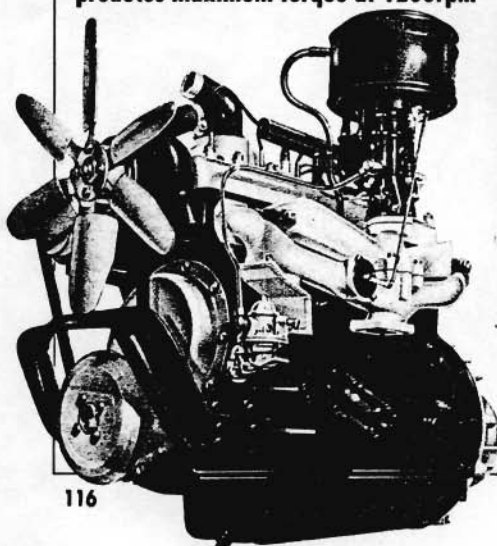


Boot swallows up just about anything

teas-on-the-lawn and no riff-raff locations.

Brochures pay tribute to "Humber coachcraft," and boast about huge luggage capacity, pointing out: "Golf clubs can be accommodated with ease." The glovebox is a "deep capacious locker

Six cylinder sidevalve 4086cc engine produces maximum torque at 1200rpm



for gloves, cigarettes and other incidentals."

A list of goodies in the Imperial includes courtesy step lights behind the ventilator grilles in the rear compartment, and a "companion set" on the rear armrest, comprising an ash tray, cigar lighter and reading light switch. An HMV radio, which looks like a whisky bottle with the spout cut off,

could be had as an optional extra.

Driving any of these cars today emphasises the sense of loss and sadness that there aren't more survivors.

One of the best remaining examples is cinema engineer John Easton's 1952 Super Snipe, which he has owned since '55.

These Humbers seem particularly huge when you're just about to drive



Publicity shot leaves no doubt as to the type of buyer Humber had in mind



Above, Super Snipe looks enormous yet was a foot shorter than Imperial and Pullman

Right, rear-hinged 'suicide doors' and running boards were a flashback to the 30s

John Easton 1952 Humber Super Snipe

In 1955, John Easton saw a 1952 Humber Super Snipe for sale at a Hastings garage. "It had been owned by a former Mayor, and I liked its luxury, but I'm still not absolutely sure why I bought it. I'd been looking for a Vauxhall Cresta," he says, 35 years later.

John paid £650 for the car, a sizeable sum for the time, and FDY281 has never needed to go to a garage since, apart from at MoT time. He considered selling the car in favour of something a little more economical in 1957, but never did.

Now with 138,000 miles on the clock, the Super Snipe has never failed to complete a journey, and has only misbehaved once, when fuel vapourisation

struck on the way to a rally three years ago. John has always rigidly stuck to the manufacturer's maintenance schedules.

Apart from a short spell with a Ford 100E, the Humber was John's only vehicle until 1976, when he bought a caravanette. He now also has a Lada as a runaround.

The Humber is still largely as it left the factory, though John fitted a Rootes reconditioned pre-war engine some years ago, but he has it in mind to refit the original.

A hit and run parker damaged one of the car's wings in a Godalming car park around 1962, so John bought a spares car from a neighbour for £5 in



1965.

Apart from that, not much else has happened, the Humber merely plodding on in reliable service. "I've always believed in looking after cars, and never really thought I'd sell this one," said John, from Worcester.

Wife Jean wasn't quite so fanatical: "It's a nice old car but not quite up to the standard of say, a Bentley. It looks a bit like a big Ford Prefect."



Kevin Kaye

1949 Pullman

"There's nothing else like it," said bus dealer Kevin Kaye of his 1949 Humber Pullman, bought five years ago after it was advertised in a magazine.

The car, which has travelled a mere 88,000 miles is original down to the mats and radio. When new, it was the Mayoral car at Peebles in Scotland.

Bill, 61, from Tadcaster in Yorkshire uses the car mainly for shows. He's re-registered it KDL 1, the plate coming from an ex-Southern Vectis double-decker bus.



one. Sitting in the driving seat seems to put you at the same height as perching on the roof of a Mini. A glance back to find where the rear seat and window are gives the impression you're about to manoeuvre the automotive equivalent of a through lounge. The bonnet stretches ahead like a pier.

These gargantuan dimensions make it even

more of a surprise that the car is, by the standards of its day, light and easy to drive. The clutch is smooth and responsive, and once you're accustomed to the prolific understeer healthy progress can be made through reasonably sharp bends.

Acceleration isn't startling, but remains respectable. There's the excellent column gearchange you'd expect in a Humber. Advertising proclaimed that the car could easily manage 5-80mph in top gear, and indeed the engine appears to have never-ending reserves of torque. Only the steepest of inclines would find you having to change down from fourth to third, and heaven knows when you'd need to use first.

The lazy engine hardly rises above a whisper, and in view of the leaf springs beneath you, the car's ride is remarkably good. It even stops well considering the brakes don't have a servo to



help them tame the car's two and a half tons.

Forward visibility is also praiseworthy — you can see the tips of the front wings, which makes all the difference in busy streets. So, to conclude, as many an agony aunt has written, size isn't a problem.

Finding a suitable Humber isn't easy, and we're left floundering in the realisation that 20,000-odd examples of these cars have just...gone. It seems unlikely





Bill Gardiner

1953 Pullman, 1950 Super Snipe

"It was a wreck when I bought it," says Bill Gardiner, looking at the nicely restored 1953 Humber Pullman outside his home in Telford, Shropshire.

He'd first noticed the car around 1979, when it was owned by a local

scrap dealer, who wouldn't sell it when Bill enquired.

He eventually sold it to a restorer, who sold it to two youths who intended to restore the car to transport a rock group. The work needed proved too much, and they put the car in a paddock, from where Bill bought it in January 1983..

Work needed during a restoration which has been logged as taking 308 hours included welding to the wings and bonnet, and a complete rear seat retrim.

Original spec West of England cloth would have cost £15 a yard "and that was for seconds," Bill recalls. So wife Chris, who is editor of the A30-A35 Owners Club's magazine, *Sidelights*, reupholstered it completely in Drayton.

"There's no car quite like the Pullman," says Bill, who uses a 1958 Humber Hawk estate as his regular transport.

Bill and Chris own nine A30s and A35s between them, which are stashed in a barn, along with Bill's latest project, a 1950 Humber Super Snipe. It was being restored at a Wolverhampton factory, but when some contractors came to take away some scrap metal, they 'accidentally' took all four of the Humber's doors as well.

Said Bill: "I want to get this car back on the road, but goodness knows where I'm going to get a set of doors from!"

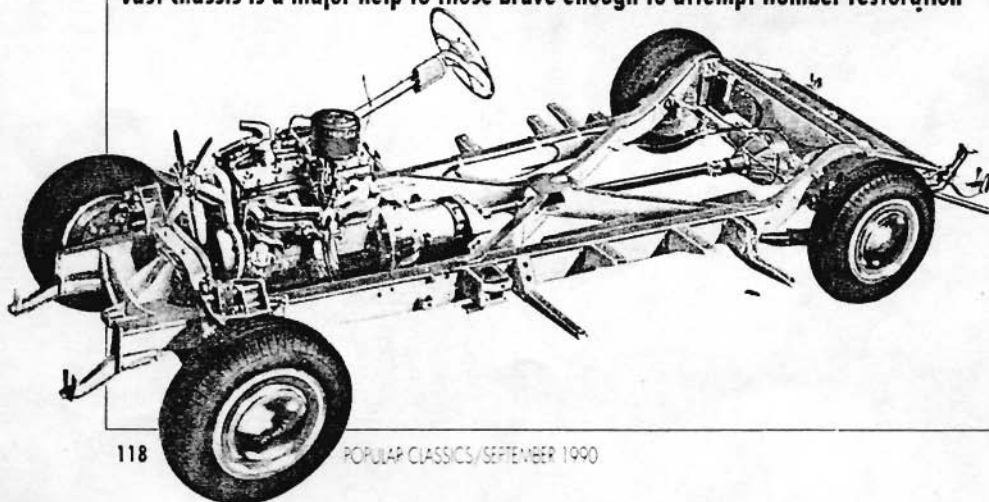
that some mysterious civilisation has beamed them all up for use on Planet Z, and, and a vehicle the size of these cars could hardly go missing.

According to Humber enthusiasts, the swinging sixties were largely to blame. While the rest of the population were presumably engaged in summer-time love-ins, car breakers were at work, rubbing their hands in glee at yet another vast Humber to keep their crushing machine happy.

Excessive proportions and around 15mpg didn't heighten the cars' appeal during the Suez crisis. Parking your £15 Humber Imperial outside several houses at once in your average street did little for community relations, and the styling was hardly in vogue when cars like the Cortina Mk II were state-of-the-art.

So, in the sixties, minor faults which today's Humber enthusiasts would put right in a few hours, jettisoned the cars straight onto the scrap pile.

Vast chassis is a major help to those brave enough to attempt Humber restoration



John Easton's family photographed at a fifties picnic — they all got there in the Humber

SPECIFICATION

	Super Snipe/Pullman and Imperial Mk II/III	Pullman and Imperial Mk IV
Produced	1948-52/1948-53	1953-4
Engine	Six cylinder sidevalve	Six cylinder ohv
Capacity	4086cc	4139cc
Bore/stroke	85 x 120mm	89 x 111mm
Max power	100bhp @ 3400rpm	113bhp @ 3400rpm
Max torque	197lb/ft @ 1200rpm	206lb/ft @ 1400rpm
Transmission	4-speed manual	4-speed manual
Suspension	Front: Independent, transverse leaf spring, upper wishbones; Rear: Live axle, half elliptic leaf springs and anti roll bar	Front: Independent, transverse leaf spring, upper wishbones; Rear: Live axle, half elliptic leaf springs and anti roll bar
Brakes	Front and rear drum	Front and rear drum
Steering	Worm and nut	Worm and nut
Length	15ft 7in/17ft 6in	17ft 6in
Width	6ft 2in	6ft 2in
Max speed	80mph/78mph	85mph
0-60mph	22sec	18sec
Fuel cons	15-16mpg	15-17mpg
Numbers built	17,164/3726	414



In 1990, we're left with only a handful of useable survivors, and the motionless hulks. Humber specialists reckon that with the severe shortage of body panels and interior fittings, a tatty car could easily cost £15,000 to have professionally restored, and unless it is a drophead, would probably be worth

only a third of that afterwards.

But considering their unique appeal and rarity, it would seem almost a public duty to spend a mere fraction of the catastrophic sums people shell out for tarted up Jaguars or dull exotics to get one of these Humbers plodding along the roads again.

CLUBS

The Post Vintage Humber Car Club reckons there are around 80 surviving Super Snipes, including 24 dropheads, 40 Pullmans and a mere eight Imperials. PVHCC details from club membership secretary Neil Gibbins, 2 Melton Court, Havelock Road, Croydon, Surrey CR0 6QQ.

SPECIALISTS

Classic Rootes Services, 36, Dunkeld Road, Elson, Gosport Hants (0705 581515) restore and provide spares for all Humbers. Previous restorations include a 1949 Mk II Super Snipe. RJ Grimes, Marlpit Lane, Coulsdon, Surrey (081 668-1455) provide mechanical spares for all Rootes cars.

The Editor
The Humber Car Club of Victoria Inc.
23 High Street, Watsonia ~~3061~~ 3067

M. L. Heazlewood
6 Woodward Ave
Hillcrest, Tas. 7320
Ph: 004 31 2894

Dear sir,

Recently I have been reading ill-informed comments about the effects of Mig welding on people who wear Corneal (contact) lenses, both soft and Gas permeable (hard). After reading similar comments in 'The Humberette', I thought it was about time I made it my duty as a member to set things to rights.

As a wearer of contact lenses for 17 years, I think I can speak with some experience on the matter concerning the wearing of lenses whilst using a Mig welder or any welder for that matter. It all boils down to a matter of strict hygiene and sticking rigidly to the daily cleansing regime for your particular kind of lense.

These reports as some of you may already know emanated from the U.K. concerning a couple of gents who had been welding all day and then went home to remove their lenses and found that they had been fused to their corneas. This is a total falacy and more likely had to do with dirty lenses that had not been removed for days. These lenses are designed to 'breathe' as it were, allowing oxygen between the lense and the surface of the eye, if the lenses are not cleansed daily and sterilised regularly then the lense suffers from Protein buildup (which is a natural eye secretion) excluding oxygen and virtually glueing itself to the surface of the eye.

As a user of Mig welders myself, I became interested in finding out the truth and not listening to a lot of ill informed heresay so I contacted The Welding Institute of Australia in Sydney and they confirmed my beliefs. Not satisfied with this I also wrote to the Welding Institute of Great Britain which is the worlds formost authority on welding and it's associated technology and received the same result. Set out below is an article supplied by the WIOA..

I hope this alays any fears that contact wearers had about using Mig welders and hope it allows you to get on with that restoration you have been putting off for so long. Happy Humbering, Max Heazlewood.

Memb.No.
137.



Welding Technology Institute of Australia

6 November 1990

Mr M.L. Heazlewood
6 Woodward Avenue
HILLCREST TAS 7320

Dear Mr Heazlewood,

You sought advice on a press report that contact lenses had fused to the corneas of a Mig Welder.

I sought advice from the NSW Workcover Authority who are responsible for Health and Safety matters in NSW and are members of the WTIA's panel on Health and Safety. The advice that there is no truth in the allegation and believe it to be only a rumour.

P.T.O.

They did advise that a welder wearing contact lenses must be careful to avoid grit in the eye. They commented the most likely cause of the rumour mentioned above would be the failure of a person to regularly clean their contact lenses but damage from not regularly cleaning contact lenses would occur whether or not welding was involved.

Attached is a page on Eye Health from the AMWU publication "The Hazards of Welding". This supports the advice given by NSW Workcover.

Kind regards

Yours sincerely

John Donaldson
John Donaldson
EXECUTIVE DIRECTOR

INCORPORATING THE AUSTRALIAN WELDING INSTITUTE & THE AUSTRALIAN WELDING RESEARCH ASSOCIATION

Unit 3, Suite 2, 9 Parramatta Road, Lidcombe, NSW 2141. P.O. Box 28, Lidcombe, NSW 2141
Phone: (02) 748 4443 Fax: (02) 748 2858

Welders, as a consequence of their work, have a higher risk of suffering from a number of illnesses compared with the general population.

TAKE NOTE OF THIS PARAGRAPH.

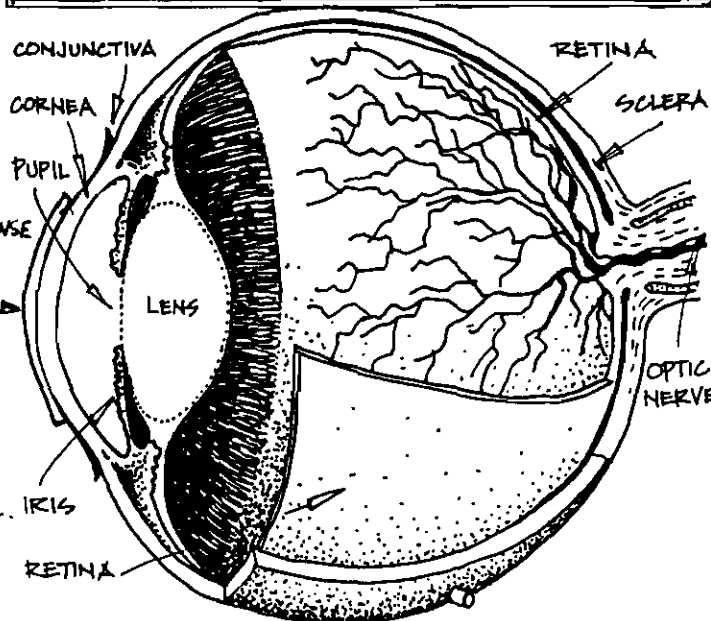
EYES

Around two thirds of reported injuries from welding and cutting processes are injuries to the eye, and around one third of these are flash injuries. The following are eye problems which are associated with welding.

1. **Welder's flash injuries** are acute burns to the cornea and conjunctiva of the eye from intense ultraviolet radiation. They are also known as **arc eye**, **acute keratoconjunctivitis**, or **actinic ray photokeratitis**. Most welders and many working around welders have experienced these injuries. They are most likely to occur with electric arc processes which generate high levels of ultraviolet radiation. Gas welding processes, despite the lower intensity of the flash, can still cause eye damage. A **chronic photophthalmia**, which involves disturbed vision, intolerance of light, and chronic inflammation, may develop as a consequence of flash injuries. It appears that welders assistants suffer flash injuries more commonly than welders. Frequently assistants are not provided with eye protection and do not control the time of striking the arc.
2. A **pterygium** is a growth on the outer surface of the eye which is induced by ultraviolet radiation, and these have been reported in welders. It is disputed whether these growths are due to welding, or the ultraviolet rays from the sun. It is most likely a consequence of both sources of ultraviolet radiation.
3. Infrared radiation can cause thermal damage to the cornea and superficial parts of the eye.
4. Infrared radiation can heat the lens of the eye causing cataracts which are opacities of the lens.
5. The retina is the layer at the back of the eye ball, which records the images we see, and transfers them to the brain. Damage to the retina can result from infrared radiation.

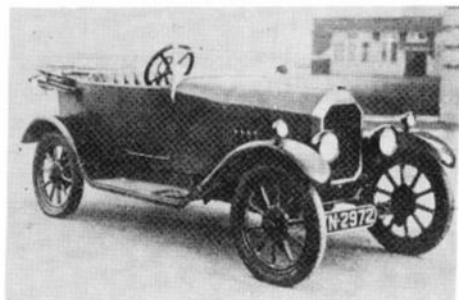
There is no clear evidence that welders are at risk from such damage, but the possibility of such damage is further reason to take precautions.

There has been concern that the wearing of contact lenses while welding is dangerous; that the contact lens may concentrate radiation, or that radiation may dry the fluid between the contact lens and the cornea causing damage to the cornea, or that plastic contact lenses can fuse with the cornea. This is not true, and, in fact, contact lenses provide a very small (probably insignificant) measure of protection against radiation. However, contact lenses should be removed after a flash injury, before the symptoms develop, to prevent further irritation to the cornea.



AUTOMOTIVE SURPLUS PTY. LTD.

Incorporating Vanguard Co.
(formerly of Elizabeth Street, Melbourne)



New Old Stock Parts for Most Makes



MECHANICAL, ELECTRICAL, BODY RUBBERS, BAILEY CHANNEL, ACCESSORIES, ETC.
— HILLMAN, HUMBER, SUNBEAM, COMMER —
GM-H, FORD (S.V. and O.H.V.), CHRYSLER
AUSTIN, MORRIS, WOLSELEY, RILEY, MG
STANDARD, TRIUMPH, JAGUAR, DAIMLER

Veteran — Vintage — Classic — Modern

- *Large stock of loose rings and pistons*
- *Gaskets made to order*
- *Surplus stock bought*

“One Call Does It All”

Phone (03) 873 3566 • 34 Thornton Crescent, Mitcham, Victoria 3132 • Fax (03) 874 1485
Mail Orders Welcome • Monday to Friday: 8.30 a.m. to 5.30 p.m. • Saturday: 8.30 a.m. to 12.00 noon

THE CLASSIC OIL

“Penrite Oil Co. P/L can supply a full range of the correct lubricants required for all veteran, vintage and classic machines. Products such as SAE 30, 40 and 50 engine oils, non additive gear oils of SAE 90:140 and 250 (600w), steering box lubricant, water pump grease, sleeve valve oil. If you need advice on which is the right grade oil Penrite Oil to use then contact us and give details of your car and we will provide a recommendation to you.”

For further information contact your local dealer

PENRITE OIL COMPANY PTY LTD

3 Cross Street, East Brunswick, Victoria 3056. Phone (03) 387 2633
13 Cressall Road, Balcatta, Western Australia 6021. Phone (09) 344 5052
18 Lochlarny Street, Beenleigh, Queensland 4207. Phone (07) 807 2977
2/2 Elizabeth Street, Wetherill Park, New South Wales 2164. Phone (02) 725 1037
107 King William Street, Kent Town, South Australia 5067. Phone (08) 363 1688



PHAST

PENINSULA HOME AUTO SERVICE & TUNE

☎ **789 6952**

HUMBER SPECIALIST

D. & D. Judd P.O. Box 35 Frankston 3199

STELLA & ARNOLD GOLDMAN

Mr. Suddaby's Bookshop

OLD — NEW — USED BOOKS BOUGHT & SOLD
OVER 6000 TITLES IN STOCK

29a MAIN STREET,
MORNINGTON, 3931

TEL: (059) 75 9233

Classic Car Insurance that's affordable.

The way prices are these days, you would feel it if something happened to your classic car. The cost of a quality laid-up or full comprehensive policy with Shannons can be so low that risking no insurance just doesn't add up.

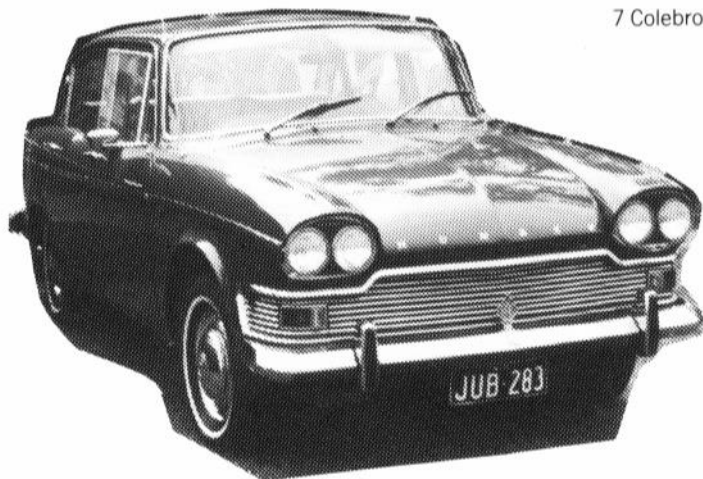
Full Comprehensive Sample Premiums

	AGREED VALUE*	PREMIUM FROM**
1924 Chevrolet light truck	\$8,000	\$75
1946 Austin 8 Saloon	\$5,000	\$90
1913 Ford Model T	\$19,000	\$90
1958 Customline Star Model	\$15,500	\$145
1955 Bentley R Type	\$32,000	\$225
1932 Ford Street Rod	\$35,000	\$490
1970 Mercedes Benz 280SL	\$55,000	\$650
1977 Jaguar XJC V12 Coupe	\$27,000	\$755
1960 Aston Martin DB4	\$165,000	\$865
1971 Falcon GT HO Phase III	\$45,000	\$975
1986 Group A Commodore	\$27,000	\$1190

Underwritten by GRE Insurance.

*Agreed value dependent on condition and inspection if required.

**No restrictions on use, a further reduction of up to 25% applies for limited use.
Premiums vary from state to state.



Pre-1940
vehicles
FROM
\$75

Features:

- You keep the salvage up to 1970 (modifieds up to 1960) • choice of repairer
- agreed value • one windscreen or window glass replacement per year excess free
- personal effects cover • Category V vehicles excess free • \$5,000,000 legal liability • prompt claims settlement
- Australia wide service centres.

For quality and value, call Shannons for a free quote now.



Keeping vehicles on Australian roads.

321 Warrigal Rd, Cheltenham, Vic., 3192

Fax: (03) 583 9475 Ph: (03) 584 7266

48 Sailors Bay Rd, Northbridge, N.S.W., 2063

Fax: (02) 958 7841 Ph: (02) 958 7666

182 Brighton Rd, Somerton Park, S.A., 5044

Fax: (08) 294 9995 Ph: (08) 294 9000

Suite 1, 4 Canning Rd, Kalamunda, W.A., 6076

Fax: (09) 257 1289 Ph: (09) 257 1269

7 Colebrook Ave, Moorooka, Qld., 4105

Fax: (07) 892 4319 Ph: (07) 892 2776

Quality Auctions, Park & Sell, General & Life Insurance.