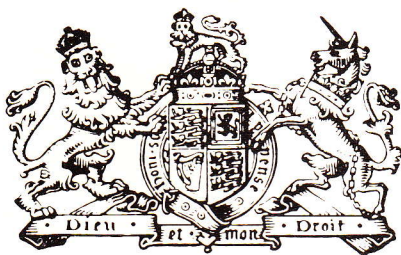


January 1984

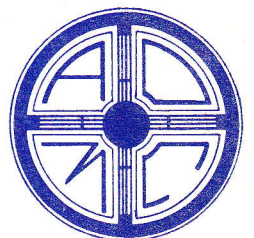
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

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

COMMITTEE 1983/1984

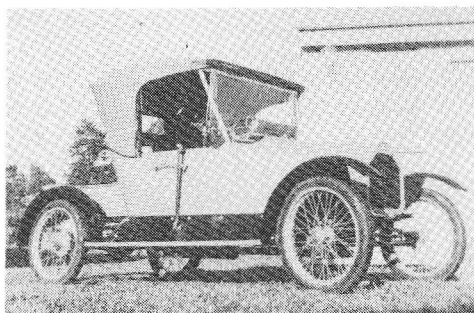
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ASST. SECRETARY	Keith Willimott	435 6354
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EDITOR	Jack Waring	725 9884
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TECHNICAL OFFICER	Tom McAlpine	(051) 27 4755
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SOCIAL CALENDAR 1983

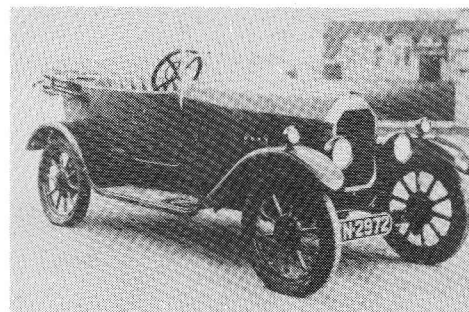
March 25th	General Meeting	July 22nd	General Meeting
March 27th	M.G. Concours	August 14th	Talhoff Restaurant, Warburton.
April 25th	Anzac Day March	August 26th	General Meeting
April 31st (Sat)	Camberwell Chamber of Commerce May Festival	September 23rd	General Meeting
May 15th	Air Museum Point Cook	September 11th	President's Run (Mystery Trial)
May 27th	General Meeting	October 9th	Wolseley C.C. (Car Khana)
May 29th	Vintage Drivers Club Display and Swapmeet, R.M. Showgrounds	October 28th	General Meeting
June 11th to 13th	Echuca Steam Rally	November 6th	Concours d'Elegance
June 24th	General Meeting	November 12th/13th	Bendigo Swap MEET!!!
July 10th	Roast on the Spit	November 26th (Sat)	Presentation Night (no general meeting)
	Williamstown Primary School	December 4th	Christmas Run (no general meeting)

The Club meets on the Fourth Friday of the month (except December) at 8.00 p.m., in the Deepdene Park Hall, Whitehorse Road, Deepdene.

INTERESTING EARLY HUMBERS

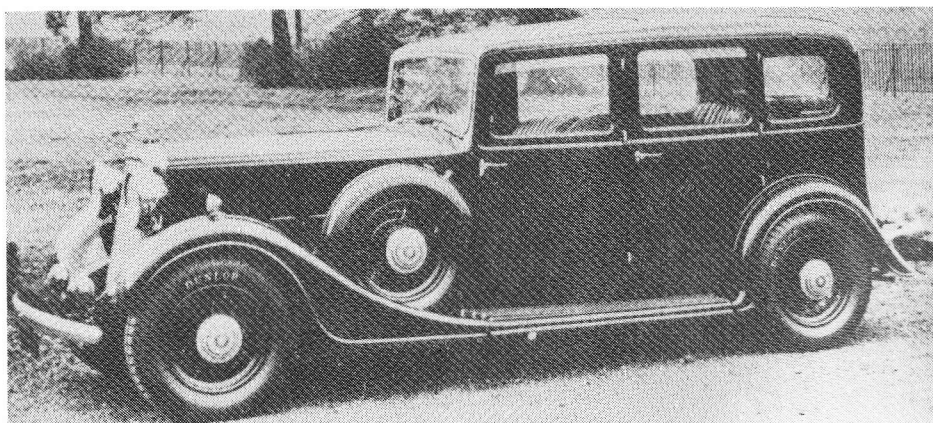


1912 HUMBERETTE
4 cylinder
side valve



1923 HUMBER 8/18
4 cyl. o.h. inlet
side exhaust.
985 c.c. 7'10½" wheel base.

1933/34 SNIPE 80
6 cyl. side valve
3498 c.c.
10ft and 10'4" wheel base



*Similar cars owned by
Norm Watt, Doug Shone
and Lloyd Hughes.*

Well what a pace things go at today there's only about 330 days or 11 months left till Christmas:

Now when you come to think of it with a project date of November 4th for our Club Concourse - that leaves little more than nine months for preparing your car.....

Think seriously, to do a proper job on a car that's a bit down in condition can take all of that time - especially if your Humber is your work-a-day transport and you can't just take it off the road for a month or two.

They say people in glass houses shouldn't throw stones so I think I'll have to get cracking on my '34/35 Snipe' 80' - those who saw it at last year's Australia Day event and then again at the concours would have realised that all I'd done to it in that time was to drive it off the trailer into a shed I rent near work, change the battery a couple of times during the year, drive it on to the trailer for the '83 Concours, scrape some more mud off the rear wheel arches and rear springs, dust it down, hose it and then tow the thing to Banksia Park:

My main reason for taking it was to have another vehicle for comparison with Norm Watt's. In the process I discovered something its much easier to clean the under side of a car when its on a trailer - particularly a car-carrier with an open-centre floor panel than it is on axle stands or jacks. You can move the car around on the trailer (overhang the back end for instance) move the trailer around (to a spot where the dirt and grease coming off doesn't cause a row with your wife) etc., etc., and of course the lower body panels are at a convenient height to the eye. Its a bit of a problem if you don't own your own trailer or can't borrow one for free though. By the way never work under a car on jacks - always support it on blocks or proper axle stands.

I was very glad I took the old girl because Peter Noonan from New Zealand went over many of the mechanical bits and pieces with me, advising whether they were original. I hadn't realised that many of the accessory items (not accessory but ancillary - i.e., manufactured outside the Humber Works, by say Lucas) have a year of manufacture number coded into their serial number or part number. I've seen this on my brother's 1952 Chevrolet but didn't realise it was also done pre-war in England.

Well it was certainly great to see the Vogue Class really 'come of age' in the concours d'Elegance and actually take top billing. Lets hope this brings a few more Vogues out of the woodwork - are there any Vogue Sports models in the Club now? If you have one hidden away in your backyard please write and tell us.

I'm quite sorry I acted hastily and sold my Humber Sceptre in 1976, it was a really stylish car. I wonder if we will ever have enough of them for a separate concours class?

Nothing seemed to come of the thought that a Hillman Club might start up in Melbourne. There's a Hillman Minx Group in existence but they have a cut-off date which eliminates Arrows, Hunters, etc. Perhaps someone will get a few owners of modern Hillmans together for an outing one day.

I've got my eye on a nice little Comma Estate-Car type panel van at the moment but I don't know where I'd park the darned thing if I bought it- even though it would be a very practical little runabout especially for weekends:

As you probably know, Singer Motors Ltd became part of the Rootes Group in its last few years of life and the last of the Singer Hunters were marketed through Rootes channels prior to release of the Singer Gazelle. This was actually a badge-engineered Hillman body, carrying the genuine Singer 1500cc O.H.C. engine. Later this engine was dropped for a modified Hillman one a great pity after all those years of Singer achievement with overhead cam

2.
motors. Did you notice in the last Restored Cars Magazine, an ad for a Singer Chamois? Apparently it was a fastback version of the Hillman Imp - I never knew Rootes made such a thing certainly it was never marketed in Australia.

Well before I go rambling on about Karrier Trucks, Commer 'Knockers' and Sunbeam Talbots and so on, I think I'd better close and Wish you a HAPPY and PROSPEROUS 1984 and ask you to come along to our first meeting of the New Year - We'll finalise our calendar of outings and events there, I hope. There are quite a few new things being planned by your expert Committee [mainly the Secretary and Social Secretary] and we also have to adopt in principle the concept of Incorporating the Club, as discussed and written about over the last three months or so.

The meetings next Friday the 27th see you there.

HAPPY HUMBERING,

Lloyd Hughes

P.S. I'm trying to arrange a good venue for our Annual General Meeting probably at Shannon's Classic Car Centre so don't miss that on the 24th February and have a go at Committee work the more you put into the Club the more you'll get out of it. We need new blood and new ideas, so get those thinking caps on and don't hesitate to 'dob in' your mates for a Committee job or even volunteer yourself. Just a thought for your consideration Do we need an Assistant Technical Officer particularly if our Technical Officer lives (as does Tom M^CAlpine) in the Country?

Lloyd Hughes

- N O T I C E S -

1. DAYLESFORD INTER-CLUB EXHIBITION FEBRUARY 25/26
This event has been CANCELLED due to lack of support from invited Clubs
2. FEBRUARY CLUB OUTING
This will be a Club Day - Run to Daylesford in place of the cancelled inter-club exhibition
Date: Sunday February 12th
Meeting Place: Melton Supermarket Car Park - on left - hand side of Western Highway just through Melton Township.
MELWAY MAP REFERENCE 114 H.10.
Time: 10.30 a.m. Sharp
Lunch: B.Y.O. Picnic lunch
Stragglers will find us at the Central Springs Park in Daylesford, or meet us at Daylesford P.O. at 12.30 p.m.
3. ANNUAL MEETING
The Annual Meeting of H.C.C.V. will take place on Friday Feb 24th at 8.00p.m. in the Deepdene Park Angler's Hall.
4. C.H.A.C.A SWAP MEET:
Sunday February 26th at Chirnside Park Shopping Centre Lilydale.
Melway Map 37 g.4.
Time: 9.00 a.m.
300 selling sites and ample parking. Food and drinks available all types of vehicles, veteran to modern and motor cycles.
Sellers \$3.00; Buyers 0.50cents
Information Ph. 580 2004

* CLUB CALENDAR 1984 *

JANUARY:	Friday 27th - General Meeting
FEBRUARY:	Monday 6th - ADMC Meeting Sunday 12th - Club Run To Daylesford Friday 24th - Annual Meeting Sunday 26th - C.H.A.C.A. Swap Meet [Chirnside Park]
MARCH:	Sunday 4th - American Motoring Show Sunday 11th - MG Concours - Warrigal Park Heidelberg Friday 23rd - General Meeting Sunday 25th - British Motoring Show - Flemington
APRIL:	Sunday 8th - Leisureland Fair - Dandenong/Hastings Easter 20-23 - National Rally - Dubbo N.S.W. Friday 27th - General Meeting
MAY:	Sunday 13th - Technical Day [Venue to be announced] Monday 14th - ADMC Meeting Friday 25th - General Meeting
JUNE:	Queen's Birthday Weekend - Bendigo Tour Friday 22nd - General Meeting
JULY:	Date to be decided - Cent Auction, " " " " - Basket Tea " " " " - Family Night Friday 27th - General Meeting
AUGUST:	Monday 6th - ADMC Meeting Sunday 11th - Talhof Restaurant - Warburton Friday 24th - General Meeting
SEPTEMBER:	Date to be decided - Outing To Be Decided Friday 28th - General Meeting
OCTOBER:	Sunday 13th - President's Run Friday 26th - General Meeting
NOVEMBER:	Sunday 4th - Concours D'Elegance Monday 5th - ADMC Meeting Date to Be Confirmed - Presentation Dinner NO GENERAL MEETING
DECEMBER:	Date to be Confirmed - Christmas Break-up

CLUB BADGES:

Supplies of the following Club Badges etc., are still available from Secretary at Club Meetings:

LAPEL BADGES - \$3.00 ea
CHR BADGES - \$10.00ea
WINDOW STICKER \$1.00 ea (replica of Club Badge)
CLUB T SHIRTS- \$8.00 ea (small, med, large)

- 4

SECRETARY'S NOTES

Happy New Year to all and Best Wishes for a successful 1984

The Club gets off to a good start with our first meeting on January 27th at which there will be a display of photographs taken by Peter Davenport at the Presentation Dinner in November. Copies of these may be ordered if required - 70 cents per copy.

The Annual Meeting looms up again in February. Des Judd has agreed to act as Electoral Officer this year and he will be accepting WRITTEN NOMINATIONS for all positions. Nomination forms will be available at the January meeting or from Des and should be returned to him personally or posted to P.O. Box 35 Frankston 3199

Any full member may stand for election by 2 other members. If you haven't yet served a term on committee, please consider accepting a position, or alternatively if you crave a rest from your current position and feel new 'blood' is needed, please try to rustle up someone to carry on your work.

Positions which need to be filled are:

PRESIDENT, VICE PRESIDENT, SECRETARY, TREASURER, EDITOR, SOCIAL SECRETARY, LIBARIAN, and TECHNICAL OFFICER.

Two New Positions we hope to fill this year are :

PUBLICITY OFFICER and CLUB REGISTRAR [who will be responsible for maintaining membership records and keeping the attendance book]. We also need to appoint a delegate to the Association of Motoring Clubs which meets every 3 months. As you can see, something to cater for all interests.....

May I refer you to the 1984 CLUB CALENDAR printed in this issue, especially the February outing to DAYLESFORD which replaces the cancelled Daylesford Inter-Car Club Exhibition

H.C.C.V offers its support to launceston (Tas) member Ross Bromley who has been endeavouring to organize a separate club branch in that a large number of Humber owners have displayed interest in the idea and, so far, the move seems headed towards success.

BEST OF LUCK ROSS.....

I hope all have enjoyed the holiday season and look forward to a satisfying Club Year in 1984

Margaret.....

SOCIAL SECRETARY'S REPORT

The turn out at Berwick was a little disappointing to say the least only about six cars turned up. But no doubt a lot would have been getting ready for Christmas. The turned out quite good with added interest if the Old Planes around for those interested.

Theres our annual New Year Raffle. I understand it was a Portable Black & White T.V. But more about that at Our Meeting.

At this stage I would like to wish all Members and Their Families
A HAPPY NEW YEAR AND GOOD HUMBERING FOR 1984

APRIL.....

.../5

Know Your Humber

How many of us are really familiar with the various models of Humbers and their distinguishing features?

Manufacturers like the Rootes Brothers (also Volkswagon and other makers) used to adopt a policy of continuous improvement allied to [year to year models] minor and rather subtle styling changes, thus it was not easy to identify.

It was only a couple of years ago that it was pointed out to me that the rear screen in a Series III Snipe was different to that in a Series IV, yet I thought I knew my Humbers!

Lets start with the Hawks, so far as I am aware the name Hawk was first used on a Rootes vehicle to describe the large Snipe-like Hillmans of the mid-thirties. Then the name was dropped and the Humber Sixteen appeared. It was powered by the same old side valve 1944c.c. motor that re appeared on the post-war scene in a Humber Hawk.

In 1938 and 1939 the four cylinder Humbers just disappeared, but post-war Britains, as well as the rest of the Empire (and the whole world for that matter) was hungry for good cars and with petrol rationing still on and the general austerity which continued into the late forties and early fifties 4 cylinder cars with reasonable economy seemed to be the right recipe. Not that the heavy and under-powered side valve Hawks were all that economical on petrol, but the registration fees in England were based on the Old RAC formula which took note of the cylinder and the number of cylinders but virtually ignored the stroke. Hence the predominance of small-bore, long-stroke, high-revving engines which powered so many British cars in the thirties, forties and up to about 1952. When this law was repealed and horse power was no longer such a penalty to the average English motorist Britain started making in South Africa, Australia, India and even places like Singapore, Hong Kong and the West Indies.

Canada, Although part of the British Empire (later the British Commonwealth) of nations] was still very much the home of the American style Yank-Tank sporting tons of power, voluminous luggage trunk and seats about 4'6" wide [The first Vanguard had a 51" front seat].

Tell what's this got to do with knowing your Humber?

A good question, but it just goes to show that cars with a low power-to-weight ratio have never been really good sellers.

At the first meeting of the H.C.C.V., Walter Gold commented on the Series Snipes..... "they take off like a laden gravel truck."

It certainly seems like an awful lot of "Clutch Slipping" is going on when a Series IV starts from scratch.

At our Technical Day at Burnley Hardens a couple of years ago, we learned that many of Boy Warner D.G. units in Series Cars were set to start in 2nd gear unless 'L' was selected manually.

Maybe that's the answer. Were the Series Va cars any better?

Despite their better power-to-weight ratio, its been my experience that Snipes don't have a lot more performance than Hawks. For years I drove a 1959 Series I Hawk Estate Car fitted with Auto box, radio and a metal dashboard with simulated wood-grain paint finish. For all its heaviness this O.H.V. Hawk was quite good at pulling our 16' Bondwood Caravan, heavy trailers and laden roof racks. We once returned a load incorrectly delivered steel stands to a Sydney factory and travelled from Melbourne via Myrtleford, Bright and Mt Beauty through Wodonga boy, those hills and that top heavy roof rack:

The service manager at Neals used to say, the Harder you work the Hawks the better they like it. Top speed was never really their strong point, though flat out around the 80 mark. Series Snipes could do the ton according to the speedo - but they would always be reading at least 5mph "Fast" at the 100mph mark. And I still say that the single

carby Snipe was a better performer than the twin carby model.

Distinguishing features of the Mark I Hawk. Floor gear change, running boards, separate chrome - plated headlights, one-piece back windscreen and unlike the pre-war cars the rear number plate was not glassed-in.

The Mark I Snipes and super Snipes had twin fog lights.

The Mark I cars were produced from 1946 thru 1947 and the Snipes had an L- head "Six" under the bonnet of course.

Brakes became hydrolic around 1939.

FOR THE FABULOUS FEATURES OF THE MARK II HARK, WATCH FOR THE NEXT
ENTHRALLING EPISODE.....

LLOYD

EDITORS REPORT:

I looks as if I fell down in not saying who won the Christmas Raffle

1st D. Patching
2nd P. Sheldon
3rd Sandra Baker

CONGRATULATIONS.....

As for myself I've had a very Busy time changing engines from a bent car to an unbent one and have also taken the chance to start to improve it. As you can imagine now I have some spares which may come in useful for other club members.

I may have some news on screen rubber in time for the next meeting. Carpet available from Westminster Price \$35.00 a meter

Well that all for now looking forward to seeing you at our next meeting on the 27.01.84

HAPPY NEW YEAR TO ALL

JACK

* T A S M A N I A N T O P I C S *

The response to the article in the TASMANIAN MERCURY has been extremely good. Approx 25 people have so far indicated their interest in forming a Tasmanian Branch of The Humber Car Club.

Inquiries have come from right round the state and cover a big range of Humber Models including:

- Super Snipes - Series II, III, IV, and V,
- 2 Humber Vogues
- 2 Humber Hawks - both Mark Models
- 1 1938 Snipe
- 1 Humber sceptre, MK II

ROSS'S REMARKS

I would like to thank everyone who has enquired about th Club; all we have to so now is get together and discuss arrangements for the Club's formation. I did make arrangement for those in the North of Tasmania to meet at Riverside but, at short notice, only three were able to turn up. Several others sent apologies. Thank you to Pam O'Grady who has a Series IV Snipe, Clive Allison (Series IV Snipe) and Peter Clark who also has a Series IV Snipe for attending.

We had a long talk about the cars and starting a Club. Peter has only had the Series IV for eight weeks, he bought it from someone in Hobart. It is a lovely car with only 40,000 miles on the clock and has been very well maintained.

I took along the Series III Wagon and Anne the Series 11.

I plan to arrange for the people from Hobart way to meet with us at Ross on Australia Day. I hope all from down there can attend and it should make a good day for everyone.

Ross is a very nice Historic Town in the Midlands - it is about an hours drive from Launceston and about 1½ hours from Hobart.

Best Wishes To All In Victoria From The
Tasmanian Humber Owners

ROSS BROMLEY

NEWSLETTERS

A Complimentary copy of the H.C.C.V. Newsletter, The Humberette, has been forwarded to all prospective members of the Tasmanian Branch. Hopefully these will arrive before the Ross Meeting

Good Luck

FOR SALE

1961 HUMBER SNIPE
Very good inside and out.
New Motor 18 mths ago.
Reg. until June 1984
\$750 or ONO
Bus. 211 1791 A.H. 435 6697

HAWK SEDAN Same Body as Snipe
Part Panel, doors, boot, lid,
front lid, seats,
font end also, Series IV S/SNI
Body Part and other part Phone 725 9884

FOR SALE

50 MODEL SNIPE
has a good motor and gear box,
bonnet good, boot and four doors,
front and rear bumper with over riders,
grill, all good.
Phone: 469 2098

WANTED

HAND BOOK FOR SERIES III SNIPE
I FAZACKERLEY 478 2430

HUMBER SPARES



HILLMAN SPARES & REPAIRS BLACKBURN

While our first concern will always be Rootes Group Spares (Australia's Largest Range), we have now moved into stocking all model English Spare Parts, but as always we are eager to buy collections of new English Spares for Australian dollars.

The King Pins stored in somebody's garage, may be the set that Mrs. Smith of Charters Towers needs for her 1948 Rover.

Telephone and mail orders most welcome.

We recommend C.O.D. post for next day delivery to most areas.

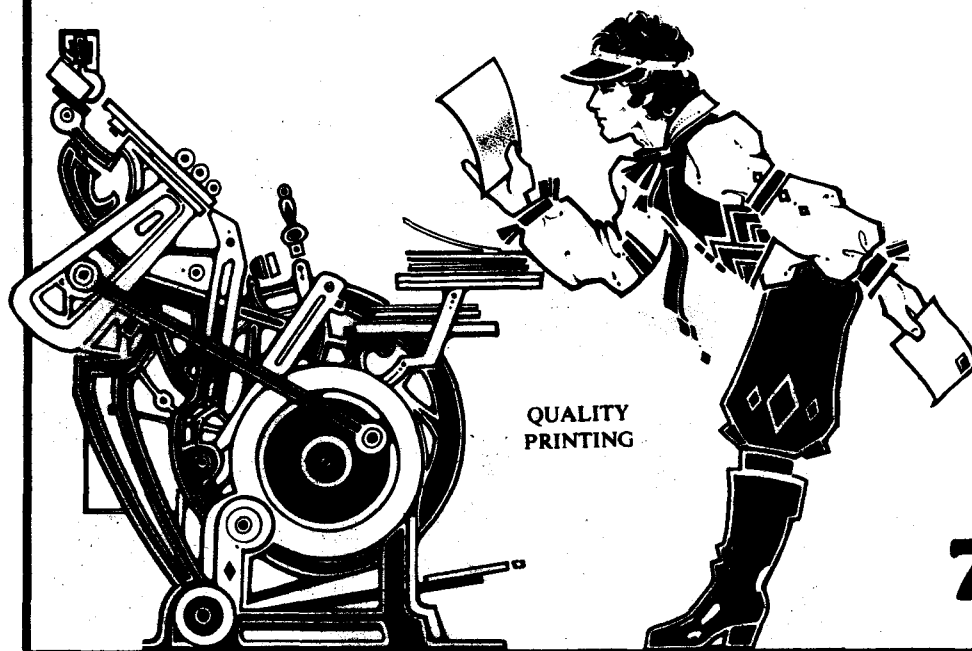
HILLMAN SPARES AND REPAIRS
178 Whitehorse Road,
Blackburn, 3130
P.O. BOX 19, BLACKBURN, 3130
Telephone: (03) 877 4311, 5 Lines



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