

January 1989

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



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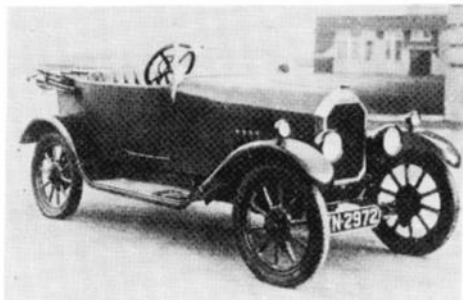
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Monday to Friday: 8.30 a.m. to 5.30 p.m. Saturday: 8.30 a.m. to 12.00 noon

- JANUARY 27TH. FIRST GENERAL MEETING FOR 1989. 8.00PM, DEEPDENE PARK HALL, WHITEHORSE ROAD, DEEPDENE. (MELWAY 46 A7/8). COME EARLY AND SHARE AN INFORMAL "CUPPA" AND CHAT BEFORE THE MEETING COMMENCES. NEW MEMBERS AND VISITORS ARE PARTICULARLY WELCOME.
- JANUARY 29TH. AUSTRALIA DAY MOTORCADE AND DISPLAY AT WERRIBEE PARK. (Entrants to this event organized by the Federation of Veteran, Vintage and Classic Vehicle Clubs should receive further information shortly.) Other club members wishing to attend the event should proceed directly to Werribee Park and meet the Cavalcade participants there.
- JANUARY 30TH. (MONDAY) AUSTRALIA DAY GARDENS DISPLAY, ALEXANDRA GARDENS. (Entries for the display have closed but onlookers are encouraged - this makes a great family picnic day.) FURTHER DETAILS OF THIS EVENT AVAILABLE AT NEXT MEETING OR FROM EVENTS DIRECTOR _ PH: (03) 435 6354.
- FEBRUARY 12TH. "PICNIC AT HANGING ROCK", MT. MACEDON. Last year over 450 vehicles attended this most relaxing and enjoyable day. To ensure that the Club parks together at the oval we will travel up in convoy meeting at the Keilor Shire Offices (Melway map 14 H5) at 9.30AM for a 9.45AM departure. Arrival at the Hanging Rock Picnic Ground should be around 10.35AM and those arriving from other directions should meet us outside the oval to join the parking line-up. Although some light refreshments may be available, it is advisable to take a picnic lunch.
- FEBRUARY 19TH. CHACA SWAP MEET, CHIRNSIDE PARK SHOPPING CENTRE CAR PARK, LILYDALE. ADMISSION \$1.00.
- FEBRUARY 24TH. GENERAL MEETING, FOLLOWED BY ANNUAL GENERAL MEETING, DEEPDENE HALL, 8.00pm.
- FEBRUARY 26TH. AMERICAN MOTORING SHOW, MEMBER'S CAR PARK, FLEMINGTON RACECOURSE. 11.00AM ONWARDS. ORGANIZED BY A.O.M.C.
- FEBRUARY 27TH. A.O.M.C. DELEGATES MEETING. CARNEGIE PROGRESS HALL, TRUGANINI ROAD, CARNEGIE.
- MARCH 5TH. A.O.M.C. DELEGATE'S PICNIC AT FLEMINGTON RACECOURSE.
- MARCH 18TH. (SATURDAY) KOO-WEE-RUP POTATO FESTIVAL. 3-4 CARS NEEDED FOR PARADE. THIS IS A CHARITY EVENT GALA DAY IN AID OF KOO-WEE-RUP HOSPITAL. DETAILS FROM EVENTS DIRECTOR.
- MARCH 24TH - 27TH. MELBOURNE CLASSIC CAR SHOW, EXHIBITION BUILDING.
- ** MARCH 31ST. ** GENERAL MEETING, DEEPDENE HALL. (Please note that this is the 5th Friday due to our usual meeting date falling on Good Friday.)
- APRIL 16TH. ANNUAL "ROOTES G-T DAY". THIS YEAR BEING HOSTED BY THE ROOTES GROUP CAR CLUB AND HELD AT SELBY.
- APRIL 28TH. GENERAL MEETING. DEEPDENE HALL, 8.00PM.

*** PRESENTATION DAY AND CLUB AWARDS 1988. ***

Most recipients received their awards on the day of the Christmas party, along with those members who received certificates for participation in the Clayton Arts Council Pageant on November 27th. A full list of award winners appears below:

CONCOURS TROPHIES, 1988:

SERIES CLASS: Kevin Megee. MARK CLASS: Tony Hall.
VOGUE CLASS: Jason Miller. MASTER CLASS: Bill Holmes.
OUTRIGHT CONCOURS WINNER: Bill Holmes; Series 11 Snipe Estate.
PRIDE OF OWNERSHIP: Ron Forth.
MOST IMPROVED VEHICLE: Ken Rowlinson.
(This is a new perpetual trophy, donated this year by Bob & Nancy Kennedy.)
CLUB SERVICE AWARDS: Jill Webb ; Barrie Trubie.

CITY OF OAKLEIGH BICENTENNIAL PAGEANT OF TRANSPORT CERTIFICATES:

Ron Forth	...MK V1 Hawk.	Wayne de Lacy Series 1V Snipe.
Vic Wilson	...Series 1V Snipe.	Barrie & Leoni Trubie Series VA Snipe.
Geoff Webb	...Series 11 Snipe	K. & M. Willimott Mkl Sceptre.
	Estate.		

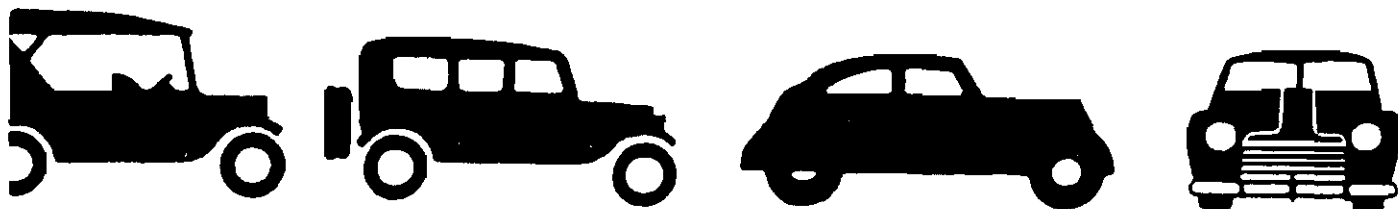
Also in our group was a Sunbeam Rapier, Hillman Minx Estate and a 1956 Hillman Californian.

RESULTS OF CHRISTMAS HAMPER SPECIAL EFFORT:

1ST. HAMPER: ROY AND WILMA MEGGS, (ECHUCA).
2ND. BOOK: BOB KENNEDY, (LANGWARRIN).
3RD. GIFT SET: BASIL DOWIE, (STRATFORD).

WELCOME --- NEW "HUMBERETTES"

A big welcome is extended to our "December Babies":
RONY ATTWELL -- son of Christine & Trevor.
JESSICA FORTH -- daughter of Jeannie & Paul.
Maybe we should be starting a "Humber Juniors Brigade".



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



DEEPDENE VISITORS HELPING MAKE THE DAY.



Hello everyone!

Welcome to 1989 and may you enjoy many months of happy, trouble-free Humbering. I hope one of your New Year resolutions was to remember to pay your 1989 HCCV Subscription which is due at the end of next month!

Looking back on 1988 I see it as a busy, exciting year in which I hope we achieved at least some of the goals to which we, as a Club, aspired.

Some of the year's highlights included the friendly associations that characterized our Easter National Rally, the successful Concours with it's Spit Roast luncheon, the Hastings Pub day, the unusually high birth rate of active "Junior Humberettes" and the numerous interclub events that enabled us to broaden our knowledge and our friendships within the Car Club scene.

I hope you also felt satisfied with what the Club had to offer and considered your membership a worthwhile experience.

Keep up the flow of odd jottings, notes, comments, suggestions etc. that frequently accompanies the more formal correspondence. It's great hearing from you and gives the Club that little extra personal touch. To know each member personally and to respond to your own particular needs or perceptions of what the Club should be about and where our future emphasis should lie is probably the "impossible dream" ; your letters however make it just that little bit more attainable.

The Christmas Break-up Party, our final event for 1988, was a happy, relaxing day when even the poor weather failed to dampen the festive spirit. We rounded off our lunch by dining well on tempting summer desserts and Christmas pudding most capably prepared by Lyn Willimott, Jill Webb & the boys. Thank you for your culinary contribution, and thanks also to all who supplied the "goodies" for afternoon tea.

Further latent talents were discovered amongst members during the afternoon. Alison Bodycomb displayed a great affinity for the piano keys and some supernatural powers that managed to transform Vic Wilson into an image of that "jovial old gentleman in red"! In grand old Santa tradition he was even found to be giving away Christmas presents to all those in the hall! - maybe Alison should be playing that piano more often!! (sorry Vic - the comment was irresistible!). Anyway, I'm sure Adelaide Underwood would agree that Alison is the best "sing-a-long piano player" this side of Frankston. Thanks Alison and Vic.

And so to 1989.

Activities calendar for the first quarter of the year is rapidly filling. Please read the Calendar page for information on the Australia Day Weekend program. Those who have officially entered for either of the events must abide by the instructions on their forms and pick up souvenir badges on the day.

The Valentine's Day (or thereabouts) Picnic to Hanging Rock should be another good day if the weather is anything like last year. We'll need to be "early off the mark" if we're to get a suitable parking spot here. It has not been possible to reserve places. Souvenir badges are also available on this day - cost is approx. \$6 - \$7 I think and there is the normal entry fee to the Hanging Rock Picnic Ground.

Over the past two months the Club Library / Magazine stockpile has been enhanced by contributions from a number of members - special thanks must go to Frank Stockwin for his most professional photography, to John Berry of Canberra who keeps up a steady stream of interesting news items, especially relating to his 1933 Humber 12, and to Steven Illic for his cosmopolitan collection of Humber snippings. In his last letter John made mention of an immaculate Series 1V Snipe he had seen on the road in Canberra. It had done only 40,000 miles and had been installed with a new sound system. The owner was in two minds about selling but may listen to offers of around \$5,500. He can be contacted on (062) 487 895 - Charlie Adams.

Before I close it is worth noting that the Wrecking Yard Division of Hillman Spares has moved from its previous location in Ferntree Gully to a new address at 202 Burwood Highway, Upper Ferntree Gully. Phone no. is unchanged. Norm. tells me that this is just across the road from the Sunday Market so Mum can delve amongst the vegies whilst spouse rummages around the yard - not sure whether kids would be better covered in fruit juice or grease!

That's all for now,

Margaret.



WITH THE "WILSONS".



TREVOR YORK AND "PRIDE OF OWNERSHIP" RUNNER-UP.



"THE SMILE-AWAYS".



THREE STAGES OF "THE SUPER SNIPE".



LUNCH TIME LINE-UP.



SUJIN MCGEE AND SERIES CLASS WINNING S/SNIPE.



TONY HALL'S MK CLASS WINNER.

MINUTES OF GENERAL MEETING
HELD ON Friday 25th November 1988 AT DEEPDENE HALL at 8:00pm.

PRESENT: Approximately 30 members as per attendance book. Bob Kennedy welcomed new member Wayne de Lacy.

APOLOGIES were received from Martyn Wilson, Nancy Kennedy, Barbara & David Dunlop, Brian Parkinson, Jack Waring and Leonie Trubie. Jack Waring apologised for being here..

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.

BUSINESS ARISING There was no business arising.

CORRESPONDENCE:

Application from Thalby Reidy-Crofts and John Butler. R.J.Worley requesting loan of workshop manual, Ian Foreman informing of change of address, AOMC with information on Club Permits and asking for renewal payment, Smarta-Data with offer of computer services, Hank Pama with details of his Humber conversion, Bicentennial Briefing.

Exchange Magazines: Sunbeam & Talbot News, Viking Torque, The Daimler Lanchester Club of Victoria, Austion A40 Car Club, Humber Car Club of South Australia, Humber Car Club of Queensland, Chevrolet Car Club, Wolseley Car Club, AOMC Newsletter.

Correspondence accepted on the motion of Fred Pieterston seconded by Geoff Webb.

BUSINESS ARISING: Request from R.J.Worley referred to the Librarian.

TREASURER'S REPORT: No treasurer's report.

EDITOR'S REPORT: Barry Bosnich reported that 192 magazines had been sent out. Request for more articles for magazine.

EVENTS DIRECTOR'S REPORT: Presented by Margaret Willimott.

Request made for cars for parade at Oakleigh.

Request for entries for the Koo-Vee-Rup Potato festival next March.

Details given of end-of-year party.

TECHNICAL OFFICER'S REPORT: None forthcoming.

AOMC REPORT: Next meeting on 28th November. Nothing to report.

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

GENERAL BUSINESS:

Discussion of use of cars for TV productions. Barry Bosnich had to turn up for 5 days (and get paid for it) only to see it all on the screen in less than 15 seconds. Someone from Korrumburra had turned up with his Series IV Snipe for only 2 days and had to be deleted from the series.

Bob Kennedy told of a car which was described over the phone as perfect but turned out to be a wreck. Members were cautioned about buying any old unregistered vehicle without RWC.

Keith Willimott reported on UK problems of front end cracking.

Photographs of the concourse and trip to Mitchellton Winery were displayed.

Meeting closed at 9:00pm for supper.

Arnold Goldman
Hon.Secretary

NOTICE OF ANNUAL GENERAL MEETING OF THE HUMBER CAR CLUB OF VICTORIA, INC.

The annual general meeting of this club will be held on Friday 24th of February, 1989 at the Deepdene Park Hall, Whitehorse Road, Deepdene, immediately following the monthly general meeting which commences at 8.00PM.

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

1. To confirm the minutes of the Annual General Meeting held on 26th Feb. 1988.
2. To receive from the Committee reports upon the transactions of the Club during the last financial year.
3. To elect Officers of the Club and the Ordinary Members of the Committee.
4. To receive and consider the statement prepared by the Treasurer in accordance with the requirements of the Associations Incorporation Act, 1981.
5. To set the annual fees and membership subscriptions for the year 1989/90.

SECRETARY'S SECTION

January 1989

Welcome to a new year and I wish all members a happy, healthy and prosperous one.

One of the benefits of a secondhand bookshop is that one gets to read some very interesting articles in the old books that come our way. Humber cars crop up in all sorts of places. From a book called 'Alive and Well and Living in Mornington' by T.Hast I have extracted the following passage:-

" He went back to England for a trip and on his return, he displayed his new car - the largest Humber money could buy - in a classical dark green colour. He kept it spotless and parked it outside his shop for all the township peasants to admire.

One day the octogenarian, Mrs. Toucher went shopping in her little A30 Austin and as fate decreed, decided to make a U-turn in front of Bulstrode's shop. Seriously miscalculating, she pressed her foot on the accelerator instead of the brake and was still gathering speed when her car hit the shiny Humber full amidships.

The Humber's damage was accentuated by a concrete Council seat, firmly embedded in the footpath on the other side of it.

Displaying inordinate skill, Mrs. Toucher was thus able to severely damage all four doors as well as making the floor of the Humber resemble a piece of corrugated iron. Her own car suffered minor damage to the front bumper. "

A few weeks ago I had need to refer to my owners manual, that I always carry in the glove box. I had parked my car at a friends house for the day, and as it is on a slope, I left the transmission in PARK. In the evening the transmission had jammed in park. Fortunately the car starts in this position, and I remembered that there is an instruction in the book on how to overcome this problem. For those who may get into this situation without a handbook, and this is the first time in fifteen years that it has happened to me, I can tell you it is quite worrying. The solution is fairly simple. Start the engine, put one foot on the brake pedal. Force the gear selector over to drive if you are facing up hill, or reverse if you are facing downhill. Touch the accelerator pedal whilst holding the selector in position and with the foot on the brake until you hear a click as the park brake unlatches.

Best of luck, more next month.

Arnold Goldman, Secretary

GIVE AWAY

For pick-up, new regulator for Series V.
Contact: E. Timewell, Ph: 347 8719, Carlton.

WANTED

L.H. front guard for MK 4 Snipe.
Contact: W. Bowker, Ph: 762 2966.

HUMBERING ABOUT

Seen on the T.V. Series "All The Way" recently were Max Schey's Vogue and Editor's two S/Snipes. Also, "The Restorer" Magazine . showed James Kent's 1933 Pullman hearse on the "Bay of Birdwood" run and featured John Berry's 1933 Saloon. John's car has been in newspapers and magazines all over and as John is a public servant in Canberra, his humber may be the first to appear in "Hansard".

HUMBER HAWK (Automatic)

MOTOR MANUAL ROAD TEST DIGEST

MODELS AVAILABLE & PRICES

Hawk Sedan, £1,797.

WE don't know a smoother four-cylinder car with such luxurious equipment and so effortless high speed performance as the latest Humber Hawk. The engine, a 2,267 c.c. four-cylinder unit is completely free from vibration and even when driven hard, is not obtrusive.

The new model (the third in this new look series), gives a lot more extras at no extra cost!

More than 95 per cent. of all Hawks sold in Australia have Borg-Warner automatic transmission and it takes much of the effort from driving. A lever on the left side of the steering column controls the transmission which has the usual positions, P N D L R. When sustained power is required, or for descending hills, the transmission can be locked in intermediate.

Top speed of the car was 90 m.p.h. and 80 m.p.h. could be held indefinitely with no apparent strain. Roadholding was sufficiently good to permit cruising speeds of this nature with a high degree of safety. When corners were taken at high speeds there was little body roll and the car had a feeling of great stability. Steering was hard to fault.

The only exterior styling change to the latest model is that twin chrome strips are used along the side in place of last year's single strip. Interior changes include a genuine walnut dash and redesigned seats whilst a heater and windscreen washers are now standard equipment.

The seats are wide enough for six big people. Wide armrests in the centre of each seat restrict

sliding around when fewer than six are carried. The new walnut fascia of the Humber is amongst the best, now the same as the Snipe, and is the best equipped family car we have seen lately. Bodywork, paintwork and exterior showed a uniformly high standard of finish.

Priced at £1,797, the Hawk represents good value.

Big and roomy, the Humber Hawk can seat six in comfort.

SPECIFICATIONS

ENGINE

Cylinders: 4. Bore: 81 mm. Stroke: 110 mm. Capacity: 2,267 c.c. Comp. ratio: 7.5 to 1. Valve gear: O.H.V. Max. b.h.p.: at 4,400 r.p.m.

TRANSMISSION

Borg Warner automatic. Propeller shaft: Open. Final drive: Hypoid. Top gear m.p.h. at 1,000 r.p.m.: 18.3. Top gear m.p.h. at 1,000 ft. per min. piston speed: 26.

SUSPENSION

Front: Independent by coil springs and wishbones, anti-roll bar. Rear: Semi-elliptic leaf springs.

STEERING

Turning circle: 39 ft. Steering gear: Burman. Turns of steering wheel (lock to lock): 3.6.

BRAKES

Method of operation: Hydraulic. Friction lining area: 181 sq. in.

EXTERIOR DIMENSIONS

W'base: 9 ft. 2 in. Length: 15 ft. 4½ in. Weight: 28½ cwt. Width: 5 ft. 9½ in. Height: 5 ft. 1 in. Ground clearance: 6 in. Tyres: 6.00/6.40 x 15. Pressures, front and

rear: 24 p.s.i. Petrol tank: 11½ gals. Track: Front, 4 ft. 8 in.; Rear, 4 ft. 7½ in. Weight distribution, front/rear: 58.3/41.7.

INTERIOR FITTINGS

Door actuated courtesy light: Yes. Glove box: Yes. Door pulls: Yes. Heating and demisting system: Yes. Twin sun visors: Yes. Map pockets: Yes. Ashtrays, front and rear: Yes. Padded fascia panel: Yes. Front-hinged doors: Yes. Armrests, front and rear: Yes. Cigarette lighter: Yes. Windscreen Washers: Yes.

PERFORMANCE

Max. speeds—flying quarter mile. Mean of four opposite runs, 90 m.p.h. Best one way time equals, 92 m.p.h.

Acceleration times from rest: 0-30, 6.8 sec.; 0-40, 10 sec.; 0-50, 15.2 sec.; 0-60, 23.4 sec.

Acceleration from constant speeds: 10-30, 5.3 sec.; 20-40, 6 sec.; 30-50, 8 sec.; 40-60, 12.1 sec.

Standing quarter mile: 23.2 sec. Overall fuel consumption for 100 miles: 24 m.p.g.

Touring range: 270 miles. Fuel tank capacity: 11½ gallons.

GOOD POINTS

Mechanical refinement.
Well finished.
Luxuriously equipped.
Low fuel consumption.
First class handling qualities.

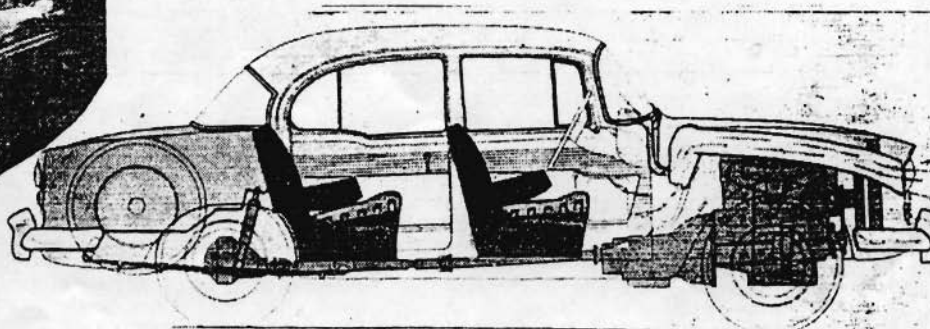
DEBATABLE FEATURES

Steering heavy at low speeds.
Small rear vision mirror.

SCORE CHART

(Points out of ten)

Performance	9
Roadholding	9
Fuel Economy	8
Styling	7
Interior Comfort	10
Overall Finish	10
Value	9



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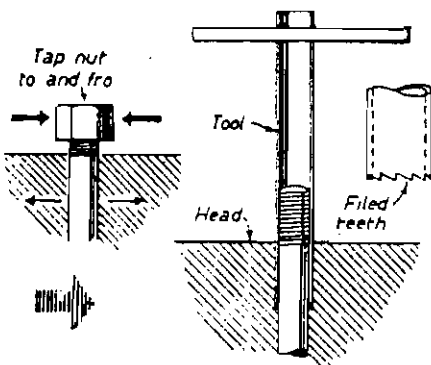
If you have a problem let our experts help you. Send your query to: The Editor, Practical Motorist, Tower House, Southampton Street, London, W.C.2. Mark envelopes "Advice Bureau" in the top left-hand corner, and enclose a stamped and addressed envelope and the coupon from the back inside cover of the current issue. State make of car, model and chassis number. Sorry, we can't answer telephone queries.

REMOVING TIGHT CYLINDER HEAD

I HAVE great difficulty in removing the aluminium cylinder head of my 27 h.p. Humber. I should be grateful to have your advice.—R. W. Mundy (Wolverton).

Penetrating oil or paraffin could be run down between the studs and the sides of the holes when the nuts have been removed; each nut could be screwed on about half-way down the thread and tapped to and fro and this would shake the stud in the hole, tending to break the adhesion, and also help the oil to run down.

If steel tubing could be obtained which will just slip over the studs, and of minimum wall thickness, it could be drilled cross-wise



for a tommy bar, and teeth could be filed in the end. Casehardening could be carried out in a flame such as that of a blow lamp or even using a domestic fire. Casehardening compound is obtainable from tool stores or many ironmongers' shops; the end of the tubing would be heated to bright red, removed from the flame or fire and dipped and rolled about in the compound, then replaced in the fire and heated again—this operation might be performed several times. Finally, with the tubing heated to bright red, it should be plunged in cold water. Then end and the teeth will thus be hardened for cutting.

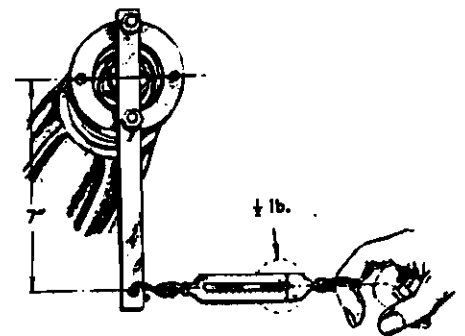
If this tool could be turned down the studs, if not the full distance, it would clear some of the adhesion, or corrosion, to enable the head to be moved. Another method sometimes employed when a head is sticking is to set a piston of an end cylinder near T.D.C. with both valves closed, then fill the combustion chamber with engine oil, refit the sparking plug, and give the engine a jerk by the starting handle. The head can thus be freed hydraulically. Too much force cannot be used, of course—there is a possibility of damage to connecting rod or piston; and as soon as the head moves, the oil escapes through the joint. However, the method is useful in obtaining the initial movement, following which the head can be rocked and freed.

DIFFERENTIAL WHINE

While driving my 1933 a.h.v. Humber Hawk at about 45 m.p.h. a grating sound occurred in the nearside wheel, and also a high whine which seemed to come from the differential. On removing the differential and checking the bearings everything seemed in order. On checking the nearside half shaft, I found the oil seal scored by the bearing locking nut. I renewed the oil seal but when everything was assembled, and the car tried, both the grating and the whine were still there. To date the car has done over 65,000 miles.—F. Porter (Bridge-end, Glam).

THE whining will certainly arise in the rear axle, probably from wear on the crown wheel and pinion and the bearings which carry them. Any roughness or pitting of the teeth of the crown wheel or pinion could cause the grating, so a careful examination should be made. Alternatively, grating or rattling might be caused by wear of the universal joints on the propeller shaft.

There are shims at the distance piece between the pinion shaft bearings, and removal of one or more would restore some of the pre-load that has undoubtedly been lost in 65,000 miles. Checking or the pinion alone, without oil seal and crown wheel, there should be a pre-load of 3 to



4lb./in. This means that the bearings are tightened so that a force of 1lb. is required on an arm of 7in. radius (average) to turn the pinion shaft. The crown wheel bearings are not pre-loaded, but there must be no slackness apparent. Rather than that some slight nip or pre-load would be preferable.

Bearing adjustment and meshing are both effected by shims behind the inner members of the crown wheel bearings. Backlash on the crown wheel should be .006/.010-in. with the pinion shaft held stationary.

Would you please tell me how the alloy cylinder head of a 1952 Humber Hawk Mk. IV can be removed once it has "welded" itself to the head. I have tried tapping the head with a wooden mallet but that didn't help.—R. F. Pope (Wallasey, Cheshire).

TAPPING gently with the mallet again may do the trick if penetrating oil is first run down the studs and left a while, though sometimes even that is not effective. You could resort to starting the engine with the head nuts slackened off, relying on combustion pressure to break the seal and lift the head. But if this is unsuccessful you will have to remove the pistons and use a wooden drift directly on the inside of the combustion chambers.

Should performance be of no concern to you, you could obtain a cast iron head—as used on your engine in its Commer van application—to prevent any recurrence of this trouble.

HUMBER HAWK CYLINDER HEAD

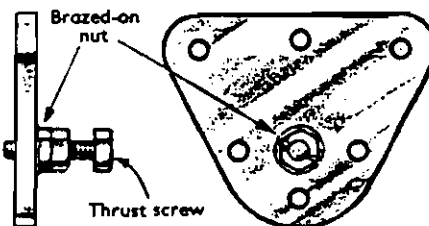
TWO of the valves on my Humber Hawk Mark V required attention and I decided to replace them with new if needed. Now I find that I cannot get the cylinder head off. It is made of aluminium or an alloy of some kind. I have it suspended on a pulley and have poured penetrating oil on all studs. This I have done for three days, but so far it seems as tight as ever. What is your advice? The head has not been off since new and has now covered 40,000 miles.—A. R. Sayer (Thetford).

Try turpentine instead of the penetrating oil. The head-holding nuts might be fitted loosely about three-quarters of the way down, and then tapped sideways with a hammer and punch to spring the studs slightly, and help the turpentine to penetrate and free the adhesion.

Another method that is sometimes successful to break the initial adhesion of a head is to bring the piston of an end cylinder near to T.D.C. with both valves closed (a cylinder with defective valve should not be used), then fill the combustion chamber with oil and refit the sparking plug. A firm pull on the starting handle will then push the head up slightly; as soon as that occurs, the oil, of course, escapes, so the method is only applicable to breaking the joint of a tight gasket. If corrosion is round the studs, some other method is necessary. Sometimes it is possible to use a tool made from a piece of steel tubing which is thin-walled and will just fit over the studs; the tubing has teeth filed on the low end, and is then case-hardened—heating to red, rolling in case-hardening compound, reheating to red, and quenching in cold water. The tubing is slipped over a stud and turned (a tommy bar hole is advisable), and the corrosion thus cut away, with frequent withdrawals of the tool as the teeth are clogged. Another method which is sometimes used in a really bad case (and when the engine is to be completely overhauled) is to dismantle so that a long piece of wood can be used through the cylinders to bump the head off.

WORN STEERING BOX ON A HUMBER 12

PLEASE supply me with details of the steering box for a Humber 12 h.p., 1936. The peg is sloppy in the worm, despite taking out a shim of approximately 5 thou. Two more shims remain, but if the play still exists after removing these shims it will require dismantling and an oversize peg to be fitted. Can you supply details of box adjustment, and how to remove it from the car?—K. G. Stonard (Crawley).



We advise you first to remove the other shims and see the effect on free play in the steering box. It is quite possible that it will be eliminated. Another point is that the cover plate itself may be worn where the rocker arm has rubbed; if there is a slight recess, that could be responsible for play, and a new plate would help matters.

Another solution, as shown, is often applied to a worn steering box. It is to drill the plate at the centre line of the rocker shaft, clamp on a nut and braze or weld it, then complete the drilling and tap the thread for a setscrew with locknut. This screw should be a high-tensile type, and hardened by heating to red, dipping in case-hardening compound, re-heating to red and dipping in water. The end is then hard enough to take the thrust of the rocker shaft, and play can be adjusted as required (later types of steering box have this fitting instead of shims).

If these suggestions fail, a good deal of work would be involved, as the steering would need to be completely removed, unbolting the box, removing the bracket or U-clamp to the column, etc.

THE MOTOR USED CAR MARKET—continued.

SHAW AND KILBURN, LTD., offer:—

1936 HUDSON 6 saloon, 21.6hp, black, electric band, splendid condition, £210.

1936 HUDSON 8 Club saloon, black, radio, twin spares, excellent condition throughout, three months' guarantee, £165. Used Car Dept., 114 Wardour St., W.1. Gerrard 4343. 933-1246

1937, September, HUDSON Big Six special de luxe saloon, twin spares, Dunlopillo cushioning throughout, folding table, etc., small mileage, one owner, cost over £400 new, now offered at £210. Litchfield Garage, Richmond 2944. 933-1540

1936, May, HUDSON 21.6 4-door saloon de luxe, excellent condition, electric band, guarantee, £125.

C. G. NORMAN AND CO., 50 Vauxhall Bridge Rd., S.W.1. Victoria 7611. 933-1631

Hudson Spare Parts and Service.

SHAW AND KILBURN, LTD., sole London distributors, 112-114 Wardour St., W.1. (four minutes from Piccadilly Circus). 933-590

HUMBER.

ROOTES, LTD.

OFFER the following manufacturer-reconditioned used HUMBER cars, carrying three months' used-car guarantee.

1938 HUMBER Pullman 7-passenger limousines and landaulets, from £335.

1938 HUMBER Imperial drop-head coupe, cost £355, £399.

1937 Pullman 7-passenger limousines and landaulets, low mileages, from £375.

1938 HUMBER Imperial sports saloon, choice of two, sun finish or black, £395.

1938 HUMBER Snipe Imperial 6-light saloon, black, £355.

1937 HUMBER Snipe 27hp four-seater drop-head coupe, black, low mileage, £295.

1938 HUMBER Snipe 20.9hp saloon de luxe, mileage under 1,000, full maker's guarantee, £285.

1938 HUMBER Snipe 20.9hp sun saloon, low mileages, from £230.

ROOTES, LTD., Devonshire House, Piccadilly, London, W.1. Grosvenor 3401. And—

LORD'S COURT, St John's Wood Rd., London, N.W.8 (opposite Lord's). Cunningham 5141. 933-894

MAUDER. 1934 HUMBER saloon-landaulet special Thrupp body, really superb, extra deep seats with detachable cushions, illuminated lady's and gent's compartments, pile carpets, etc. (body cost £275) pre-selector gears, riding damper control, extra-large new Dunlop tyres, always chauffeur maintained for late owner (moblemans), offered with guarantee, £100. Terms or exchange. Mauder, Ltd., 48 Princes St., W.1. Pad. 4484. 933-7430

EXTENSIVE selection of HUMBER Pullman 7-passenger cars, 1931 to 1938, privately owned, superb condition. Green and Zenis, 186-188 Bury New Rd., Manchester, 8. Phone. Broughton 2261-2. 933-7377

1934 HUMBER 12 drop-head coupe, rebored, extra, kept regardless of cost, few of this type on the road, must be seen to be appreciated, bargain at £70. Jordan's Garage, Ltd., Godalming. 934-2005

ARTHUR MULLINER, LTD., offer:—

1936 HUMBER Snipe 6-light saloon, dove grey, with red leather upholstery, very nice order throughout, original cost £475, offered at £100.

1937 HUMBER 18 saloon, blue, with blue leather upholstery, excellent condition, small mileage, original cost £445, offered at £135.

1937 HUMBER Snipe 4-door sports saloon, dove grey, with red leather upholstery, extremely attractive car, original cost £150, offered at £185. Any trial. Your present car in part exchange.

BRIDGE ST., Northampton. Phone 907 (four lines). 933-50

£99. HUMBER 12-4, 1935-6, 4-door de luxe sun saloon, luggage boot, late-type inclined slatted radiator, outswep back, very attractive two-tone finish with hide interior to match, magnificent condition throughout, excellent tyres, very full equipment, small mileage, particularly well maintained. Exchanges, terms. Lots of hundreds of others under £100—post free. Bennetts, 128 East Hill, Wandsworth, S.W.18. Battersea 2425-6. 933-357

£59/10. Snipe 1935 saloon de luxe chauffeur. Oxford's, 154 Gloucester Rd., S.W.7. Kensington 5454. 933-269

1937 HUMBER Pullman limousine, private owner, mileage 15,870, tyres and general condition as new, £395. Carr Bros. Garages, Ltd., Putney. 933-122

£42 to £27. Choice three Pullman HUMBERS enclosed front, partitions, face forward Chirk, 73a Larkhall Rise, Clapham. Maraula 2401. 933-141

£22 1932 Snipe saloon de luxe, engine and chassis perfect. A. B. Humphrey, 113 Church Rd., Upper Norwood. Liv. 5044. 933-7772

1936 HUMBER Snipe (guaranteed) saloon, £129. P.C. for particulars. Bamber, Ebdale, Southampton. Phone 66161. 933-1513

"PETROL AND OIL ENGINES."
(Incorporating "The Petrol Engine")
2s. 6d. net; 2s. 9d. by post.

LIMOUSINE-LANDAULET 1935 (late) Humber Pullman, forward occasional, small mileage, new, fully guaranteed, £165. ALPE & SAUNDERS. Providence Court, North Audley Street. 933-730

1938 HUMBER 16hp saloon, new.

1938 HUMBER 20hp sports saloon, new. To be cleared at exceptional bargain prices. Grove Garages, High St., Cheltenham. 933-90

1934-5 HUMBER Pullman, with luxurious invalid body by Lancelotti, near-side front seat retreats and revolves to allow invalid to enter car without bending the knees, exceptionally roomy interior without central division, upholstery as new, chauffeur-driven only, extremely smart appearance and in excellent condition throughout, £275. Phone, Barnet 2232, or Box 1315. "The Motor." 933-119

W. M. BAILEY, 85 Gt. Portland St., W.1. Langham 2346-7

HUMBER, 1935, 24hp enclosed limousine, forward occasional, one owner, exceptional car, £145. 933-425

EUSTACE WATKINS, LTD.

1935 HUMBER 16-60hp saloon de luxe, fitted de Normanville gearbox, chauffeur main trained, £95.

50 BERKELEY ST., London, W.1 (Mayfair 5084), and 12 Manor St., Chelsea, S.W.3 (Plaxman 8181). 933-407

PULLMAN 7-seater limousine! £100!! HUMBER 24hp, 6-cylinder, long-chassis, chromium radiator with shutters, Ace super discs, new Goodyear heavy-duty tyres, four speeds, 4-wheel jack, magnificent 7-seater enclosed drive Pullman limousine, outswep back, drop division window, face-forward seats, black and good finish as new, companion sets, cigar lighter, etc., box cloth in rear compartment, leather in front. Suitable for first-class hire firm or business directors. Robinson, 60 Streatham High Rd., S.W.16. Streatham 7002. 933-688

£95 1935-6, November, HUMBER 16-60 Silent 6, sloped chromium radiator with shutters, D.W.S. 4-wheel jacks, 4-speeds synchromesh and free wheel Ace discs, new tyre, silent engine, beautifully maintained recent property of Sir—magnificent 6-window 4-door outswep back saloon, dark blue finish equal to new, hide trimmed safety glass, luxury seating, sun roof, rear grid. Robinson, 60 Streatham High Rd., S.W.16. Streatham 7002. 933-684

7-SEATER 1936 HUMBER Pullman (guaranteed) limousine, £249. P.C. for particulars. Bamber, Birkdale, Southport. Phone 66161. 933-1512

£99! Vogue!! 1936 (late) HUMBER 12 4-cylinder, sloped chromium radiator with shutters, 4 speeds synchromesh, D.W.S. jacks. Ace discs, full equipment, extremely pretty two-wide-door 4-seater 4-light Vogue saloon, black cellulose as new, red leather interior, condition equal to many 1938s. Robinson, 60 Streatham High Rd., S.W.16. Streatham 7002. 933-689

1931 16hp HUMBER Salmon's drop-head 3-seater coupe, in really wonderful condition, one owner, chauffeur-kept, £30. Salmon and Sons, 8 Upper Saint Martin's Lane, W.C.2. Temp. Bar 5338. 933-648

MANN EGERTON AND CO., LTD., 5 Prince of Wales Rd., Norwich (Phone 450) offer:—

1936 27hp HUMBER Snipe 4-door 6-light saloon, finished in grey, with black leather upholstery, one owner, excellent tyres, moderate mileage, car in magnificent condition throughout, £160 (three months' guarantee; exchanges, deferred terms). 933-634

1936 HUMBER 12 de luxe saloon, dark blue, blue leather upholstery, low mileage, as new throughout, £98. Terms, exchange. Three months' guarantee and after-sale service. Makin and Harrison, 492 Chiswick High Rd., W.4. Chiswick 0558-9. 933-619

VALUE!!! 81 gns. 12 HUMBER saloon de luxe, 1936, very exceptional and outstanding condition, guarantee; exchanges, terms. 933-532

HILLROAMER, Chippenham News (behind 362 Harrow Rd.), W.9. Abo 2118. 933-532

THE CAR MART, LTD.

1937 HUMBER Pullman limousine, 11,600 miles, black with fawn cloth upholstery, cost over £700, £295.

1937 HUMBER 18 6-light saloon, 10,000 miles. March delivery, cost £445, £195.

STANHOPE HOUSE, 320 Euston Rd., N.W.1 Euston 1212. 933-929

LEAVE CARS, LTD., offer:—

1938 March, HUMBER Snipe 21hp sun saloon de luxe, run 4,000 miles, cost £355, bargain, £235.

77 SAINT MARTIN'S LANE, W.C.2. Temp. Bar 9422. 933-550

HUMBER, 1934, 24hp enclosed limousine Pullman 7-seater, as new, £125. 69 St. Paul's Avenue, Willesden Green, London. 933-1130

HUMBER, 1933, 24hp enclosed landaulet, as new, £267 10s. 69 St. Paul's Avenue, Willesden Green, London. 933-1131

16-60HP 1935 HUMBER four-seater drop-head coupe, excellent throughout, permanent jacks, etc., £75. Brew Bros. Ltd., 133 Old Brompton Rd., S.W.7. Kensington 2468. 933-1236

BRITISH AND COLONIAL MOTORS, LTD.

1938 Snipe 21hp saloon, cost £345, 10,000 miles, £255. Below

1937 Pullman 7-passenger limousine, 20,000 miles, perfect condition, £325. 140 Long Acre W.C.2. Temple Bar 3288. 933-1160

1936 HUMBER limousine 7-seater Pullman (guaranteed), de luxe double enclosed drive, with drop window partition behind driver's seat, finished black, fitted with two extra occasional face forward seats, bumpers, wire wheels, inbuilt luggage trunk and number plate, Lucas long-range head lights, radiator shutters, mascot, twin wing mirrors, five arm-rests, sun visors, three roof lights, inbuilt companion sets, dictaphone communication, safety glass, concealed tyre transmitters, two clocks, every possible fitting and accessory, one private owner who wishes to sell at a genuine bargain price, only used occasionally, small mileage, bodywork and interior unsoiled (or exchange). Bamber, Birkdale, Southport. Phone 66161. 933-1504

BROOKLANDS of Bond St. offer:—1938 HUMBER 16 de luxe saloon, 9,000 miles only, fitted radio, £225. Below.

1935 Snipe saloon de luxe, sun roof, £95. Written guarantee, deferred terms, etc. Hundreds of cars to choose from. 103 New Bond St. W.1. Mayfair 8351. 933-1212

16.60HP 1935 HUMBER four-seater drop-head coupe, excellent throughout, permanent jacks, etc., £75. Brew Bros. Ltd., 133 Old Brompton Rd., S.W.7. Kensington 2468. 933-1342

1934 March, HUMBER 12hp de luxe sunsaloon, saloon, one owner, guaranteed, £45; terms. Oldfield, Pottery Lane, Holland Park, Park 4170. 933-1435

1935 April, HUMBER 12hp de luxe sunsaloon, saloon, one owner, guaranteed, £70; terms. Gwynne-Vaughan, Princedale Rd., Holland Park. Park 4773. 933-1637

1935 HUMBER 12 de luxe sun saloon, absolutely superb order throughout, cannot be faulted, bargain, £75. A.Z. Motors, 180-186 West End Lane, W.6. Ham. 6033-4. 933-1716

1938 HUMBER Snipe saloon, 20.9hp finished silver-grey, green upholstery, fitted with radio, car heater, fog lamp and radiator mud in immaculate condition throughout, £240. P. and R. Oliver, Ashley Park Garage, Station Avenue, Walton-on-Thames. Phone 735. 933-7751

1934 HUMBER Snipe saloon, fitted radio, superb order, £75.

DENMANS, 132-5 Long Acre, W.C.2. Temple Bar 8135-9. 933-800

1938 HUMBER Snipe saloon, practically new, at bargain price.

DENMANS, 132-5 Long Acre, W.C.2. Temple Bar 8135-9. 933-801

1932 Snipe sports saloon, fast, £20; full selection of other saloons and cabriolets at unrepeatable prices.

DENMANS, 132-5 Long Acre, W.C.2. Temple Bar 8135-9. 933-802

1937 18 HUMBER 6-light saloon de luxe, genuine small mileage car, best offer.

DENMANS, 132-5 Long Acre, W.C.2. Temple Bar 8135-9. 933-803

1935 Drop-head 4-seater HUMBER coupe, 24-80, 2100; 1935 24hp saloon and special saloon, reconditioned, small mileage cars, comparable to new, c. 16,000 miles, another fitted new radio, from £70.

DENMANS, 132-5 Long Acre, W.C.2. Temple Bar 8135-9. 933-804

1935 HUMBER sedan limousine, carefully maintained, £85. S. Morris and Co., 13 Mervlebone Passage, Margaret St., W.1. Museum 1932. 933-767

1935 HUMBER Snipe (guaranteed) 4-door sports saloon, cheap. P.C. for particulars. Bamber, 117 The Headrow, Leeds. Phone 20164. 933-1532

CHARLES FOLLETT, LTD.

OFFERS invited. Must be cleared.

LIMOUSINE 7-passenger HUMBER Pullman, 18 Berkeley St., W.1. Mayfair 6266. 933-1116

1938 HUMBER Snipe saloon, one very careful owner, mileage about 10,000, interior and exterior quite unsoiled, equal to new, cost nearly £350, £235, or exchange. Kirby's, Ltd., 91 Lord St., Southport. Phone 4158. 933-984

1936 HUMBER Snipe saloon, equal to new, had very little and careful use, interior and exterior quite unsoiled, £165, or exchange. Kirby's, Ltd., 91 Lord St., Southport. Phone 4158. 933-985

1936 HUMBER Snipe, convertible four-seater coupe, mileage 14,000 only, condition as new, £195. H. C. Paul, Ltd., 32 Grosvenor St., W.1. Mayfair 0821-2. 933-999

CHARLES FOLLETT, LTD.

OFFERS invited. Must be cleared.

1937 HUMBER Vogue 12 saloon, 18 Berkeley St., W.1. Mayfair 6266. 933-1117

Humber Cars Wanted.

HIGHEST cash prices for HUMBERS. Weekdays, Saturdays 9-9; Sundays 9-11. Rowland Smith, Hampstead High St. (Hampstead Tube.) Hampstead 5041. 933-747

WANTED, HUMBER Pullman 7-passenger limousine, distance no object, Green and Zenis, 186-188 Bury New Rd., Manchester. 933-567

TRUSCOTT must have late HUMBER, 173a Westbourne Grove, London, W.11. Baywater 4274. 933-7247

7-PASSENGER 1935 7.8 Humber Pullman, guaranteed, must cash immediately, ALPE & SAUNDERS. Providence Court, North Audley Street. 933-744

CASH immediately for good HUMBERS. Act for trust. H. F. Edwards, 175 Gt. Portland St., W.1. Welbeck 0012. 933-1460

**Luxury travel
features of the new**

Humber Vogue

- **Powerful new 1.6 litre o.h.v. engine** of brilliant and flexible performance
- **4-speed all-synchromesh gearbox** for easier, smoother gear changes
- **Individual 'reclining' front seats**, fully adjustable and luxuriously comfortable
- **Elegant, modern styling** with low, sleek line
- **Increased visibility** from deep, curved front screen and wide, sloping backlight
- **Front disc brakes** for safe, smooth braking
- **Self-adjusting diaphragm clutch** needs only light pedal pressure
- **Smart facia** in walnut veneer
- **Full range of up-to-date instruments**, standard equipment
- **Dimmable warning lights**
- **Improved suspension**: firmer road-holding and smoother ride
- **Spacious interior** with all refinements
- **Minimum maintenance**—no greasing points
- **Routine servicing** only every 6,000 miles (9,600 km.)
- **Twin headlights** for night driving safety
- **Wide-opening doors** with child-proof locks
- **Ventilation/de-misting system** standard, heater with 2-speed fan available as an extra
- **Large luggage compartment**—16 cubic feet (0.452 cu.m.) usable space
- **Thorough sound-proofing**—a quiet interior
- **Safety features** including facia padding
- **Fully-automatic transmission** or
- **Overdrive**, on top and third gears, as extra,

A car of quality and distinction

Specification of the Humber Vogue Saloon

ENGINE. Four-cylinder short-stroke unit with push rod operated overhead valves. Solex compound carburettor. Bore 3.21 in. (81.5 mm.). Stroke 3.00 in. (76.2 mm.). Capacity 97.2 cu. in. (1,592 c.c.). Engine develops 84 maximum b.h.p. at 5,000 r.p.m. and maximum torque 91 lb. ft. at 3,500 r.p.m. Compression ratio 9:1:1. For certain overseas markets a low compression ratio is available; for details ask your Dealer.

IGNITION. Coil and distributor: automatic centrifugal advance and retard mechanism, vacuum control. KLG FE75 sparking plugs.

COOLING SYSTEM. Centrifugal pump and fan, thermostatic control. Coolant pressure-fed to cylinder head with selective cooling of valve seats, stems and sparking plug bosses.

CLUTCH. 7½ in. (191 mm.) Borg and Beck diaphragm spring. Hydraulically operated by pendant pedal.

GEARBOX. Four forward speeds and one reverse with control ring synchromesh on all forward gears. Centre floor gear change lever.

REAR AXLE. Hypoid semi-floating axle shafts to the rear wheels. Ratio: 4.22:1.

Overall ratios: top 3.89:1, third 5.413:1, second 8.324:1, first 13.04:1, reverse 13.88:1.

CHASSIS. Unitary construction of chassis and body provides exceptional strength and rigidity.

FRONT SUSPENSION. Fully independent front wheel suspension by means of swinging links, coil springs and ball joint swivel bearings, controlled by double-acting hydraulic telescopic shock absorbers. Use of nylon insert ball joints eliminates need for periodic greasing. A torsion bar sway eliminator is fitted between the suspension lower links.

REAR SUSPENSION. Long, wide semi-elliptic leaf springs give improved lateral stability. Double acting hydraulic telescopic shock absorbers maintain control under all conditions.

WHEELS. Five pressed steel wheels with ventilation slots and wide base rims, four embellished with polished nave plates and wheel trim discs. Spare wheel is housed in a cradle below the luggage compartment floor.

TYRES. Dunlop tubeless 6.00 × 13 in.

BRAKES. Lockheed disc brakes at front of 10.3 in. (263 mm.) diameter and drum brakes of 9 in. (229 mm.) diameter at rear. The handbrake at the side of the driver's seat operates through a system of cables and the linkage is independent of the footbrake.

STEERING. Burman recirculating ball steering unit. Three-piece symmetrical track rod linkage with no greasing points. 16 in. (406 mm.) diameter steering wheel with chromium plated horn ring. Right- or Left-hand drive available according to market requirements.

PETROL TANK in left-hand rear wing, 10½ gallon (47 litre) capacity with lockable filler positioned on top of wing.

INSTRUMENTS. Speedometer including mileage and trip recorder, thermometer, oil pressure gauge, fuel gauge, ammeter, and warning lights for headlamp main beam, ignition and flashing indicators.

ADDENDUM

THE FOLLOWING CHANGES HAVE BEEN MADE TO SUIT AUSTRALIAN CONDITIONS:-

HEATER & DEMISTER - WITH 2-SPEED BLOWER STANDARD EQUIPMENT.

ARMRESTS - FITTED TO ALL DOORS.

ROUTINE SERVICING - RECOMMENDED EVERY 3,000 MILES.
AUSTRALIAN COLOUR SCHEMES AVAILABLE ON APPLICATION.

STANDARD EQUIPMENT. Ventilation equipment, overriders, screen washer, two-speed screen wipers, twin reverse lamps, boot floor mat, wheel trim discs, two interior sun visors and fully reclining front seats.

WEIGHTS (Approx.). Unladen (with petrol and water) 2,387 lb. (1083 kg.). Dry (without petrol and water) 2,291 lb. (1039 kg.).

MAIN DIMENSIONS. Overall length 167 in. (4.242 m.). Overall width 63 in. (1.600 m.). Overall height 58 in. (1.473 m.).

COLOUR SCHEMES

Embassy Black with Red upholstery.

Biarritz Blue with Blue upholstery.

Velvet Green with Grey Green upholstery.

Foam White with Red upholstery.

Lavender Grey Metallic with Lilac upholstery.

Maroon with Beige upholstery.

Silver Moss Metallic with Green upholstery.

Burnt Almond Metallic with Fawn upholstery.

Dawn Mist with Red upholstery.

Silver Grey Metallic with Black upholstery.

OPTIONAL EXTRAS. The following extras are available ex factory at extra cost and can only be specified at the time of placing the order.

FULLY-AUTOMATIC TRANSMISSION, incorporating Borg-Warner light gearbox. No system is simpler to handle or more completely automatic; Laycock-de Normanville Overdrive with conventional transmission; also White-wall tyres.

SPECIAL ACCESSORIES. (Available at extra cost.) A very full and attractive range of accessories is available, including Heater, Smiths Radiomobile, Ekco or Pye radio; Clock, etc. Full details can be obtained from your Dealer.

EXPORT

ROOTES

DIVISION

DEVONSHIRE HOUSE · PICCADILLY · LONDON, W.1

The Company reserves the right to alter any prices or specifications at any time, without notice, and all goods are sold subject to prices and Conditions of Sale ruling at the time of delivery.

ERRATUM

REAR AXLE RATIO SHOULD READ
3.89:1

OVERDRIVE - NOT AVAILABLE
AS OPTIONAL EXTRA.

OVERRIDERS - OPTIONAL EXTRA.



• Kevin Megee polishes his labor of love.

CONTRIBUTED BY JOAN HOLMES

By Wendy Busfield

A classic reward for Kevin

CLASSIC car enthusiast Kevin Megee has fulfilled his lifetime dream.

The South Geelong mechanic recently took his immaculate 1965 Humber Supersnipe to champion status at a State concourse event in Melbourne.

After two years of constant work on the Series Five model, Mr Megee is justifiably proud of the award.

"It was covered in rust, leaking oil and had badly scatched paint-work from the front to the tail before I started working on it," he said yesterday.

"Now I could tip it upside-down and eat my lunch off the bottom."

The smokey-grey six-cylinder automatic also took out the "Most Popular Choice Car" award at the

concourse, which was decided by 25 car enthusiasts competing in the event.

Judges spend more than three hours checking every inch of the cars entered in a concourse event. A speck of dust can affect their final decision.

Mr Megee said concourse entries had to look, feel and smell like they were fresh from the factory floor.

And his sleek Humber certainly passes the test.

The blackwood panels, carpets, upholstery and engine are kept impeccably clean by the 45-year-old garage owner.

The spacious back seat is even equipped with two fold-out wooden tables for passengers eating on the run.

Mr Megee takes his pride and joy for a 50 km drive every three weeks, followed by the all-important wash and chamois.

He bought the Humber in 1986 for \$700 from a Newtown family, which originally bought the car from a Mercer Street dealer in 1965 when it was built.

An endless supply of elbow grease and more than \$5000 in original parts have taken the car's value up to about \$10,000.

"You just can't put a value on a car like this," he said. "It's an unknown quantity."

"I salvaged parts off 10 other Humber spread around Victoria. Everything's original, right down to the hose clips."

FOR SALE

W/Manual Series Hawk, excellent condition, \$30.

Contact: R. Murphy, Ph: 791 5124.

Twin Stromberg Carbs, suit Series V, \$100. Rims - 4 white, 2 green, \$10 o.n.o. Walnut dash suit Series 3, stabiliser bar balljoints new, r.h.s. 1, l.h.s. 2. Air filters 3 and radiator hoses new plus various other parts.

Contact: Mrs. A. Brownell, Ph: 29 5951, Camberwell.

1939 Ransom Crawler Tractor, collector's item in good working order, \$1100.

Contact: V. Wilson, Ph: 478 9352, (L.M.T. 007 and Hawker's Licence No. 1).

Series 3/4 S/Snipe, l/h and r/hand fender, complete, boot lid, bonnet g/cond. Also Series Hawk l/h and r/hand fenders, 4 doors, 2 boot lids, bonnet, cross member (l/h w/bone missing) wiring loom, negotiable - make an offer!

Contact: J. Waring, Ph: 725 9884.

Series 3 Vogue plus spare motor, body v/good, interior good, reg until July '89, \$600 o.n.o.

Series V plus spare motor, body good, interior v/good, \$400 o.n.o.

Contact: J. Hosking, Ph: (054) 43 2354 after 6:00pm.

FROM THIS

THE HUMBERETTE
JAN. 1988

WANTED

Series IV or V S/Snipe.

Contact: Mrs. Anne Spudvilas, 2 Lonsdale Street, South Geelong, 3220.

Humber S/Snipe, good order.

Contact: C. Champion, Ph: 690 3007.

Humber Vogue in good condition, prefer manual and Vogue Sports.

Contact: Penny Le Petit, Ph: 489 0651.

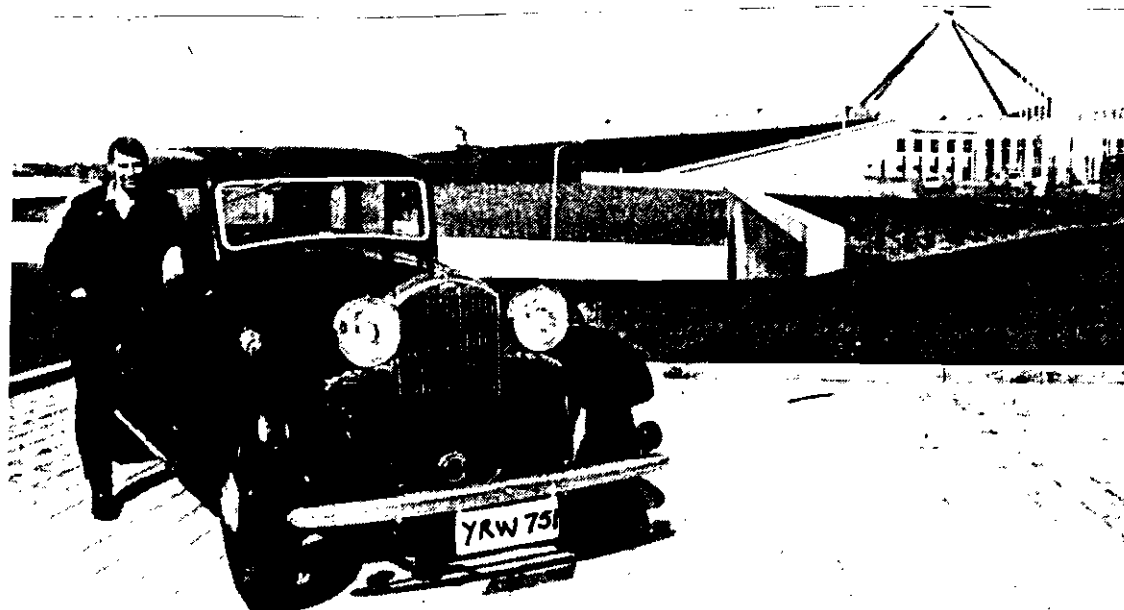
Humber Sedan 1930-1934, 12 HP 16/40 etc, in going order.

Contact: J. Berry, P.O. Box 2349, Canberra, 2604, Ph: (062) 31 8357.

TO THIS

(COURTESY
HUMBER LTD.)

Old car only one of three in the world



PICTURED: John Berry of Canberra, proud owner of a very rare 1933 Humber "Twelve" sedan, outside the new Parliament House, ACT.

When John Berry, of Canberra, bought an old car, his wife was not impressed.

By Ron Eason

She is more impressed now that John has discovered that the car is only one of three known to exist anywhere in the world, and is a valuable collector's item.

There was almost a paternalistic tone in John Berry's voice as he spoke of the latest addition to his family. However, "she", is a 1933 Humber "Twelve" motor car.

A fine old sedan with abundant chrome and original leather upholstery, (a little furrowed and weatherbeaten, rather like an old fisherman's face) but with probably as many stories to tell.

John purchased this horseless carriage in February this year.

As a bicentennial project he set himself a criteria of finding a medium size car, able to be locked, with a four speed gearbox and a 12 volt electrical system.

In addition it's manufacture date had to be around 1930 to 1934 and preferably British.

TASMANIA

He finally found a vehicle that fitted the bill and after protracted negotiations with her owner in Tasmania, he was able to prise the quarry free.

It is now carefully stowed in his garage in Canberra.

The vehicle commenced her life in the service of the Lord Mayor of Launceston, as the official transport of that office.

Prior to restoration by Mr Berry, the Humber "Twelve" sat silently for the past 16 years in the garage of her past owner.

Her arrival in Canberra was via ship to Melbourne

and then by TNT car transporter. Upon arrival, restoration was begun almost immediately.

Work required included mechanical repairs to brakes, front axles and exhaust system.

All the chromework has been renewed and now the sun dances at all angles as the reflections from the headlights and grills catch the light.

ON ROAD

Now complete with a pristine set of Canberra Bicentennial plates, she has once again taken to the highways.

I had the privilege of being driven to a suitable spot where I could photograph this "fine old lady" and her proud owner. A short trip, but nonetheless impressive.

A surprisingly quiet motor started on cue and second gear was selected; there being no need for the use of first; due to the torque developed down low by this long stroking engine. This was typical of British vehicles of their vintage, where road tax rates were governed by the horsepower of the engine.

Consequently, the money conscious British manufactured engines with a long stroke in comparison to their bore, thus achieving a low rated horsepower.

In the case of this vehicle,

the rated (taxable) horsepower was 12, but it was capable of developing 44 on the road.

It appears that one really has to "drive" such a vehicle, as in addition to the heavy steering and long movements between gear selection, manual re-dardation and advancement of the spark is necessary to enable the engine to perform efficiently and effectively throughout the entire rev range. However, to the purist, this is what real driving is all about.

A RARITY

An even more exciting aspect of owning this particular old vehicle is it's rarity.

From inquiries made by Mr Berry, it would appear that it is one of only three 1933 models existing anywhere in the world. He has been able to locate one other in Cornwall, England, and another in Mackay, Queensland.

John has started a Humber "Twelve" Club and membership currently stands at six.

However, only one other member resides in Australia, the balance live in England and Wales.

With rarity comes value and although Mr Berry said the "Twelve" is insured for \$30,000 he does not intend to sell it; he would rather just enjoy driving it around our Nation's Capital, for many years to come.

Happy motoring!

- The Queanbeyan Age, Friday, September 2, 1988

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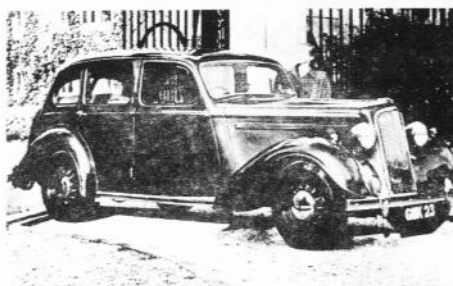
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