

January 1990

The **HUMBERETTE**



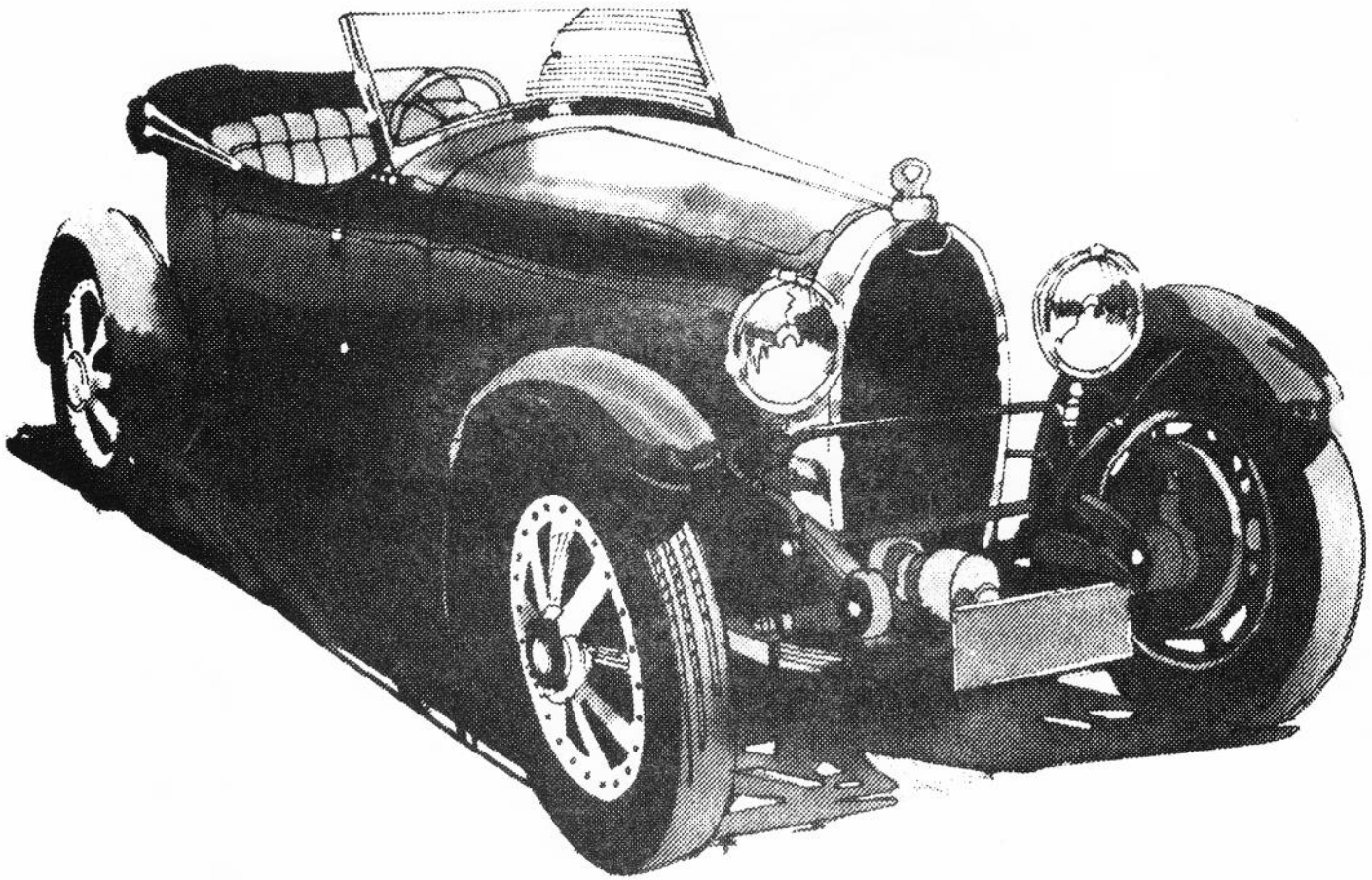
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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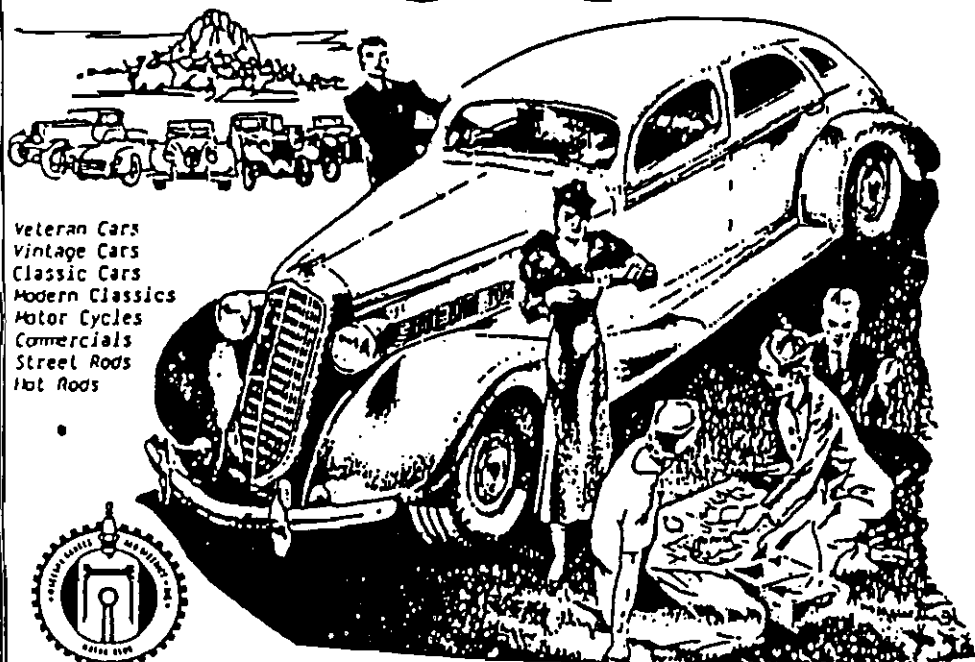
- JANUARY 26TH. FIRST GENERAL MEETING FOR 1990. 8.00PM. COME ALONG AND HELP US CELEBRATE THE START OF A NEW DECADE. BYO BBQ TEA BEFOREHAND. 7.00PM. BYO EATS DRINKS SUPPLIED.
- JANUARY 28th. FV&CVC AUSTRALIA DAY PICNIC AT POINT COOK PARK. DETAILS AS PER "AGE" 9/12/89.
- JANUARY 29TH. (MON.) CLUB OUTING AND DISPLAY AT AUSTRALIA DAY FAIR, EDITHVALE RECREATION RESERVE, (OPPOSITE BOWLING CLUB), MELWAY MAP 93 C9. 10.30AM - 4.00PM. TROPHY FOR BEST PRESENTED HUMBER AND CLUB PLAQUE.
- FEBRUARY 11TH. PICNIC AT HANGING ROCK. (MELWAY 253 G10). MEET AT KEILOR SHIRE OFFICES, KEILOR. MELWAY 14 H5. 9.45 BYO PICNIC LUNCH. LIMITED FOOD AND DRINK SALES AT THE GROUND. ENTRY FEE TO THE HANGING ROCK PICNIC GROUND.
- FEBRUARY 25TH. FAMILY DAY AND ANNUAL GENERAL MEETING. DEEPDENE HALL 12.0 MIDDAY FOR PICNIC LUNCH. MEETING COMMENCES 2.00PM.
- FEBRUARY 18TH. CHACA SWAP MEET - NOW BEING HELD AT THE FRESH CENTRE (FOOTSCRAY FRUIT AND VEGETABLE MARKET), FOOTSCRAY ROAD, FOOTSCRAY (MELWAY 42 H6). ALL DAY. ENTRANCE \$2.00.
- FEBRUARY 25TH. AMERICAN MOTORING SHOW. FLEMINGTON RACECOURSE, MEMBERS CAR PARK. 10.30AM - 3.30PM.
- FEBRUARY 26TH. (MON.) A.O.M.C. DELEGATES MEETING. CARNEGIE PROGRESS HALL, TRUGANINI ROAD, CARNEGIE. 8.00PM SHARP.
- MARCH 2ND-4TH.. GRAND SOUTHERN SUPER SWAP MEET, BALLARAT AERODROME.
- MARCH 4TH. BRITISH MOTORING SHOW. FLEMINGTON RACECOURSE CAR PARK. (MELWAY 28 F12) - ENTER FROM EPSOM ROAD. CLUB HAS DISPLAY AREA. 10.30AM - 3.30PM. ENTRY PER DISPLAY VEHICLE \$2.00 (INCLUDES OCCUPANTS).
- *** MARCH 18TH.*** ANNUAL ROOTES "G-T" DAY. BUNDOORA PARK, BUNDOORA. ORGANIZED BY HUMBER CLUB. RESTORED CARS MAGAZINE IS INTERESTED IN DOING AN ARTICLE ON THIS EVENT.
- MARCH 23RD. GENERAL MEETING. DEEPDENE HALL. 8.00PM. SPEAKER TO BE INVITED.
- EASTER 1990.
(APRIL 13TH - 16TH) COMBINED HUMBER CAR CLUBS OF AUSTRALIA 7TH NATIONAL RALLY, COWRA, NSW. MOTEL ACCOMMODATION BOOKINGS SHOULD BE FINALIZED BY FEB.1ST. ACCOMMODATION DEPOSIT \$50.00. RALLY REGISTRATION FEE \$15.00.
- APRIL 27TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- MAY... MONTHLY OUTING (GIPPSLAND AREA) T.B.A.
- MAY 25TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- JUNE 1ST - 2ND. VDC SWAP MEET SPECTACULAR. MELBOURNE SHOW GROUND.

** WEEKEND RALLIES.***

CASTERTON RALLY. LABOUR WEEKEND MARCH 10, 11 12th.
see entry form this magazine.
TRARALGON ROTARY CLUB RALLY. APRIL 1st.
entry form in December magazine. Details (051) 745 361.

MACEDON RANGES & DISTRICT MOTOR CLUB

Picnic at Hanging Rock



11th FEBRUARY, 1990

Following a very successful 1989 PICNIC AT HANGING ROCK all motor enthusiasts are invited once again to enjoy the company of over 1,000 special interest vehicles assembled at the foot of the picturesque Rock. No entry fee required by the Club, except to the Hanging Rock Reserve. Souvenir Badges - a limited number will be available on the day. Trophies - voted by participants on the day will be awarded to entrants.

For further information, please contact:
Graeme Lamin (054) 295 725 or
Gary Johnston (054) 272 900
THE MACEDON RANGES & DISTRICT MOTOR CLUB INC.,
C/o Ronsey P.O., ROSEY, Victoria, 3434.

MELBOURNE'S BIGGEST 1 DAY UNDER-COVER

SWAP MEET

This was the "CHIRNSIDE SWAP"

SUNDAY 18th FEBRUARY, 1990

Classic & **H**istoric **A**utomobile
Club of **A**ustralia



Sellers \$10.00

Buyers \$2.00

Invites all types of vehicles - veteran to modern and motorcycles - to buy, sell or swap at our new venue:

THE FRESH CENTRE

(previously called the Fruit and Vegetable Market)

FOOTSCRAY RD, FOOTSCRAY

Melway Ref: Map 42, H.6.

DEFINITELY
NO DOGS

640 selling sites - all under cover.

Plenty of parking space

No food stalls required.

Club ladies have a catering stall - Food and Drinks.

ALL SITES MUST BE BOOKED AND PREPAID

SELLERS ENTRANCE AT GATE 6. OPENS 7 a.m.

BUYERS GATE OPENS AT 8 a.m.

Bookings & Information

TOM LAMBERT Ph. 580 2004
29 McKay St., Mo. Illoc. 3195

OR

DON MAIN Ph. 736 3324
16 Park Rd., Montrose, 3765

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

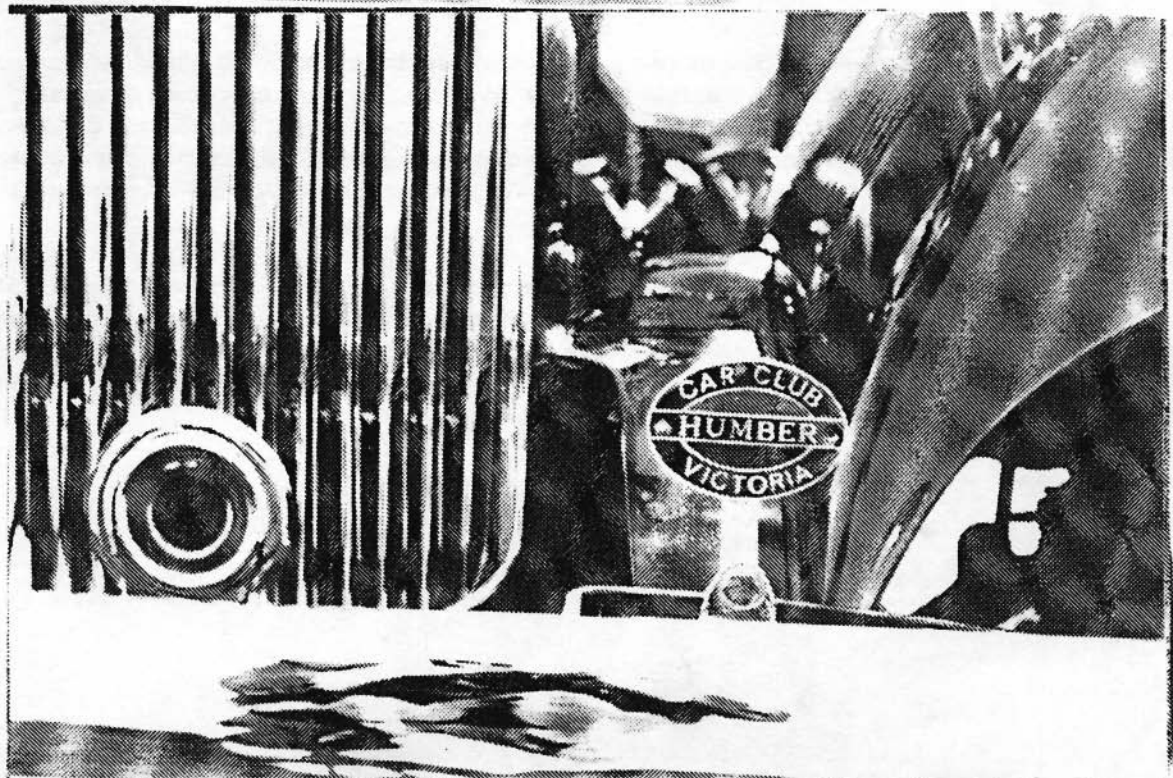
COMMITTEE 1989-90

PRESIDENT	Geoff Webb	233 6592
VICE PRESIDENT	Margaret Willimott	435 6354
SECRETARY	Arnold Goldman	(059) 75 6807
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	(057) 83 1899
EVENTS DIRECTOR		
LIBRARIAN	Dave Denner	574 7016
REGALIA	Barrie Trubie	890 2984
TECHNICAL ADVISORS:		
Vogues:	D. 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	366 8987



LEFT, IMA BERRY WITH HER FATHER'S HUMBER.

BELOW, CLOSE UP OF BADGE NOW FITTED. ALSO, REFLECTION IN BUMPER BAR OF JOHN BERRY TAKING PHOTO'S.



THE HUMBERETTE

PRESIDENT'S REPORT

JANUARY, 1990

This year has certainly represented major change for the club. After years of Bob Kennedy's stewardship, I apprehensively accepted the Presidency. It is never an easy task to take over after a long serving president, particularly such a knowledgeable Humber enthusiast. However, with the assistance of Margaret Willimott and other members of the committee we have somehow survived and achieved increased attendances at most functions and continuing memberships.

The club generally owes a lot to the committee; firstly to our stalwart Margaret Willimott. I am sure most people have no knowledge of the work Margaret personally does. Without Margaret we would be a very different club. Thank you Margaret for your work this year, it is greatly appreciated. Also I would like to thank Bob Kennedy for his guidance during the year. To my other committee members; Arnold Goldman, Brian Parkinson, Barry Bosnich, Barry Trubie, Dave Denner and my wife Jill, thank you on behalf of myself and all other members.

I would like to record my special thanks and congratulations to Barry Bosnich for the excellent publication of our Humberette magazine each month. It continues to generate enormous interest for our club members and assists greatly with new memberships.

I would also like to record our note of thanks to the ladies also who assist with the catering at our functions. Particularly Joan Holmes, Pam Batten, Eleanor FORTH and again Jill, thank you for your help and hard work with the catering.

Like all clubs, the future will bring more changes. Our club will probably change from predominately daily use type membership to a larger proportion of restorers and hobbyist motorists as the needs of our club will continue to change. Our aim as a committee must be to adjust to the change and attempt to provide the best run car club around and provide as much assistance as possible to the daily use members and to encourage them to keep their cars mobile.

Our cars continue to be greatly undervalued in relation to other makes. It is therefore important to all of us that our self-promotion of our cars is essential. The more interest we as members can generate, the better our long term viability for the club. Values will rise and our potential for gains from our cars will increase provided we are all prepared to improve and promote our cars. It was especially pleasing to see the marked improvement to many cars at this year's Concours. I suppose that some of us may not necessarily be interested particularly in capital gains because when I look at what I have spent on Humbers I would be behind, but I chose to run a Humber for the pleasure of owning and driving a well engineered quality piece of motoring history. We are indeed a self-interest club with many different reasons for membership participation.

Thank you for all members who responded to our questionnaire this year. We are attempting to incorporate as many suggestions as possible into our agenda. The two most common requests were more Sunday meetings and a request for a "night out" at a restaurant. I am pleased to announce that we plan to incorporate more Sunday meetings and have a President's Dinner in the new year. (No, I promise no speeches or flag waving). The aim of the night is to enjoy a nice meal and enjoy a social evening.

In summary I would like to thank all members for their support of the club this year and for the privilege and honour of being elected President. Although at times things did not run as smoothly as I would have liked, we somehow survived and managed to have fun at the same time. I was extremely pleased with the increased attendances on monthly runs and trust that this continues and our membership continues to grow.

Longevity to you and your vehicles.

Geoff Webb

MINUTES OF GENERAL MEETING
HELD ON Friday 24th November 1989 AT DEEPDEN HALL at 8:00pm.

PRESENT: 30 members as per attendance book.

APOLOGIES were received from Sylvia Pietersen, Frank Stockwin, Nancy Kennedy, A.Scott, Leonie Trubie, and Mike Fitchett.

MINUTES of the previous meeting as printed in the November 'Humberette' were accepted, after correction that Hall meetings are held on Thursday evenings, as a true record on the motion of Bob Kennedy seconded by Bill Holmes.

BUSINESS ARISING Nil.

CORRESPONDENCE: IN: from J.W.Black offering a car for sale, AOMC Newsflash, Shannon's notice of Auction, Koo Wee Rup potato festival invitation for March 17th 1990, James Kent informing us of Humbers and other items for sale at Merino, invitation from Motoring Rally of Geelong to attend in June 1990, Eliza Travel with invitation to take part in car tour of USA, World Wide Spares of Botany NSW, card from Graeme Finn and family on holiday in Mildura, Tony Russo with query on membership renewal, Brian Sladden with change of address.

Exchange Magazines: Chevrolet Car Club, Humber Car Club of South Australia, Volsely Car Club, Classic and Historic Automobile Club, Standard Vanguard Club, Austin A40 Club, Austin Motor Vehicle Club, Rover Car Club, Humber Car Club of New Zealand, Daimler-Lanchester Club and AOMC.

OUT: letters of introduction to Garry Bradley, Neil Turnley, Alec Robinson, Joyce Davies, K.Meyer, H.Glare, Fred Mabey. Welcome letters to new members David Hamilton, Harold & Sylvia Paynting, Mark Hammat, Garry Bradley, Grant Busch, Brian & Bridgit Cumming. Two requests for information, and one new member were from other states.

Correspondence accepted on the motion Bob Kennedy seconded by Keith Willimott.

BUSINESS ARISING: None.

TREASURER'S REPORT: Brian Parkinson presented his report.

Balance at 27th October 1989	\$1712.05
Receipts	\$ 970.33
Payments	\$ 835.58
Balance at 24th November 1989	\$1846.80

Accounts for payment \$ 987.73

Report accepted on the motion of Ian Wild seconded by Graham Hardy.

EDITOR'S REPORT: Barry Bosnich reported that 195 magazines had been sent out. Articles are still required for magazine, especially about Vogues. Next magazine will be in January.

EVENTS DIRECTOR'S REPORT:

Margaret Willimott gave details of several of the coming events, and reported on recent events.

Bill Holmes asked about concours listing in the Humberette. Margaret explained it all to him and we were all confused.

LIBRARIAN: Nothing to report.

AOMC REPORT: Nothing to report.

HALL COMMITTEE: No report. Margaret Willimott suggested that we ask for a kitchen fan.

TECHNICAL OFFICER'S REPORT: Bob Kennedy said radiators and hoses need attention for the summer months.

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

continued...

GENERAL BUSINESS:

Bob Kennedy mentions that the club had been invited to Broken Hill next Easter as an alternative to the National Rally at Cowra.

Some discussion on the new regulations on towing capacity of motor vehicles.

Meeting closed at 9:00pm for conduct of a special meeting to discuss changes to the club constitution. This was followed by supper and the usual discussions which followed until much later.

Arnold Goldman
Hon. Secretary

MINUTES OF SPECIAL MEETING held on 24th November 1989 at 9:00pm at the Deepdene Hall

Present: 30 members as in attendance book.

Geoff Webb explained the purpose of the special meeting and read out the proposed changes to the constitution. These were then discussed and considered as follows.

Section 33 . It was proposed by Margaret Villimott that the words of section 33 be deleted and the following substituted:

If upon the winding up or dissolution of the Association there remains, after the satisfaction of all its debts and liabilities, any property whatsoever, the same shall not be paid to, or distributed among, the Members of the Association but shall be given to or transferred to some other organisation having similar objects to the Association and which shall prohibit the distribution of its income and property amongst its members to an extent at least as great as is imposed on the Association.

The motion was seconded by Arnold Goldman and following some discussion was put to the vote and carried with 2 members voting against the motion.

Section 3.9 It was proposed by Margaret Villimott that the words of section 3.9 be deleted and the following substituted:

3.9 Membership (CLUB PERMIT VEHICLES)

- (a) A member whose club registered vehicle/s is/are operated under the CLUB PERMIT SCHEME must, at all times, satisfy the Club Committee that the vehicle is maintained in a road safe condition as may be required by the relevant Traffic Authority from time to time.
- (b) A member must maintain financial membership of the Club at all times whilst holding a CLUB PERMIT.
- (c) Any member whose vehicle is operated on the CLUB PERMIT SCHEME may have that vehicle suspended from participation in Club activities should it attend any outing or other activity whilst in a condition considered unsafe by the Safety Check Officer or his deputy.
- (d) A suspended vehicle will not be readmitted to Club Activities until such time as the Club Committee is satisfied that it is in a road safe condition.

Bob Kennedy spoke in support of the motion, which was then accepted unanimously.

Section 4.3 It was proposed by Margaret Villimott that the words of Section 4.3 be deleted and the following substituted:

- 4.3 A member whose subscription is more than 90 days in arrears shall cease to be a member and his name shall be removed, from that time, from the Register of Members kept by the Secretary of the Association.

This was seconded by Arnold Goldman and passed unanimously.

The meeting closed at 9.30pm for supper.

Arnold Goldman
Honorary Secretary

SECRETARY'S SECTION

Welcome all and a Happy New Year to you. I have been rather neglectful recently and have missed a couple of meetings, and not sent in reports for the magazine for about the same time. House building has been getting in the way. It still is. I hope to move in by the end of January and need more than 24 hours in each day.

Thankfully the Humber keeps on going with little attention, although an annoying problem has arisen that needs some attention to the carburettors. After driving for about an hour, the engine gets to a temperature that is not compatible with the idle setting mixture. This usually coincides with traffic jams in St.Kilda or the traffic lights in Frankston. The engine stops and refuses to start for about 3 minutes. At first thought it seems like too rich a mixture. It is also a too slow idle speed. I think I have temporarily put aside the day of reckoning by permanently leaving the choke control between NORMAL and WARM UP. This seems to work quite well, which seems to contradict my first thoughts of a too rich mixture. We shall see when I finally get round to setting the carburettors again. I used to have two sports air cleaners on the car. This allowed easy access to the adjustments, but having reinstalled all that sheet metal in the interests of originality it is a half day job to find the carburettors.

The club continues to attract new members and I keep on sending out introductory letters at the rate of 4 or 5 each month. Where do they come from? Are they new Humber drivers, new owners of existing Club cars, or long time Humber owners now joining the club. With a bit of detective work looking up my register I should be able to sort this out, and probably will one day. I will no doubt find that many Club cars have changed hands and that my lists are hopelessly out of date.

I recently acquired a complete set of the On the Road weekly part motoring encyclopedia. This seems to cover almost all aspects of car maintenance and repair. No, I am not trying to sell it, but if any member has any problem concerning repairs to any part of their car, then I may be able to find an appropriate article to send you. Of course, there are probably sets of this publication on every Humber owners bookshelf. Another item that I am willing to part with is a Jowett owners handbook. There can't be many of these around, but I would guess that the handfull of Jowett owners already have one.

It is now 8 o'clock on a Sunday morning so I had better finish and get off to the house building. I also have to get this sent off to Barry or there is great danger of missing the January magazine.

Arnold Goldman

KENNEDY'S KLANGERS

Well I certainly hope everyone has got over the "Ho Ho Ho" and new year season. I suppose Santa brought you little gifts for being good boys and girls in 1989 - miss out did you? Well better luck next time.

Over the last month I have received a lot of calls, some were interested in joining the club, others had cars for sale and others were for technical information or general talk about Humber.

Now for a bit of gossip. Just before Christmas I was attacked by a taxi (it was a Holden Commodore about six months old). He came through a red light and I hit him on the left front of my Series 2 S/Snipe. My car was off the road for a week yet the taxi was a write off. While my car was being repaired (it was still going after the accident), Ian McDonald very kindly loaned me one of his cars. Thank you again Ian, this is one of the things that clubs are about.

Recently I brought myself a present; a book titled "The Humber Story 1863-1932" by A.B. Demaus and J.C. Farrington. I will bring it along to the next meeting with me. If anyone is interested in buying one, you can obtain one from Princeton Books, Cnr. Mills and Herald Streets, Cheltenham, Vic, Ph: 584 4399 - this is a warehouse. The present price is \$30 though when it goes into the bookshops I believe it will be \$40 or more.

Well enough of me for now, hope to see you at the next meeting.

Bob Kennedy.

SOCIAL NEWS & NOTES

Hello everyone! Welcome to 1990 and a new, exciting decade of Humber motoring. May it be a successful and trouble-free one for all! Your "phantom" Events Director come Social Secretary is officially on holidays so this will be a brief account of events.

There were well over fifty (50) members at the Edwardes Lake Bistro for the Christmas Break-up and Presentation. I think the event was enjoyed by all - a happy atmosphere, good food, great cars and pleasant service. We even found several Humber enthusiasts amongst the Bistro staff.

Congratulations to all award winners and a heartfelt "thank you" from myself for the "Outstanding Service" award. It was very satisfying to also see this award presented to Bob Kennedy. Bob must surely be one of the most outstanding members that this Club has ever had and a fine advocate of good clubmanship. Well deserved, Bob!

Of course this can only be achieved with the support of a working team and I would urge all of you to seriously consider some special club input with the approaching annual meeting (February 25th). It is YOUR support that determines how well a club operates, how wide is its influence, how well organized and how progressive it becomes.

There are many small operational tasks - arranging a speaker, planning a monthly run, organizing the attendance register, making the supper or bringing the milk etc, selling the raffle tickets, sweeping the hall, providing an article or report for the magazine, preparing a club display, manning an information stand, etc - all of which can be done by the ordinary member on a once only basis. If you are willing to volunteer for one job for one month I'll guarantee to draw up a roster (unless anyone else volunteers!!) and to see that you are reminded beforehand.

Oh, and if any willing member cares to take on writing these social notes I'm certain there would be one typist who would be overjoyed at the prospect of some handwriting that she could actually read!

Well after that long, impassionate plea, I had better climb down from the soap box, abandon my earlier intention of a "brief" report and get on with the business. But first may I illustrate what is meant by "club spirit" with a special thank you to Bill Holmes who arranged the Father Christmas visit at our last meeting and to Bob Kennedy and Vic Wilson from MCCV plus Neil Yeomans from The R.G.C.C. who supplied the parts, advice, expertise and organization that enabled Nat Hanlon to get his Series IV Snipe back on the road again. A great effort by all.

Now it's back to business and I should start with a hearty welcome to Tasmanian member Peter Clarke and family who recently braved the regions of Bass Strait to settle in Victoria. Hope the move went without a hitch Peter, and we'll look forward to greeting you at some club functions very soon.

At last a book devoted solely to the Humber is available and we must thank Jack Waring for bringing this to the attention of members; "The Humber Story 1868-1932", by A.B. Demaus and J.C. Farring. The Australian distributor is Mrs. Jean Grange, Princeton Books P/L, Cnr. Mills & Herald Streets, Cheltenham, 3192. The book is available to club members at a cost of \$30 plus \$5 p. & p. Jack hopes to have an inspection copy available at the next meeting, together with details for ordering.

These early months of the year are "rallying time" around the classic motoring scene. I hope you saw details in The Age mid-December of the Australia Day Rallies for Saturday 27th and Sunday 28th January. We have been invited to display our cars at the Edithvale Australia Fair on Monday 29th. This is a typical "country fair day" with spinning wheel, stalls, crafts and all the associated activities. The organizers have been kind enough to provide a small trophy for the best presented Humber on the day and are also donating a plaque to hang on our club room wall, so please come along with your Humber and support this event. It sounds like a great day.

Our February outing is the immensely popular "Picnic at Hanging Rock". Last year there were on display over 1,000 vehicles of all shapes, makes and sizes. An event not to be missed!

Other weekend activities coming up are the British Motoring Car Show in early March, the Casterton Rally (organized by HCCV member Jim Kent) on Labour Weekend, the Rotary Club Traralgon Rally, the Queen's Birthday Display Rally at Geelong and many more. Please consult the calendar page for details of all events.

I was pleasantly surprised on receiving a copy of the magazine "Single in Melbourne" recently to find a Humber restoration article by HCCV member Razmi Finn. It was a most entertaining account of Razmi's introduction to the "world of car restoration and with her consent, we will publish it in a future edition of Humberette.

By now I will have either sent you to sleep or enthused you to another year of Humbering - hopefully the latter!

That's all from me, I'll look forward to your company at the January 26th meeting. Bring your tea with you and we'll enjoy a social get-together before the meeting commences.

Margaret

XMAS HAMPER RAFFLE RESULTS

- 1ST - Large Hamper - Trevor York (Eltham)
- 2ND - "Mystery Box" (Small Hamper) - Father-In-Law of Leongatha Member Peter Moss
- 3RD - Bottle of Champagne - Ray Webster (Reservoir)

CONGRATULATIONS TO ALL WINNERS!!!

Car care on film

Home handyman (or woman) with a penchant for automotive tinkering can always do with a bit of help, and the Royal Automobile Club of Victoria has come to the rescue. Apart from its renowned breakdown service, the RACV has produced a video to assist car owners with maintaining their vehicles.

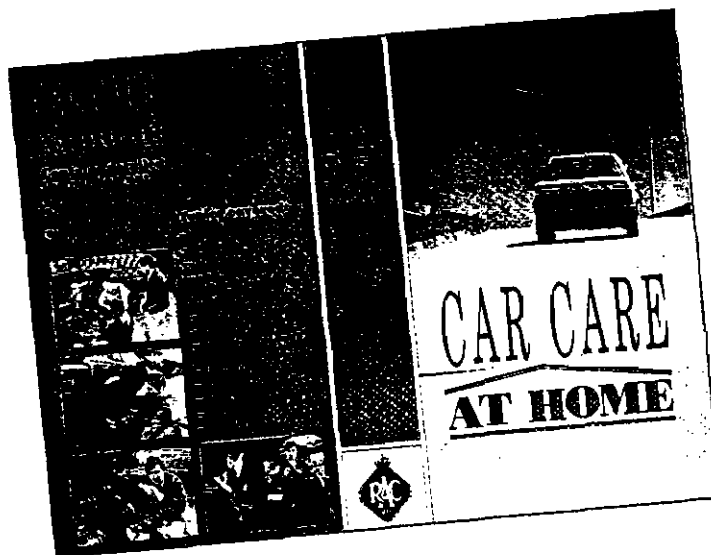
The video details a variety of mechanical matters such as safety precautions when working on a car, a complete under-bonnet check, monthly and six-monthly checks, battery care,

simple brake checks and the correct way to use a jack and change a wheel.

The RACV is quick to point out, however, that the video is not intended to replace routine workshop maintenance, but to aid in general

knowledge to enable motorists to talk with at least a little confidence with repairers and mechanics.

'Car Care at Home' is available from RACV branch offices for \$29.95.



Video hints for
the car-care
fanatic.

HUMBER NATIONAL

RALLY

COWRA 1990 EASTER

FOR SALE

S/Snipe Series 5A auto alabaster in good order current registration \$4500 Miss J Black
379 7210

1 Auto Trans Workshop Manual for Snipe or Hawk DG Boxes as new cond \$20 K Willmott 435 6354

'65 H/Minx Auto Main Bearing Gone No Rego \$250 Rose 534 6749

Ser V Sunvisor V Peece 870 3438 (Ringwood)

'58 Hawk Not Reg for 7 years runs well brakes replaced, king pins worn & \$700 worth of parts
\$1000 negotiable Ian Enever 054 43 5592

'58 Hawk Reg'd SA, Auto, stored 13 years good original cond, w/shop manual, maroon & grey
97000 miles Cheryl 543 4590 AH Byson Street Hospital Canterbury

Ser V/A S/S no reg or RWC white, red int, 87000 miles, offers around \$1000 S Taylor 568 7478

'54 Mk S/S 81000 gen miles, green & silver reg. RWC, dent drivers door J White 890 3961

Series' Humber parts - 1965 RHF Doors x 2, R Door x 1, Boot Lids x 2, F & B Passenger Doors,
1964 RHF Doors x 2, R Door x 1, Boot Lids x 2. Also 2 diffs 62-63, 7 frontends, 3 heads,
ex/manifolds, t/shafts and 2 bonnets. Bill Holmes 052 57 1067

'63 S/Snipe grey/white unused past 12 years suit parts. \$150

'65 S/Snipe dark green was reg to Sept 89 slight damage and rust, motor good \$500
M Castle 859 6299 (Nth Balwyn)

'60 Ser 2 S/S Black, red interior reg Aug 90 RWC new radials \$3,500 B White 059 896288
Main Ridge

'62 Hawk auto 81000 miles 2 owners good cond, new tyres, open to offers L Sillard
BH 059 75 6666, AH 03 787 1030

'65 Vogue auto Reg Jan 91, RWC good body 2 tone blue \$2500 Mrs N Paxton 795 6173 Noble Park RK

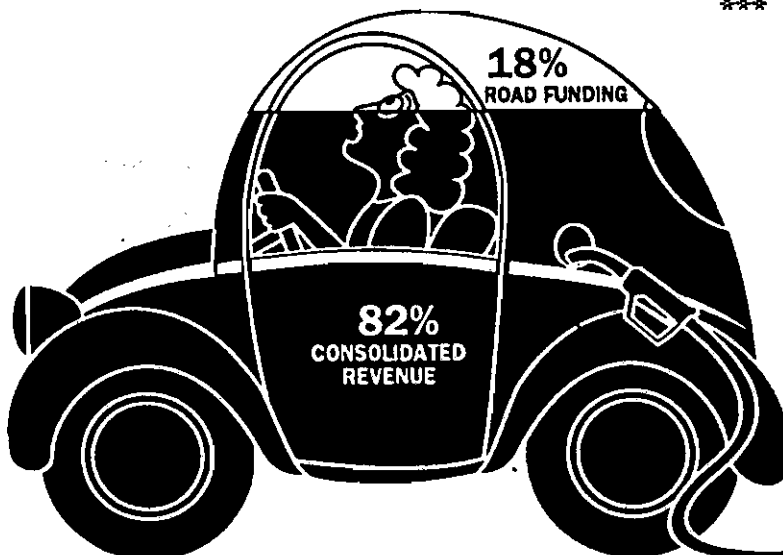
Brand new 53-56 Hawk Grill, never fitted, offers, Mr. Story 555 4517 Moorabbin RK

SER VA S/S P/ST No reg fair cond black, red interior, small rust, tyres OK \$600 neg
Tony AH 562 9042

SER IV S/S Auto reg May 90 cannot be faulted in any way \$3000 B Tauridsky 889 4866

SER 3 S/S Estate Car, no reg for some years, has rust, thinks it still runs, offers, also
'58 Hawk Estate Car, no reg for 12 years, poor cond lots of spares S Graham 054 28 5106
Monegetta

SER 5 S/S No reg, black, red interior P/St, has some rust \$800 ONO Katherine 419 3930
Langwarrin



WHERE OUR PETROL TAXES GO

What the Federal Government gets: 29.8 cents a litre.
What the Government gives to roads: 5.5 cents a litre.

The general manager of the RACV, Mr Ian Russell, said if motorists paid 61.3 cents a litre for petrol, 34.2 cents of this was tax of which only 5.5 cents was allocated for road repairs.

He said that in 1914, when the then Prime Minister, Mr Earle Page, introduced the petrol tax, it all went towards road maintenance.

The Sunday Age. 14 January 1990

CONTRIBUTED BY JOAN HOLMES



PHOTO: Mike Dugdale

By Ann-Marie Kqvacs

CLASSIC car enthusiast, Kevin Megee, above, has fulfilled a dream.

The South Geelong mechanic took his immaculate 1965 Humber Supersnipe to Deepdene in Melbourne recently and it was named 1989 champion of champions and outright winner of the Humber Car Club of Victoria's annual Concourse D'Elegance.

After two years of constant restoration of the series five model, Mr Megee is justifiably proud of the champion of champions award.

"When I first bought it 3½ years ago, the rust had

eaten holes in the panels, oil was leaking out of it and it had badly scratched paintwork from the front to the tail before I started working on it," he said.

The smoke-green six-cylinder automatic took the outright award at the concourse, which was decided by four judges.

They spent more than three hours scrutinising every square centimetre of the cars entered. A speck of dust, a small scratch or anything not authentic can affect their decision.

Mr Megee said concourse entries had to look, feel and

smell as if they were fresh from the factory floor — and his sleek Humber certainly passes the test.

The blackwood panels, Axminster carpets, leatherette upholstery and fully restored engine are kept impeccably clean by the 42-year-old garage owner. You could eat off the bonnet.

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

He bought the Humber in 1986 for \$700 from a Newtown family that originally

got it from a Mercer Street dealer in 1965.

An endless supply of elbow grease and more than \$5000 in original parts have made the car priceless, according to Mr Megee.

"You just can't put value on a car like this," he said.

"I salvaged parts off about 10 other Humber spread around Victoria. Everything's authentic, made by Lucas in England, right down to the hose clips."

Mr Megee is looking forward to taking the car to Cowra, New South Wales, for the national championships in April.

A humdinger!

GE-WY LEATHER DRESSING We own quite a few older cars with hard sunburnt leather. The Aussie sun is not kind on car interiors. We have seen temperatures in our cars parked in the sun as high as 70°C or about 140°F (and that was at Melbourne Airport parking lot with a 42°C shade temp). In the warmer parts of Australia it will go even hotter. We've seen what plastic does by looking at cracked dash panels and the inside rear vinyl seat top will virtually disappear. Leather whilst it will harden in the heat, it can be restored by this all Australian product. We have tried many "Californian Wonder" leather treatments spending up to \$10 for a spray on pack that soaks in and does nothing! Recently we spoke to Colin Randall who is Manager/Director of Sales for Ge-Wy products of Singleton NSW. Their product has been on the market since 1945. It has been used extensively by horse, harness and saddle people as well as the Army for waterproofing boots, even a courthouse in NSW that keeps their leather seating soft and comfortable.

George Wyatt was the inventor of this treatment for leather. He had noted that the imported English leather dressings were not suitable to the Australian conditions and he started research in 1928 to find a remedy to prevent leather becoming hard and brittle. Fourteen years of patient work ensued in his test laboratory, and at the end of World War II his product was ready for the market. It comes in a can and is a natural product, it is non toxic, it won't affect cotton stitching, it has a low acid content and gives good penetration. We did a trial test using a 90 gram tin or can on a 1963 Lincoln convertible seat. After years of use parked in the sun the metallic blue leather was hard, stressed and very uncomfortable to sit on. Although stress cracked the hide wasn't broken, we used most of one can rubbing it into the seat and back section over a period of 10 days. During that time the leather began to soften. After a month or so its hard to imagine its the same seat.

The drivers side is smooth and soft, the untreated passenger side is still like a concrete slab. One 90 gram can would be sufficient to treat the average bench seat. GE-WY are offering a special introductory offer of a 90 gram can for \$4 which includes postage anywhere in Australia.

~ We'd suggest you buy a can and put it through your tests. Use it on your boots (inside and out for waterproofing). The camera case, hand bags or the gun holster! It won't hurt your hands. It also has an indefinite shelf life. Cans come in 90, 220, 430, 840 grams as well as 1.5kg or 3.45kg. Trade and club enquiries are welcome, and bulk orders can be attended to. For details phone Jon, Jenny or Andrew at GE-WY PRODUCTS on a local call (008) 024039 or write GE-WY, PMB 16, Singleton NSW 2330 or FAX (065) 724763.

The Rootes Humbers:

ORIGINAL AUTHOR RICHARD LANGWORTH. U.S.A.
CONTRIBUTED BY IAN FOREMAN

In the 'collector car' world, Humber was a non-starter. Or at best a non-finisher. Those who include a Super Snipe, Pullman or Imperial in their stables are regarded as eccentrics—deviants. The big Rootes Humbers deserve better. The writer's experience is firsthand. While in no way sporting, Humbers are beautifully built with superb materials, and their engines are virtually bulletproof. There's still a place, as William Boddy wrote when testing one, for cars 'with interiors remindful of clubland'—burled walnut veneers and Connolly hides, West of England cloth and Wilton carpet', at least in my garage.

The first Humber motorcar appeared in 1898, an outgrowth of Thomas Humber's bicycle firm in Beeston, Notts. Humber cars were built both at Beeston and in Coventry until 1908, when the Coventry works took on the entire assignment.

Humber were successful competitors from the very beginnings of the motor industry. In 1903, for example, a 20hp Humber Four had the legs of the Coventry Daimlers at Phoenix Park, Castlewelland and Killorglin, Ireland. Humber 2.0-, 2.4- and 3.5-litre cars were class champions in the 1905 racing season. The 3.3-litre Beeston Humber of T. C. Pullinger and the Coventry Humber 3.3 of Louis Coatalen finished fifth and sixth respectively in the 1906 TT.

From 1912 on into the twenties, Fred Tuck's great competition Humbers were among the cars to beat at hillclimbs and at Brooklands. Lionel Martin, the big, bluff, ruddy-faced hillclimb and sprint driver, who built a generation of 1½-litre Aston Martins, entered a 1.7-litre Humber in the 1933 Alpine Trial. He and Mrs Martin came home sixth in the 1501–2000cc class, bested only by Adlers, Alfas and a solitary Opel.

In the marketplace, of course, Humbers were aimed at the 'upward-mobile' owner who wanted a large and luxurious car, more exclusive than a mere jumbo Austin. Rootes, who acquired Humber in 1929, consistently focused on this goal. As late as 1950, for example, a Humber Super Snipe was the largest British luxury car one could buy for less than £1000. Humbers always represented good value for money.

Through the thirties the Humber line grew more uniform. The four-cylinder cars disappeared after 1936, Rootes having taken the decision to leave their market to Hillman. By 1938 the entire Humber range had independent front suspension. Hydraulic brakes arrived on the 16 and 21hp models of 1939, which year also saw the first Super Snipe. Despite a model name that proved the butt of many a joke, the Super Snipe was a worthy car which extended Humber's reputation for value. It carried the big 4.1-litre six on a compact chassis, and it sold for under £400.

During the war, Humbers served His Majesty's forces with distinction, and impressed many a serviceman with their rugged, bulldog qualities under the worst possible conditions. Super Snipe

tourers often accompanied Field Marshal Montgomery; the most famous of these, nicknamed 'Old Faithful', was preserved after the war and used on ceremonial occasions. Another Humber, which Monty called 'the Victory Car', took part in the invasion of Europe, and appeared in Army manoeuvres as late as 1951. Some Super Snipes were fitted with special wooden estate bodies; occasionally, their fabric roofs were peeled back to house bulky wireless equipment.

The Coventry works also produced specialized military vehicles, including 'ironside' saloons made of austenitic steel, which often carried members of the Royal Family or the Churchill cabinet. Sir Winston himself was photographed on inspection tours at home or abroad in open Humbers. Rugged four-wheel-drive Humbers were built as Army utility cars. Humber Pullman limousines, constructed by the Rootes' Thrupp & Maberly coachworks in London, were supplied to the US Army under what Churchill called 'reversed Lend-Lease'.

After the war, Humber revived its four-cylinder range by borrowing the 1944cc side-valve engine from the pre-war Hillman 14; also taken from Hillman was the model name 'Hawk'. This car shared its styling with the postwar Snipe and Super Snipe; its purpose was to offer Humber size and quality at a lower price. Through 1948, Hawks produced 56bhp at 3800rpm, with transverse leaf spring ifs and a live axle with semi-elliptical leaf springs at the rear. The Mark II of 1947–48 was the same package, except that its gearchange was moved from the floor to the steering column. This was no doubt influenced by American practice, and received mixed reviews in Britain. To Rootes credit, the column change was precise and easy to snick from gear to gear; the company stayed with it into the 1960s.

The Mark III Humber Hawk, announced in October 1948 for the 1949 model year, was completely redesigned with help from the Loewy organization. Its status as an up-market Hillman was apparent, as the smooth, envelope body style was very close in design to the smaller Hillman Minx. Unlike the latter, however, Humber retained a separate chassis frame and the side-valve 1944cc engine. (Clare Hodgman later gave it a more 'important' vertical radiator grille.) The Hawk progressed through a Mark VI model from 1949 into 1957, adopting a more prominent grille with the Mark IV and Snipe-type flanking grilles with the Mark V.

Up market, the Humber range comprised both Snipe and Super Snipe, with 2.7 and 4.1-litre side-valve sixes respectively for the model years through 1948. These were pleasant-looking cars reminiscent of pre-war transatlantic styling practices. A standard, round-tail saloon and a more traditional, square-cut sports saloon were offered.

The postwar carriage trade saw both Pullman and Imperial models, the latter appearing with the Mark II Pullman in 1948. While Pullmans were outright limousines—with division windows to separate the chauffeur's compartment—Imperials were owner-driver cars, accommodating seven passengers and without a division window. The Pullman Mark III, and its stablemate the Imperial Mark II, were the last of this line, both being dropped after 1954.

While they lasted, these big Humbers won the approval of a distinguished clientele—all the way to the top. The Royal Appointment was earned by Humber after the company produced a string of cars for various Royal Tours. The first of these were two landaulettes by Thrupp and Maberly for the government of Southern Rhodesia. For the Royal Tour of Australia and New Zealand in 1948, Humber supplied no fewer than 24 cars: three landaulettes, two fully open touring cabriolets, ten Pullman limousines and nine Super Snipes.

The Pullman was the first big Humber to be restyled. Striving for yet more of a transatlantic look, Sir William Rootes declared the traditional upright radiator parvenu, and Loewy combined with Ryton to conjure up a sort of modernized 1947 Hudson. This became the Mark II Pullman of 1948, styling shared by the new Imperial. The front wings were widely separated from a long, narrow, curved bonnet, the latter swept forward and down to meet a sawn-off grille, all traces of the traditional radiator were eliminated, and flanking grilles with horizontal bars were built into the wing aprons on either side. This facelift would distinguish more and more Humbers. For 1950, the Super Snipe received the treatment, and the 1951 Hawk Mark IV was likewise altered.

For the 1953 Super Snipe, the chassis layout and pressed-body style of the concurrent Hawk was adopted. Henceforth both Snipe and Hawk shared these components, though there were significant differences in wheelbase and front/rear sheet metal on some models.

It was the Mark II Super Snipe, introduced in late 1948, that recaptured a bit of Humber's long-forgotten sporting pretensions, so we should perhaps look at this car in particular.

'There is an appeal about the masterful progress of a big car which handles well,' wrote *The Autocar* in its March 1949 road test. The Super Snipe, the editors continued, was 'a full-size six-seater of impressive and handsome appearance . . . very largely a top gear car, though running on a final-drive ratio of almost exactly 4 to 1, which gives it effortless cruising in the 70mph-plus region . . . Lateral stability for fast cornering is extremely satisfactory and there is a good sense of balance . . . very fine average speed performances can be achieved without the driver feeling that he is making a special effort and without his becoming unusually tired over long distances . . . the steering column gear change is one of the very best of its kind. [Changes are] light and the driver does not find himself in doubt.'

This was strong praise for a car which weighed 3800lb at the kerb and relied on a very understressed engine which produced only 100bhp. Overall, the Humber performed impressively: from rest through the gears to 60 took 22.7 seconds, which was not bad under the circumstances. The Super Snipe had an 80mph capability; driving to its limits was encouraged by upright seats and a properly angled steering wheel. The seats were firm, upholstered in quality, pleated leather. Could this large luxury car succeed in a rally? Two Dutchmen decided to find out.

With encouragement and help from Norman Garrad's competition department, Holland's Maurice Gatsonides and K. S. Barendegt entered a Mark II Super Snipe in the 1950 Monte Carlo Rally. (This was the year, the reader may remember, that the Sunbeam-Talbots won a prize for being intact—if not victorious—at the finish, and when Hillman won its class.) A second Humber, entered by Willment-Saville from Glasgow, was also started, but did not finish. Gatsonides/Barendegt started with 90 other cars from Monte Carlo, following a route up to Grenoble, Berne and Strasbourg, across to Amsterdam, and back to the Riviera via Brussels, Paris and Lyons.

It was typical 'Monte', the weather doing its level worst. Snow began falling south of Paris and was six inches deep at Lyons. Only five cars finished the course without marks: a 1939 Hotchkiss, a trio of Simcas and the Dutchmen's Super Snipe. 'Gatso' had driven a splendid rally, despite the bulk and weight of his car.

This event was covered in Chapter 4, but for Humber's sake might be remembered again. What it came down to was a battle between the Humber, Hotchkiss and Simcas, for only mark-less cars were eligible to compete in the regularity and speed tests at Monte Carlo. Here the Hotchkiss overwhelmed the big Humber, but the latter finished well up on the three Simcas, second overall. It was a moral victory for Rootes. Not only did they win Barclay's Bank Cup for the best British performance—they proved that the Super Snipe would do what *The Autocar* had suggested. Never again did Humber place this high in an international rally, but the point had been proven. While few Super Snipes were entered, those who drove them were never heard to say their cars weren't up to rough and tumble driving.

A new generation of Humbers began in 1957. Again the Loewy people had been busy: the 1957 Hawk was very American in style. The now-monocoque body featured wrap-around windscreen and backlight, hooded headlamps, a large, chrome grille and was very often finished in duotone. (An *Autocar* reader noted that had Humber chamfered the upper corners of the grille they might have retained the former Hawk's distinctive 'face', and protested the hooded headlamps as 'American fripperies'.) The Hawk's original 1944cc engine had been enlarged to 2267cc in 1950 and converted to overhead valves in 1954. In this form it would remain through the Hawk's lifetime, which spanned five series of cars through 1967. Hawks, and the new Snipes that followed, were offered as estate wagons or saloons, the latter with optional division windows, which made them 'touring limousines'.

A more impressive car was the new Super Snipe, which emerged in early 1958, sharing the Hawk's unit body-chassis and 110in wheelbase. Though this was a smaller car dimensionally than its predecessors, there was far more room inside. Unfortunately, the new Snipe was fitted with a gaudy egg-crate grille, by which Rootes hoped to set it apart from the Hawk, and this made it fairly clumsy looking.

One suspects that the design problem stemmed from attempts to copy Detroit. The 1958 Super Snipe, with its duotoned body sides, resembled a 1955 Dodge; the Mark II Snipe of 1960 had moved up to the colour flash styling of the 1957 Dodge. If Rootes were keying their designs to Detroit's, the problem was that the latter were always three years ahead of what they were currently showing.

On the inside, though, the Super Snipe was a gem. Fine burl walnut veneers covered the fascia, door fillets and rear-compartment picnic tables. Buyers had their choice of West of England cloth or hide upholstery, and the carpeting was best-quality wool.

The Super Snipe (but not the Hawk) was exported to America beginning in 1959, and there it was viewed with quite some enthusiasm by the motoring press. Unlike anything they'd seen from the home country, the Super Snipe was in Yankee parlance 'a compact luxury car'.

Here too, of course, was its marketing difficulty. In America Humber was forced to compete in size and performance with the 'stripped' six-cylinder models of the Big Three—but in price with the higher priced V8 Buicks and Chryslers. It came into the US market at \$3995, but quickly rose to \$4295 in 1962 and close to \$5000 two years later. The only extras offered were a radio (about \$100), separate, reclining front seats (\$160) and air-conditioning (\$295). Initially the Mark II had been available with four-speed manual transmission and with overdrive on the top two gears; but this wasn't chosen by many buyers and with the Series III for 1961, automatic became standard.

'In the light of cold sales figures,' *Road & Track* commented, 'if sheer numerical superiority is the criterion of success, the Humber hasn't made it.' Very few Americans bought Super Snipes. The ones who did were perhaps yearning for the English way of life, for certainly there was here an interior to rival the smoking room at Whites or Boodles. Humber buyers were not concerned with performance—the engine was no larger than the basic Studebaker Lark's, and the performance worse—but what they did appreciate was quality, and this the Super Snipe bespoke in a way American cars hadn't for a generation.

The heart of the Super Snipe—and what set it in a class apart from the Hawk—was its beautifully built, reliable and utterly smooth six-cylinder engine—initially 2651cc, but enlarged to 3 litres through a bore increase on the Series II. Designed for Rootes by Armstrong Siddeley, the big cast-iron unit looked like a 5-litre straight eight under the bonnet. A sophisticated, modern design, it featured hemispherical combustion chambers with opposed valves—inlets on the right, exhausts on the left—operated by pushrods and rockers from a side-mounted camshaft. The Series II, offered for the 1960 model year, switched from Stromberg to Zenith carburation in going up to 3 litres: horsepower was raised from 105 to 121, and torque shot up nearly 20 per cent to 162lb. ft. These changes improved mid-range performance—the Humber was already capable of silent cruising at 80, but it never was a jackrab bit off the line in any of its various manifestations.

The Series II also saw disc front brakes used for the first time—an important improvement. With the 1961–62 Series III there came improved styling: the egg-crate grille was dropped in favour of slim horizontal bars, wrapped completely around the front end. Bizarre duotone schemes ended. The Series IV (1963–64) offered marginally more horsepower and detail refinements. And it was with these big, easy revving 3-litre Humbers that Rootes again sent the marque into competition—in the roughest of all rallies: the East African Safari.

The Safari first organized in 1953, is one of the few non-European rallies to have achieved international distinction. High speeds (50mph average) were required on a route that was more rough track than road, passing through the wildest jungle and mountain terrain in Kenya, Uganda and Tanzania. The Safari lasts 90 hours, with only a 6-8 hour break, so drivers are constantly threatened by fatigue.

The organizers specified showroom stock cars, which made the Safari ideal for seeing exactly what the basic production motorcar could take. Initially, classes were based on price, but this mainly encouraged manufacturers to bring in 'Q-ships' at unreasonably low prices. In 1960 the price classifications were eliminated in favour of international displacement classes. This, possibly, is what tempted Rootes to field several teams of Humbers. Hillman Huskys and Sunbeam Rapiers were also entered regularly.

None of the Rootes Group entries ever made Safari results lists during their first two years of activity—1959 and 1960. This has more to do with team planning than the quality of the cars which, as they'd prove in Europe, could take a lot of punishment. Rootes had insisted on using mixed teams of locals and UK drivers, but these were never successful. In 1961 four Super Snipes were entered with largely local teams—and it made a difference.

The marathon spanned 3300 miles from Nairobi via a backwoods route to Dar es Salaam and Mombasa, then back to Nairobi for the break. Leg two was to Kampala, Uganda, then back to Nairobi by a different route. Seventy-seven cars started, on what was laughingly called 'The Great North Road'. Immediately some were lost to the errant zebra, hartebeeste or hyena. The first Snipe gave up outside Dar es Salaam with a broken stub axle. Another Snipe was demolished by a 'ngombe' (cow), finishing Humber hopes for a team prize.

Happily, the team of Lee Talbot (a Canadian zoologist doing work in Kenya) and a local named Iqbal managed to avoid the dangers.

By the rest stop at Kampala their big Series II was fourth overall, trailing a pair of works Mercedes 220SEs and a brilliant ladies' team of Anne Hall and Lucille Cardwell just 30 seconds ahead in a Ford Zephyr. That was the way they finished, despite an exciting downhill return to Nairobi. The Humber caught the Zephyr on elapsed time in the final minutes, but the ladies had bested Talbot/Iqbal in the special stages, just taking third place. It was a car-breaking ordeal, and out of 38 finishers, Humber was number four.

Lee Talbot lived to fight again in 1962. He was running first in class and seventh overall with a Series III Super Snipe as late as Kampala—the far point on the second leg out of Nairobi. But his unprotected sump was holed, and he retired with his engine seized solid!

Rootes and Humber had lost the discretionary income which permitted such jungle antics by 1964, but there was enough in the pot to permit one more permutation of big Humbers. For the 1965–67 model years, the body was completely redesigned above the waist-line, resulting in the Series IV Hawk, the Series V Super Snipe and a revived Imperial.

Considering that they were dealing with an eight-year-old body, Ryton engineers were quite successful in bringing the Humber up to date. The new roofline was much thinner, rising cleanly from a taller but less 'wrapped' windscreen, raked back towards the bootlid using a flatter, larger backlight. The side windows were likewise enlarged, while quarter lights at each corner were retained—at the rear they were mounted separately behind the rear doors. The result was an enormous increase in daylight and visibility—and a Humber body that would live for another three years.

Mechanically, engine horsepower and torque were up slightly by the use of a new manifold with twin Zenith-Stromberg carburettors, power steering became standard and a rear anti-roll bar was fitted to the saloon models. As before, estate cars and division limousines had been offered on both Hawk and Snipe lines. Twin carbs gave the Super Snipe a bit more urge. The 0–60 sprint with automatic took about 16 seconds.

Assembled in London by Thrupp & Maberly, the Imperial was a sort of custom-built ultra-Snipe. Everything Ryton could think of, and find a way to bolt on, was there. Automatic was standard, as were Armstrong Selectaride adjustable rear shock absorbers. Rear passengers faced the usual burlled walnut picnic tables, with ashtrays and lighters imbedded in walnut panels on the door armrests.

Hinged assist straps were mounted over the doors, and universally jointed reading lamps, which switched on when moved from their rest position, provided illumination for the rear passengers. The rear carpet—itsself of better quality than most homes—was covered with a deep-pile nylon rug, and there was a separate heating system for the rear seat area. A two-band radio with front and rear speakers, headlamp flashers, fresh-air vents, a dozen-odd courtesy and warning lights, heater-demister, choke and low fuel warning lights were all standard. About the only options a buyer had were seatbelts, whitewall tyres, air-conditioning and either cloth or leather upholstery. (A limousine with division window was also offered, done in leather up front and cloth in the rear.) But sales were not high, and after 1967 these impressive Humbers were gone for good.

Not that Rootes gave up on them willingly. In 1965, just after the new models with their modern superstructures had appeared, the Vehicle Development Department began work on a V8. The Hawk/Snipe engine bay, of course, offered plenty of room, so a Tiger-type shoehorning was unnecessary.

Because of their growing relationship with Chrysler, Rootes naturally looked towards Highland Park rather than Dearborn for the engine, which was initially slated to be the Plymouth 318 (5.1-litre) V8. This unit had originally appeared on the 1957 Plymouth Fury, in which form it delivered 290bhp. Its immediate predecessor, the 1956 Fury 303 V8, had powered that car to 145mph with special gearing at Daytona Beach, Florida. Off the showroom floor the 1957 318 was capable of 120mph and 0-60 sprints in the eight-second range—in a car fully as heavy, but more streamlined, than the Super Snipe.

In the form tested on the first prototype (labelled SC1 for 'Snipe-Chrysler'), the 318 developed 250bhp at 4400rpm with a single four-choke carburettor; this was bolted to a three-speed manual gearbox connected to a Salisbury rear axle, its ratio higher than the Super Snipe's. Little modification was required for the conversion, aside from relocating engine mounts and grafting Snipe hubs onto the Chrysler halfshafts.

According to Mike Taylor, who reported on a surviving prototype in *Autocar* during 1980, SC1 cruised the MIRA test track at 115mph and had a top speed of 125. This was perhaps more than the Snipe buyer needed, and fuel consumption was dreadful. A Plymouth 273 V8 (4.5 litres) was then tried, using a four-choke carb and developing 196bhp at 5000rpm. This gave a top speed of 118mph. When the four-choke was replaced with a two-choke version, however, bhp dropped to 150 at 4400rpm and top speed to just 104.

This was little better than the six-cylinder Snipe's 100mph, though substantially improved acceleration (0-60 in 12 seconds instead of 16). Taylor's research indicates that up to six preproduction 273s were run off.

V8 developments were cut short, however, when Chrysler acquired majority control of Rootes in 1967. The decision was then made not only to abandon the quest for V8 power, but to drop the big Humbers entirely. Despite their recent facelift, the cars were due for a thorough redesign by that time, and management felt the Snipe simply did not warrant the expenditure.

It would seem that a new body should have taken precedence to a V8 engine. The 3-litre six was still very understressed in Series V form, and more performance could have been wrung out of it. On the other hand, the expenses of an engine swap were as nothing compared to the cost of a new body, and it was this—rather than incidental nits like fuel consumption—that condemned the V8 project. Taylor noted that Humber's rival Rover equipped the P5 with an American V8 in late 1967. Though this enhanced the P5's reputation, it did not, in retrospect, do much for sales. Smoothness and refinement were what the Humber or Rover buyer wanted from an engine, and this the sixes already offered.

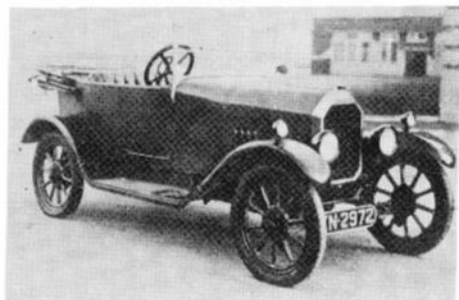
The marque carried on, however. In 1963 Humber had introduced a smaller model, the Sceptre—essentially a tarted up Hillman Super Minx. In 1967 the Sceptre acquired the Hunter body-shell, and remained in production as such until 1976. But Sceptres were not really Humbers in the traditional sense. It was a sad way to say goodbye to a marque which, if not one of the great ones, had always stood for quality and value.

Contemporary collector tastes render the Vanden Plas 3-litre and Rover P5 far more sought-after than the Humber Super Snipe and Imperial. This seems to involve body styling. Collector market prices for Vanden Plas models are gamey and high pitched; Rover P5s are in the same league. A Humber Super Snipe and even an Imperial cost half as much in comparable condition. It is significant that both Vanden Plas and Rover stuck to traditional styling approaches, with big, four-square radiator grilles. Rootes 'went Detroit' with its Humbers. Had the Super Snipe early on acquired a traditional front end, it would be far more sought after today.

On the plus side, the Super Snipe and Imperial are two of the more affordable luxury cars on the collector market, offering refinement and luxury that is difficult, if not impossible, to duplicate for the price.

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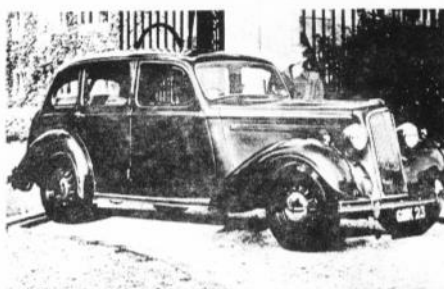
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- Full No Claim Rating transferable from any other insurance Company
- Competitive Premiums
- Personal Contact and Service
- One Policy for all your Classic Cars

GENERAL BUSINESS — We are also very competitive in all types of Insurance cover from domestic to business, and can assist with all matters without obligation.

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