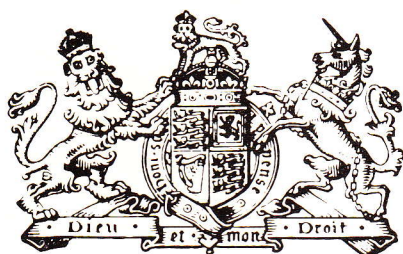


July 1983

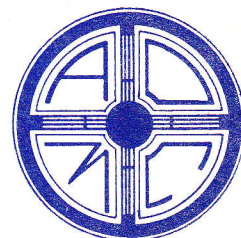
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

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

COMMITTEE 1983/1984

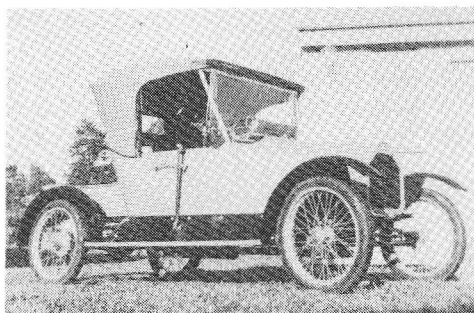
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|------------------------|--------------------|---------------|
| PRESIDENT | Lloyd Hughes | 877 3208 |
| VICE PRESIDENT | Bill Holmes | 397 7836 |
| SECRETARY | Margaret Willimott | 435 6354 |
| ASST. SECRETARY | Keith Willimott | 435 6354 |
| TREASURER | Peter Shelden | 818 5829 |
| SOCIAL SECRETARY | April Beardsmore | 762 4180 |
| ASST. SOCIAL SECRETARY | Brian Beardsmore | 762 4180 |
| EDITOR | Jack Waring | 725 9884 |
| ASST. EDITOR | Barry Bosnich | 460 4505 |
| TECHNICAL OFFICER | Tom McAlpine | (051) 27 4755 |
| LIBRARIAN | Paul Carter | 568 8437 |

SOCIAL CALENDAR 1983

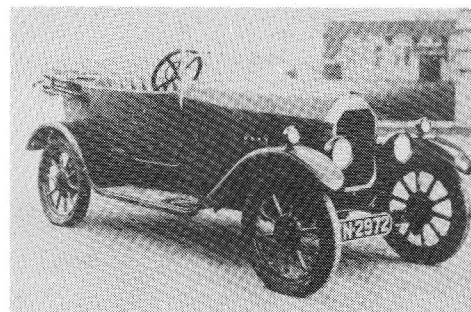
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|-------------------|---|---------------------|--|
| March 25th | General Meeting | July 22nd | General Meeting |
| March 27th | M.G. Concours | August 14th | Talhoff Restaurant, Warburton. |
| April 25th | Anzac Day March | August 26th | General Meeting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

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

INTERESTING EARLY HUMBERS

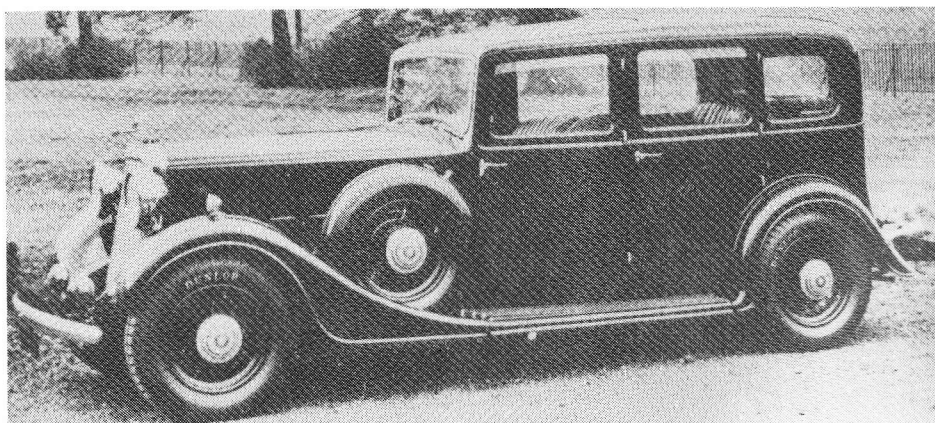


1912 HUMBERETTE
4 cylinder
side valve



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

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



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

PRESIDENT'S REPORT

Sorry I missed the June meeting as I had to man our firm's stand at Expo N.T. in Darwin that night. It was wonderful to meet our Darwin member Jim Yates and his wife whilst there.

Jim informed me he recently sold his Series VA but has retained his Series III which is his daily commuting car. He also has a Mark II Super Snipe which is currently being restored near Melbourne and will be painted the same colour as his Lindorff's Mark III.

I was invited to dinner at Jim and Margaret's where I met Jim's brother Robin and his wife Bernice. They are keeping three old Mark II cars as spare cars for Jim on their farm at Cohuna. Surprise of the evening was meeting Ken and Lynne Grauss who had bought the Yates' Series VA and have now joined our club.

After buying the car they drove down to Lynne's home town in the N.S.W. Riverina, where they got married, then on to Melbourne, returning via Newcastle where Ken's folks live. Unfortunately as they approached Charters Towers going back through Queensland the engine became very noisy and they had to be towed into town.

It turned out that a big end bearing failed and now the crankshaft has to be reground. Ken and Lynne are still happy with the car and say it is nothing anyone could have foreseen - apparently the metal in the bearing crystallized. When I left Darwin at the end of June the car was still in Charters Towers but it's in the hands of a good mechanic who let Ken do some dismantling to save costs.

Jim Yates also told me a little more about the 1938 Humber Snipe which is available free in Perth. I hope two photographs of it can be reproduced hereunder. Apparently it is complete with radiator, grille, front wheels, etc. It would cost about \$250 to freight it to Melbourne. Still trying to get exact address of this car.

Many thanks to the Yates for their terrific hospitality. Hoping to see you all at our next meeting on Friday 22nd.

LLOYD HUGHES

* * * * *

OBITUARY

BAKER, A.E. (Bill) : on June 30th

We record with regret the sudden death at the Austin Hospital on June 30th of one of our senior members, Bill Baker.

Bill had been a member of H.C.C.V. since its very early days and he will be sadly missed at meetings.

We extend our sympathy to his wife, Sylvia and all the family.

* * * * *

MINUTES OF GENERAL MEETING HELD ON FRIDAY JUNE 24TH, 1983 AT DEEPOENE HALL

In the absence of the President, Vice-President Bill Holmes opened the meeting at 8.25 p.m. and welcomed the 20 members present, also new member Paul Lucas, Series II Vogue, and 2 visitors.

Apologies were received from Lloyd Hughes, Jack Dudley, George Philpott, Peter Shelden, April and Brian Beardsmore, Harold and Adelaide Underwood, Nancy Kennedy, Ron Shewan.

Minutes of the last meeting were read and passed. Moved by Syd Humphries, seconded Jack Lhuede.

Business arising from minutes: The chairman announced that the bank error had been cleared up and the balance was now correct.

Des Judd reported that the Chevrolet Car Club had accepted an invitation to attend the Talhoff restaurant outing on Sunday August 14th. Des suggested that we meet at 10.30 a.m. at the Eastland Shopping Centre Car Park.

CORRESPONDENCE - IN

Newsletters from Rover Car Club; Austin A40; Humber Club of S.A.; Daimler/Lanchester; N.Z. Club; H.C.C.A.

New membership Applications from John Hosking (Golden Square); Paul Lucas (Mulgrave); Ken Watts (Launceston).

Sub-renewal from Rex Salter (Montrose).

Cars for sale from Joe Cook, Corryong (V.A. Snipe) and Keith Forster, Vintage Traders, Wentworth (1954 Hawk and 2 later ones).

Letter of thanks for get well wishers from Mrs Sylvia Baker.

Humber Car Club of Australia - letter regarding joint club activities.

Letters from J. McKellar, H.C.C.A. regarding Echuca weekend.

Account for \$246 from Malcolm Gordon Graphics for 1,250 newsletter covers.

CORRESPONDENCE - OUT

Membership application forms to Hank Pama (Wodonga), M. Bury (East Coburg), Ian McCorkelle (Golden Square).

Letters to : M.G. Car Club - reply to Concourse circular.

: Humber Club of S.A. - invitation to Vic. Club outings.

: Chev. Car Club - invitation to Talhoff Restaurant outing.

: J. McKellar, Wagga Wagga - circular on Echuca weekend.

LIBRARIAN'S REPORT: Restored Cars, issues No. 52 and 53 have been donated to the club by Barry Bosnich.

TREASURER'S REPORT: Nil.

EDITOR'S REPORT: Jack stated that the new typing arrangement for the magazine was proving satisfactory. Cost of typing was \$2 per page.

REPORT ON COMMITTEE MEETING: (Held on 2.6.83)

Bill Holmes advised members that \$700 from club funds had been placed in a 14 day Savings Investment Account at 11%.

Changes to the Club Constitution which are printed in the June Newsletter are to be voted on at the July meeting. Peter Davenport suggested that the amendment to the clause on F.E.E.S. should read "Club fees be adjusted as and when necessary, to be decided as a normal club procedure and voted at a general meeting". The meeting was in favour of this. Further discussion on constitution changes was held over until next meeting.

Bill also advised the meeting that petty cash for the Secretary (\$30), Editor (\$20) and Social Secretary (\$20) had been passed at the Committee meeting.

GENERAL BUSINESS:

Bob Kennedy thanked members for the bouquet and get well wishes sent to Nancy during her stay in hospital.

Norm Watt informed members of a 1961 Snipe for sale at \$1,900.

After discussion it was decided to tentatively book the Williamstown Primary School and Mrs E Quick Catering Service for the Presentation Dinner on Saturday November 19th.

As few members expressed interest, the Theatre Party on July 10th was to be left for individual members to meet outside the Cinema Centre at 1.30 p.m. to see the film Ghandi.

The Chairman expressed the appreciation of members for the help given by Roy Meggs of Echuca during the steam rally weekend trip. Thanks were also expressed for Roy's donation of a Humber Vogue Workshop manual to the club library.

The meeting closed at 9.25 p.m. after which Mr Malcolm Sterry gave an interesting talk and demonstration on radiator repairs.

* * * * *

SECRETARY'S NOTES:

It is with a note of sadness that I commence this month's secretary's notes. As you will have read elsewhere in the newsletter, we lost a valuable club member on June 30th with the death of Bill Baker whose quiet enthusiasm for club activities will be well remembered.

Bill was partly responsible for drawing up the club constitution and in recent years, had acted as Chairman at the Annual elections. He will be greatly missed. The Club was represented at the funeral service and, on your behalf, expression of sympathy and a floral tribute were forwarded to his wife Sylvia and family.

On a somewhat brighter note, I am pleased to hear that Nancy Kennedy is now recovering at home after her recent stay in hospital. It's time you sat back and took a rest Nancy. I'm sure Bob will be a very good broom and mop wielder!

I had an interesting letter this month from new Tasmanian member, Ken Watts. Ken, whose cars include Morris Minors and a Hillman (but no Humbers as yet), describes himself as a "part-time auto historian" who enjoys writing articles for his club's newsletters. With the research into Humbers being currently undertaken by Barry Bosnich, and Ken's offer of newsletter contributions, I feel sure we can look forward to some very informative club magazines in the future.

Another item I received this month was news of the next National Humber Rally which is being organized by the Queensland Club and will be held at Dubbo, N.S.W. during Easter 1984. I understand arrangements are being made to book accommodation in on-site vans at a local caravan park but I will be writing to Queensland for more information on this and will let you know further as soon as possible. Already three Victorian members have expressed an interest in attending.

The Beardsmore, Holmes, McAlpine and Willmott families attended the last National Rally at Wirrina, near Victor Harbour S.A., and thoroughly enjoyed the trip which included sightseeing and social events as well as the concourse. An account of this event appeared in Restored Cars, No. 53, which contained the second of the "History of Humber" articles. Our Series II Vogue rated a mention and even made it into one of the photographs, although only in the background.

There will be no speaker at the July meeting as it is expected that discussion on the constitution changes may take some time. Please come along with your thoughts on the matter and any alterations that you would like to see made to the proposed amendment. Don't forget these were published in the last newsletter.

As the year is fast slipping by we will need to reach a final decision on date, venue and place for our Annual Presentation Dinner. Tentative arrangements have been made for a smorgasbord type meal at the Williamstown Primary School Hall on Saturday evening, November 19th, which is one week earlier than previously announced.

Looking forward to seeing you on the 22nd.

MARGARET

* * * * *

AUGUST OUTING : SUNDAY AUGUST 14TH

The Chevrolet Club will be joining us for the run to the Talhoff Restaurant at Warburton. Details of this appear in the Social Secretary's report. The meal is a smorgasbord with B.Y.O. drinks and the cost of approximately \$10.00 with $\frac{1}{2}$ price for children seems very reasonable.

We will meet in the car park at the Eastland shopping centre Ringwood (Melway reference MAP 49, H.8) at 10.30 a.m. for the run up.

As it is necessary to notify the restaurant of approximate numbers we will need to have some prior indication of whether you plan to attend.

Classic and Historical Auto Club will be holding a Swap Meeting at Chirnside Park Shopping Centre, Lilydale Sunday 25th August.

* * * * *

SOCIAL SECRETARY'S REPORTECHUCA WEEKEND:

Many thanks to Roy Meggs and his family for doing an excellent job on arranging everything to make it an enjoyable weekend.

There were plenty of things to see and do. The steam rally was really worth seeing, even the billy tea, with fresh scones, jam and cream, that really topped the day off.

TALHOFF RESTAURANT : Herbert Avenue, Warburton East (059) 66 2741

Smorgasbord - August 14th

Adults \$10.00 per head

Children \$ 5.00 per head

If you wish to go please give us an idea on how many would be attending, so we can give the Restaurant plenty of notice.

* * * * *

EDITOR:

The run to Echuca was one to be well remembered by all and most enjoyable we found, and I am sure, that all members who were there will agree.

The showers were to say the least on the cool side but most invigorating and no doubt there were plenty of records broken for shortest time in them, however this was soon remedied the following morning. In all the motel was very good and I would recommend it to anyone. Nice and handy to town centre, if you go that way don't forget "The Settlement Motel".

The steam rally was very good with plenty to see and saw quite a few children getting rides on the steam vehicles, all seemed to be thrilled to bits with it.

The parade of cars was very good, we missed out on not having a "Humber" in it, no doubt we can remedy this the next time.

The meal at the Jy Gee Restaurant was most enjoyable and from what I could see plenty of it and most tasty. In all a good night to a flying start to the weekend.

Whilst on the point of food our thanks must go to Roy and his wife for their supply of the meat - most generous of you both. One word to cook or cooks you did a great job Bill and your helper - you really made the main day go off really well.

Now to the last day when we'll start back and make for home or whatever.

As for myself I enjoyed looking at the boat and museum also the Adelaide being restored. No doubt others found plenty of interests such as the car museum and even the pokies just over the border.

The run home was very good. I did see a few boys on the way home, but do hope that no donations were made to boys in blue.

One last word on the weather - although nippy in the morning, it turned out very pleasant in the afternoon which of course helped make a good weekend and a real break.

Thanks for letter Peter, a most welcome addition to our newsletter and feel some of us will call in when in the district. I myself hope to see you at the Bendigo swap.

Now then other members particularly the country members, let's have a line or two and you could have ideas on things we haven't thought of so don't be bashful, let's hear from you.

JACK

* * * * *

RADIATOR DEMONSTRATION ON CLEANING

A very informative talk on the cleaning of radiators, which are very often overlooked, and it can easily be seen how much trouble can be caused by dirty ones, overheating of engine, too much use of petrol - thus lowering of petrol consumption and money out of pocket and boiling which can lead to cracked head and we all know what that can cost.

The cleaning of radiator is not a bad job when explained:

1. Have radiator out of car, heat and remove top tank.
2. Run water at slow rate in bottom tank, this will keep dirt in tubes soft. Take thin steel about a $\frac{1}{4}$ " wide and above 2" - 3" longer than the core and pull up and down each tube until you can feel steel tapping bottom tank.
3. Having done this clear out bottom tank with hose.

..../7

4. Now clean both face, car and top tank, and tin using gas torch (this gives an even heat now that both faces are tinned allow to cool.
5. Push top tank on to core making sure top tank is down to flange at the join, now paint with flux and run solder along join.
6. Block off outlet at bottom of radiator and fill, don't over fill you should be able to see any leaks on join, there shouldn't be any if you have done the job right.

Now flush out radiator until water is clear.

Using flux on all faces of metal making sure you'll have a good clean surface to work with.

Now if you don't want to do the job yourself, be sure to have done elsewhere. I can tell you the cost is well worth the saving in the long run.

JACK

* * * * *

SILICONE BRAKE FLUID

As many members know, I have just given our Hawk Estate Wagon an extensive overhaul, engine gearbox, steering etc. I decided while overhauling the brake system, to change to silicone fluid which has many advantages over conventional brake fluid. One being that it does not absorb water and so will not cause corrosion in cylinders and calipers particularly if you have cars not being frequently used. It does not deteriorate with age, has good lubricating properties and because it is not hygroscopic, has better temperature stability with a boiling point in excess of 200°C, another advantage is that it does not affect paint work. However, the initial cost of conversion can be fairly expensive for component parts replacements, plus cost of the fluid which is approximately \$20 per litre. There appears to be two schools of thought as to changing brake hoses, the advice I received from Penrite Oil was that it is not necessary to do so provided they are in good condition and have been thoroughly cleaned with methylated spirits and blown through with compressed air. It is essential however to do what all the experts recommend and dismantle and clean all brake cylinders, calipers etc. with methylated spirits then blow them through. Corroded or scored parts should be replaced or in some cases it may be cheaper to have your cylinders resleeved. So far the conversion on the Hawk has proved very satisfactory. Silicone brake fluid is available from a number of sources including Penrite Oil - 3 Cross Street, East Brunswick.

KEITH WILLIMOTT

* * * * *

FOR SALE

1956 Hillman Minx MKVIII
O.H.V. Model. Immaculate condition.
Showing 25,000 miles, believed genuine.
Reg. and R.W.C. \$1,250 - 877 3208

- - - - -

Series VA Snipe. No motor but remainder in quite
good condition. \$90.
Joe Cook, 81 Wheeler Street, Corryong 3707.
Phone (060) 76 9342

- - - - -

Mark IV Hawk 1954. In very good condition except
motor which needs rebuilding. Plus 2 later models,
one with electric overdrive. Price negotiable.
Keith Forster, Vintage Traders, 19 Sandwyck Street,
Wentworth.
Phone (050) 27 3418.

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There is apparently a Humber - Mark IV Snipe available
at old Curinda Post Office, off the Highway about
20 km north of Coffs Harbour. Belongs to an old man
and is now unused. (Sorry no other details)

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LLOYD HUGHES

- - - - -

Series 4. Reg. Feb. 1984, 68,000 miles
2 owners, colour grey, red interior.
Mech. A1. Body fairly good, new tyres.
A top car in its own right, well looked
after and serviced. Could well be the buy
of the year. Owner's will be away in August
so don't delay P.O.A.
Phone A/Hours (059) 75 2434 Morningside.

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WANTED

Anyone has a spare tool kit for a series 5 or 5A
I'm looking for one??
Bob Kennedy 78 95119

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NOTE OF THANKS

During my stay in hospital, visits from club members, the many
get well cards and messages received, contributed more than
anything to my coming home so soon. Cannot describe how I
felt when the lovely flowers arrived from H.C.C.V. - really
good therapy. Most sincere thanks to all for cards, messages,
visits and flowers - numbers make up the club and we've
certainly got a club to be proud of.

NANCY KENNEDY

WITH CHRISTOPHER DE FRAGA

Disc-brakes are not super

DISC BRAKES, popular palliative to all braking troubles can be troublesome in used cars.

Disc brakes require very careful care and attention if they're to do all they should. Neglected brakes are often one of a used car's most noticeable burdens.

Despite efforts to minimise the obvious neglect, some may still lurk unnoticed. And that's the sort which might just bring a disc-brake car undone.

One of the major reasons for fitting disc brakes to the front of most light and medium sized cars has been freedom from brake fade.

You can punish the brake pedal without the worry that once the brakes heat up properly, the braking effort will diminish.

This isn't because the discs don't heat up as much as drums. They do. But the heat is dissipated more easily into the air flow around them. The fluid used in the brake lines has a nice high boiling point to ensure that it can withstand the heat of abuse.

Another reason is discs have comparative freedom from grabbing, an important point with the nose of the car.

It is almost impossible to get identical air flows over each front drum. This is likely to produce uneven braking causing the car to slew to one side.

With discs, the higher running temperatures and better air flow over the hydraulic system's piston housings produces a more even effect.

Our roads rarely suffer the ice and snow common in Europe where disc brakes were more quickly adopted. But wet and loose surfaced roads, to a lesser degree, produce conditions of greatly reduced grip.

So the value of disc brakes applies in Australian conditions. Most car makers recommend special high boiling point fluids

— 500 deg. F. in some cases — for their disc brakes models. The difficulty is that brake fluid is hygroscopic, it attracts water, and the water in the fluid will boil nicely at quite low temperatures.

This produces steam in the hydraulic lines or piston calipers with an effect similar to air in the lines. More pedal pressure won't get a proportional increase in braking.

Brake fluid will absorb minute quantities of water from the air in the reservoir and these build up.

Most brake makers suggest replacement of the fluid every three years or so.

If the used car hasn't had a change, then things might go along very well until an emergency develops, the brakes heat and the fluid can't keep pace.

An E-type Jaguar—with four disc brakes, about the best system—crashed in England off one of their motorways. An examination of the car showed that only one of eight caliper pistons was working and it had slewed the Jaguar off the road.

The rest of the calipers were rusted tight.

Discs are also prone to problems. Because they heat up they can warp. Watch a racing car in the pits when it stops after practice and you'll see the mechanics rocking it back and forth to keep the discs from staying in contact with a single piece of hot brake pad or caliper.

One racing car, during development used a set of discs at

every race; severe overheating due to inadequate dimension warped them beyond repair.

Disc brakes also suffer from lack of use. They can rust. The wearing off of the rust can unevenly wear and heat the disc, promoting warping, or the pads producing uneven wear.

And the uneven effect of the brakes is just the sort of thing to avoid if the car is to keep stopping straight.

Disc braked cars, particularly those with large motors, usually have power boosters to help reduce brake pedal effort for maximum stopping. Just how much, it might be handy to find out, in case a fault develops one day. Pick a clear space with plenty of room, turn off the motor and stop the car. Let it roll a little and stop it again a couple of times. Most cars have a vacuum reserve tank for the power brake, good for at least one stop should the motor fail.

Once this reserve has been exhausted, the real effort necessary will be clear.

If you didn't know how much effort is needed you might think some brakes had failed entirely instead of just the power unit. In an emergency, it is comforting to know they're still there but they need plenty of effort if they're to work.

Some racing drivers prefer to take off the power brake unit so they'll not have it suddenly fail. Without it, it is often easier to brake more sensitively on slippery surfaces, an essential for racing or road safety.

Maximum braking occurs just before the brake locks and it is easy with power assistance to go too far and lock the wheel in an emergency. This locked wheel slides much further than one just turning and applying maximum stopping.

So to make sure the used car with its supposedly excellent brakes can stop, a proper check is a good idea.

GUIDE TO USED CARS

Current Values

The Market is Falling

More and more used cars are being unloaded on to the market at the rate of 11,000 per month, this representing the average number of new vehicles scheduled for arrival each month this year. On top of this one can count over 2,500 used cars advertised in the Saturday's Classified's in either Sydney or Melbourne.

This situation has caused many sellers who want to force an urgent sale to make a bargain appeal at re-

duced prices. Even so, the prices at auction are lower than they have ever been since the War, but the price of new cars and their long delivery date, in some cases, tend to keep the values up.

The market is fairly stable in the lower price group, i.e., cars under £200. The high cost of living today has moved many motorists who could normally afford more, into this restricted range.

HUMBER

| | | | |
|---|-----|---|------|
| 1928— | | | |
| 4 cyl., 9/20 h.p., 102 in. W'base | 50 | 6 cyl., 23.8 h.p., Snipe, 124 in. W'base, Serial No. 25/9,001 | 275 |
| 4 cyl., 14/40 h.p., 116 in. W'base | 65 | 6 cyl., 23.8 h.p., Pullman, 132 in. W'base, Serial No. 25/P9,001 | 300 |
| 6 cyl., 20/55 h.p., 126 in. W'base | 75 | 1936— | |
| 1929— | | 4 cyl., 12 h.p., Chassis Nos. from 12/22,002 | 275 |
| 4 cyl., 9/28 h.p. | 50 | 6 cyl., 26.88 h.p., Snipe, Chassis Nos. from 25/4,001 | 300 |
| 4 cyl., 14/40 h.p., no change | 65 | 6 cyl., 26.88 h.p., Pullman, Chassis Nos. from 25/4,001 | 350 |
| 6 cyl., 16/50 h.p., 122 in. W'base | 75 | 1937— | |
| 6 cyl., 20/65 h.p., 132 in. W'base | 100 | 4 cyl., 12 h.p., Chassis Nos. from 12/24,032 | 285 |
| 1930— | | 6 cyl., 26.88 h.p., Snipe, Chassis Nos. from 25/66,165 | 325 |
| 4 cyl., 9/28 h.p., no change | 75 | 6 cyl., 26.88 h.p., Pullman, Chassis Nos. from 25/P66,165 | 375 |
| 6 cyl., 16/50 h.p., no change | 100 | 1938— | |
| 6 cyl., 23.8 h.p., Snipe, 120 in. W'base, Chassis Nos. from 19,267 | 150 | 6 cyl., 20.9 h.p., Snipe 114 in. W'base, Chassis Nos. from 5,000,500 | 350 |
| 6 cyl., 23.8 h.p., Pullman, 132 in. W'base | 175 | 6 cyl., 26.88 h.p., Snipe Imperial, 124 in. W'base, Chassis Nos. from 6,000,500 | 375 |
| 1931— | | 6 cyl., 26.88 h.p., Pullman, 132 in. W'base, Chassis Nos. from 6,000,500 | 425 |
| 6 cyl., 16/50 h.p., Chassis Nos. from 225,000 | 150 | 6 cyl., 16.95 h.p., Sixteen, 114 in. W'base | 375 |
| 6 cyl., 23.8 h.p., Snipe Chassis Nos. from 26,500 | 175 | 1939— | |
| 6 cyl., 23.8 h.p., Pullman, Chassis Nos. from 26,500 | 200 | 6 cyl., 26.88 h.p., Super Snipe, 114 in. W'base | 400 |
| 1932— | | 6 cyl., 26.88 h.p., Snipe Imperial, 124 in. W'base | 425 |
| 6 cyl., 16/50 h.p., Chassis Nos. from 24,950 | 200 | 6 cyl., 26.88 h.p., Pullman, 132 in. W'base | 500 |
| 6 cyl., 23.8 h.p., Snipe, Chassis Nos. from 29,090 | 225 | 1940— | |
| 6 cyl., 23.8 h.p., Pullman, as above | 225 | 6 cyl., 16.95 h.p., Sixteen, 114 in. W'base | 425 |
| 1933— | | 6 cyl., 20.9 h.p., Snipe, 114 in. W'base | 425 |
| 4 cyl., 12 h.p., 98½ in. W'base, Chassis Nos. from 12/1,001 | 225 | 6 cyl., 26.88 h.p., Super Snipe, 114 in. W'base | 450 |
| 6 cyl., 16/50 h.p., 122½ in. W'base, Chassis Nos. 16/2,000 | 250 | 6 cyl., 26.88 h.p., Snipe Imperial, 124 in. W'base | 475 |
| 6 cyl., 23.8 h.p., Snipe, 122½ in. W'base, Chassis Nos. from 25/1,000 | 250 | 6 cyl., 26.88 h.p., Pullman, 132 in. W'base | 600 |
| 6 cyl., 23.8 h.p., Pullman, as above, 132 in. W'base | 275 | 1946-47— | |
| 1934— | | 6 cyl., 26.8 h.p., Super Snipe, Serial Nos. from 873/ | 800 |
| 4 cyl., 12 h.p., Chassis Nos. from 12/1,701 | 235 | 6 cyl., 26.8 h.p., Pullman, Serial Nos. from 673/ | 1200 |
| 6 cyl., 16/60 h.p., Vogue, Chassis Nos. from 16/4,150 | 250 | 1947-48— | |
| 6 cyl., 23.8 h.p., Snipe, Chassis Nos. from 25/5,150 | 250 | 6 cyl., 26.8 h.p., Super Snipe or Hawk, Nos. from 873/ | 900 |
| 6 cyl., 23.8 h.p., Pullman, Chassis Nos. from 25/P5,150 | 275 | 6 cyl., 26.8 h.p., Pullman, Serial Nos. from 673/ | 1300 |
| 1935— | | 1949-50 | |
| 4 cyl., 12 h.p., 98½ in. W'base, Chassis Nos. from 12/2,001 | 250 | 6 cyl., 26.8 h.p., Super Snipe, Serial Nos. from 873/ | 1150 |
| 6 cyl., 16/60 h.p., Vogue, no change | 275 | 4 cyl., 13.95 h.p., Hawk, Serial Nos. from 580/ | 1050 |

Peter Norman
113 High St.
WEDDERBURN VIC 3518

Dear Sir,

I am in receipt of the latest Newsletter and note that you make mention that you seldom hear from country members. Well here goes!!!!!!!

I am nearing 40, married to Ruth with 4 children (Ages 13-20), I have been interested in Vintage and Older Cars for nearly 20 years. During that time I have been actively involved in local car clubs as well as the V.D.C. I joined the latter in 1964 at that time I was living at Kaniva. I was a foundation member of the Ballarat Vintage Car Club however I am not now a member. In 1967 we moved to Wedderburn. During that year I became a foundation member of the North Central Vintage Car Club and have held many positions within the administration of the Club. I am still an active member.

I have fully restored a 1928 Dodge Standard 6 cyl Tourer. The car took 11 years to restore. A give away purchase price (NOTHING) will indicate the condition of the car when restoration commenced. What has this to do with Humbers you may ask??? Well having restored that Dodge, having driven to many rallies in this region (Our Membership is spread far and wide, sometimes 40-50 miles one way before we start a rally), suffered the cold of a tourer and the slow speed 35/40 M.P.H., thoughts turned to something of character but a little more modern with a cruising speed of around 55/60 that could maybe replace a rusting 1969 HT Holden. During my early days in Wedderburn I could remember seeing an older car in our local garage for repairs. This car having run a bearing was considered too expensive for repair so was taken home by its owner and left. I made enquiries and purchased the car for \$25.00 with a Mark 3 thrown in for spares.

A little about that car. Engine No's and information say that the car is a 1946 Mk1 Humber Super Snipe, however having spoken to others in the Humber Car Club with the same model car some little annoying differences have become apparent. The major differences being:

- 1) The upholstery is according to what I have been informed Westminster Cloth and Leather.
- 2) The Bonnet and Mudguards Aprons are all aluminium.

There are also other slight differences. The car has spent all its life in the one family and they say that car is as purchased new. The car was originally purchased for a funeral parlour, then private use by the principal of the firm, then driven to Wedderburn, running said bearings on the way. The car was taken home and placed in shed. Its owner passed away, leaving the car to his grandson who was killed in a car accident, the car was towed to a scrap heap of farm. Windows were wound up, engine parts placed on back seat and boot. That's how I found it. Missing parts were only one fog driving light, (I was given an identical twin to the one remaining by our local garage. After 6 years the car is now on the road. All restoration work has been done by myself, wife and friends. None of us are professionals so the car is definitely not concours standard. We have now completed close to a 1,000 miles in the car and have enjoyed all trips.

I also own a 1950 Humber Super Snipe Mk2. This car is in total original condition.

I have for sale (give away at the price) an almost complete 1949/50 Mk 1 Super Snipe. Car is very sad and needs LOTS OF TLC. \$60.00 is what I want for it.

Should there be any members who can shed any light on the differences or have any information about my Mk 1 Super Snipe I would be delighted to hear from them.

Any time members maybe passing through Wedderburn and have time to call in Please Do. You will find me at work at the local Post Office or at home which is next door but one to the Caltec Service Station.

Also would anyone have any Hubcaps for a Mk1 Super Snipe as I am looking for a set.

LOOKING FORWARD TO MEETING MEMBERS FROM TIME TO TIME!!!!!!

Peter

HUMBER SPARES



HILLMAN SPARES & REPAIRS BLACKBURN

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

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

Telephone and mail orders most welcome.

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

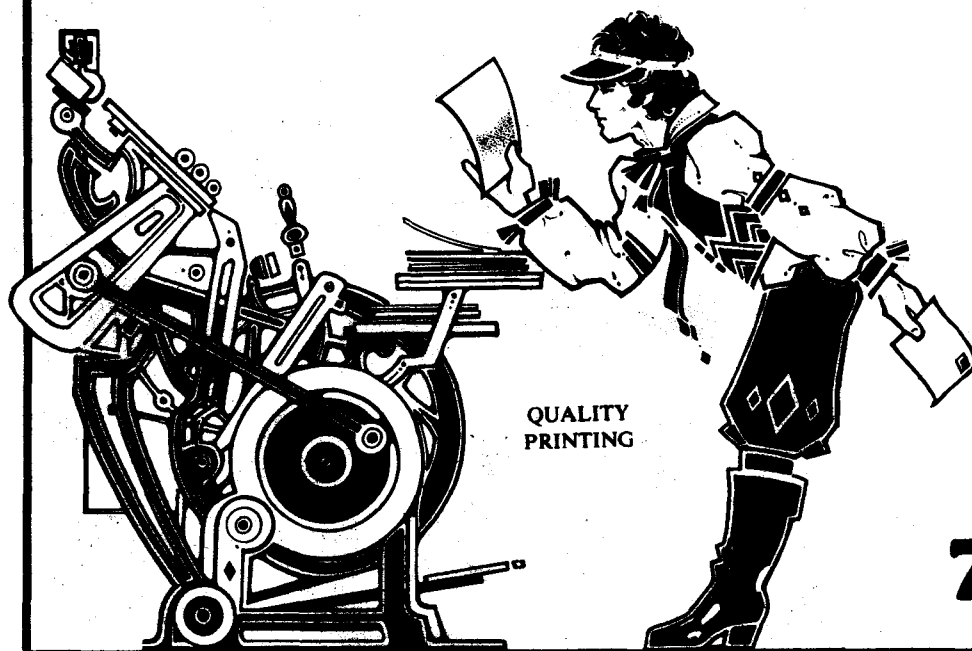
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P.O. BOX 19, BLACKBURN, 3130
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