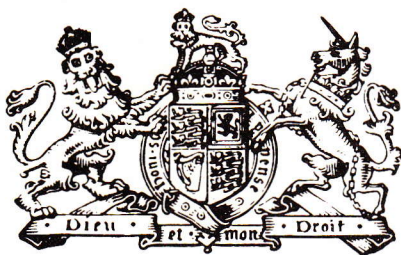


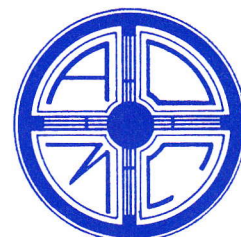
July 1986



By Appointment to  
The Royal Family

Official Newsletter of the Humber Car Clubs of Victoria Inc.  
and Tasmania

Affiliated with the Association of Motoring Clubs



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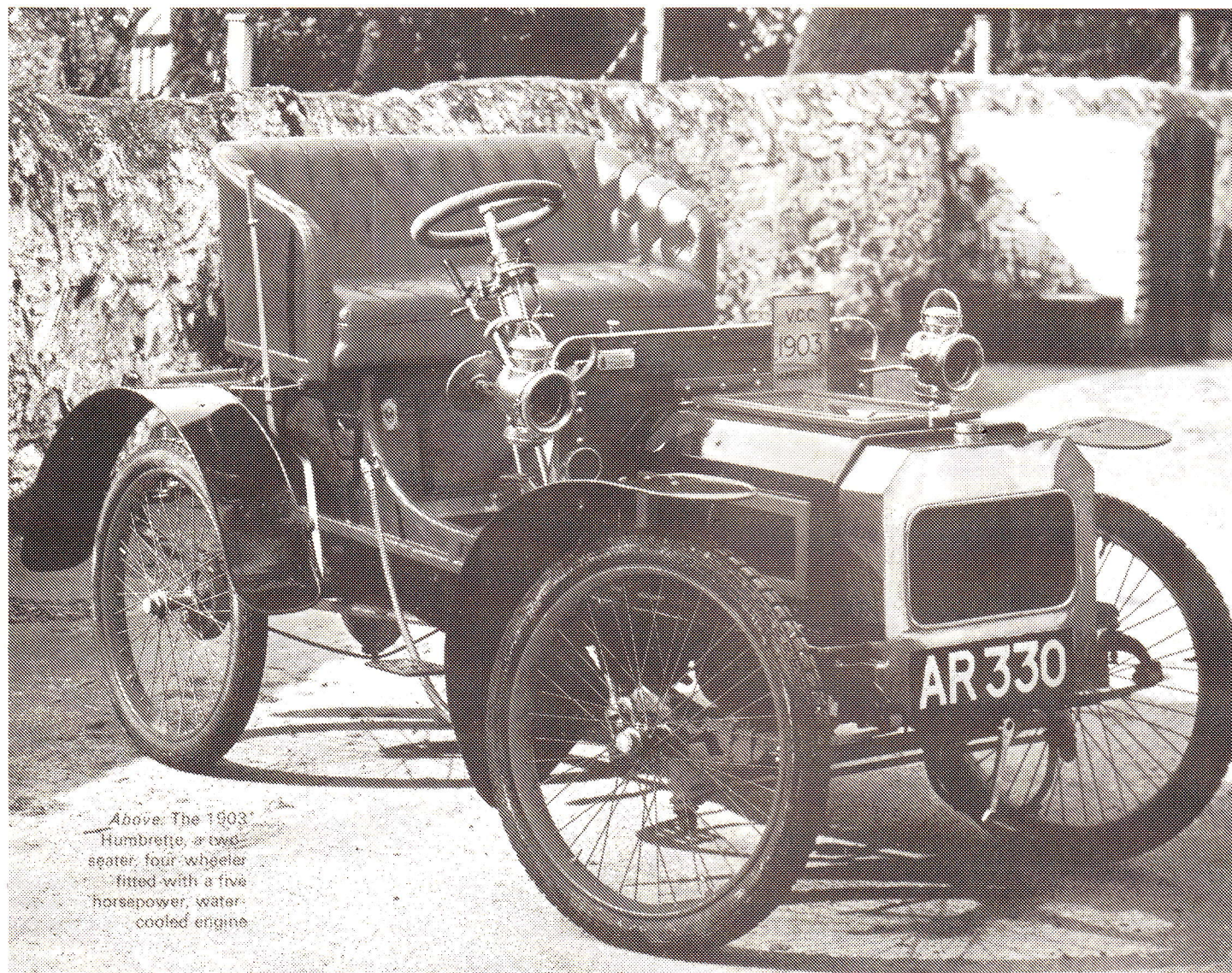
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Above: The 1903 Humbrette, a two-seater, four-wheeler fitted with a five-horsepower, water-cooled engine

## CATERING

by

**"Saucy Dish"**

(LA TROBE UNIVERSITY)

- ★ **FUNCTIONS**
- ★ **WEDDINGS**
- ★ **PARTIES**
- ★ **CONFERENCES**

- ★ **VARIED MENUS**
- ★ **REASONABLE RATES**
- ★ **FUNCTION FACILITIES AVAILABLE**

JAN WILLIMOTT  
**470 5568**

# CALENDAR

- JULY 27TH. SUNDAY. GENERAL MEETING AND SOCIAL AFTERNOON.  
 \*\*\* NO MEETING, FRIDAY 25TH THIS MONTH. \*\*\*  
 MEET AT DEEPDENE HALL, SUNDAY JULY 27TH FOR BYO LUNCH.  
 TEA AND COFFEE SUPPLIED.  
 MEETING COMMENCES 1.45PM, FOLLOWED BY VARIETY ENTERTAINMENT,  
 "BUSH MAGIC", GAMES ETC. & AFTERNOON TEA.  
 TRADING TABLE, SPARE PARTS, TECHNICAL ADVICE AVAILABLE.  
 NATIONAL RALLY FUND WILL BENEFIT FROM YOUR \$1 DONATIONS.
- AUGUST 2ND-3RD. WESTERN DISTRICT HISTORIC VEHICLE CLUB, 2-DAY RALLY,  
 GEELONG. SEE JUNE HUMBERETTE FOR DETAILS.
- AUGUST 17TH. CHACA. SWAP MEET. CHIRNSIDE PARK SHOPPING CENTRE CAR PARK.  
 (MELWAY MAP 37 G4). COMMENCES 9.00AM.  
 \*\* NB. NOTE AMENDED DATE FOR THIS EVENT. \*\*
- AUGUST 17TH. WARBURTON RUN WITH CHEV. CLUB.  
 SMORGASBORD LUNCH AT TALHOF RESTAURANT, EAST WARBURTON.  
 (SEE "NEXT SOCIAL OUTING" FOR FULL DETAILS.)
- AUGUST 22ND. GENERAL MEETING, DEEPDENE HALL, 8.00PM.  
 (MELWAY MAP 46 A/7.).
- SEPTEMBER 5,6,7TH. MELBOURNE CLASSIC CAR SHOW, EXHIBITION BUILDINGS, CITY.  
 VOLUNTEERS NEEDED TO MANN HCCV STAND EACH DAY, ALSO TO  
 HELP SET UP AND DISMANTLE STAND.
- SEPTEMBER 14TH. ROYAL AGRICULTURAL SHOW SOCIETY PARADE, CITY STREETS.  
 A "HUMBERS BY THE DECADE" THEME FOR HCCV ENTRY.
- SEPTEMBER 26TH. GENERAL MEETING. 8.00PM. DEEPDENE HALL.  
 (SPEAKER: JOHN DYMOND FROM PENRITE OIL CO.)
- OCTOBER 18TH. STANDARD/VANGUARD CLUB HOSTS COMBINED CLUBS DINNER DANCE  
 AT ELTHAM NORTH HALL. COUNTRY AND WESTERN THEME.
- OCTOBER 19TH. "ALL MAKES" SWAP MEET, RUN BY CHEV. CLUB.  
 KINGSWESTERN CAR PARK, 522 FLINDERS LANE, MELBOURNE.
- OCTOBER 24TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- NOVEMBER 15/16TH. BENDIGO SWAP MEET AND HCCV COUNTRY SOCIAL GATHERING.

\*\*\*\*\*

\*\*\* NEXT SOCIAL OUTING: TALHOF RESTAURANT. \*\*\*\*

WHEN & WHERE: TALHOF RESTAURANT, HERBERT ST. EAST WARBURTON. SUNDAY AUGUST 17TH.

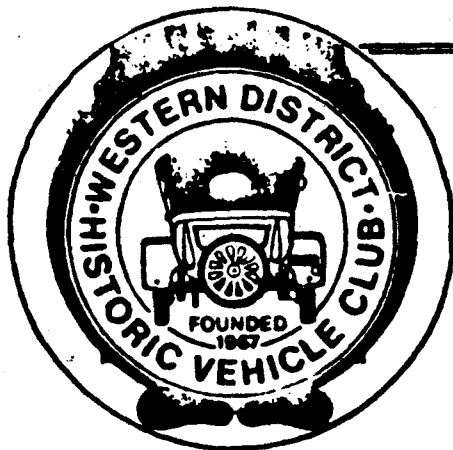
MEET: 10.30AM IN CAR PARK AT EASTLAND SHOPPING CENTRE. MELWAY MAP 49 H8.

OR 11.30AM IN MAIN ST. LILYDALE (JUST PAST THE RAILWAY GATES).

JOIN END OF CONVOY AS IT PASSES THROUGH.

COST: ADULTS: \$14.00 EACH ; CHILDREN (U.12): \$7.00 EACH.  
 PLEASE PAY AS YOU ENTER RESTAURANT.

\*\*\*\*\*



GEELONG

**Proudly Presents  
The 3rd Geelong  
2 Day Rally  
2nd-3rd August  
1986**

## WEEKEND ITINERARY

### SATURDAY 2nd AUGUST 1986

- 12.00 Noon Assembly point and issue of Rally Packs at Eastern Gardens electric B.B.Q. area.  
12.30 p.m. Lunch if ordered.  
1.30 p.m. Depart for scenic tour of Geelong Beach front which includes many views of Corio Bay and Geelong Industry. Via the township of Lara to the "You Yanga" Forest Park. Here we will view displays of local native flora & fauna housed in a bluestone cottage recently constructed from granite quarried from the You Yanga area.  
For the more energetic a visit to Flinders Peak for a 40 min. walk or just take in the magnificent views and scenery.  
Afternoon tea will be served at the cottage.  
4.00 p.m. Departure to accommodation.  
7.00 p.m. Rally Dinner social evening and dance. Free bus from W.D.H.V.C. selected motels and caravan parks to hall and return 11.30 p.m. B.Y.O. drinks Saturday evening. Social evening & dance will be held at new location in large modern hall.

### SUNDAY 3rd AUGUST 1986

- 8.45 a.m. Assemble at Barwon Valley Car Park, Barrabool Road, Belmont.  
9.00 a.m. Depart for scenic tour via Coonswarre, Breamlea, Torquay, Bellbrae. At Bellbrae we will visit "Bellbrae Carriage Museum" over 40 vehicles are on display. Many housed in a special showroom a Smithy's Forge and many other items collected and restored by Mr. George McCartney over the past 20 years.  
George was born in 1903 the son of a hard working pioneer and hailed from Euroa.  
Morning tea will be served at the Museum at your leisure.  
11.00 a.m. Depart for short tour, then onto Modewarre Hall for lunch.  
12.30 p.m. Lunch if ordered.  
1.45 p.m. Presentation of trophies.

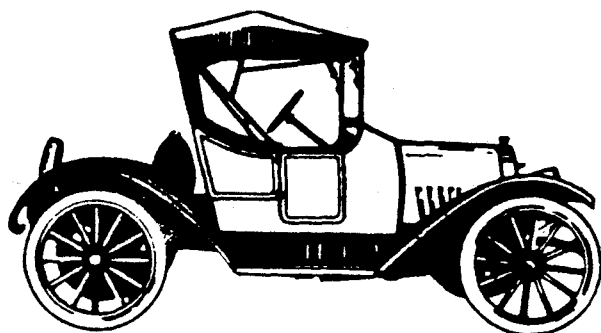
**Entry Forms and Enquiries - DOUG RICHES THE RALLY DIRECTOR W.D.H.V.C.  
P.O. BOX 44 BELMONT, VIC., 3216.  
PHONE: 062-484055**

### TROPHIES AWARDED IN THE FOLLOWING SECTIONS BY POPULAR CHOICE VOTING

★ *Veteran* ★ *Vintage Open* ★ *Vintage Closed* ★  
★ *Classic* ★ *Post Classic* ★ *Commercial* ★ *Motorcycle* ★  
★ *Car I Would Most Like To Own* ★

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### THE HUMBER CAR CLUB OF VICTORIA, INC.

**MEETS ON THE FOURTH FRIDAY OF EACH  
MONTH (EXCEPT DECEMBER) IN THE HALL  
AT DEEPDENE PARK, WHITEHORSE ROAD,  
DEEPDENE; AT 8.00PM.  
MELWAY REFERENCE: MAP46 A7/8.**

\*\*\*\*\*

### DISCLAIMER:

THE VIEWS AND OPINIONS EXPRESSED IN  
THIS MAGAZINE ARE NOT NECESSARILY  
THOSE OF THE EDITOR OR COMMITTEE  
OF THE HUMBER CAR CLUB OF VICTORIA,  
INCORPORATED.

\*\*\*\*\*

# THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087  
(SEC.) P.O. BOX 201 BELGRAVE 3160

## COMMITTEE 1986-87

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Bill Holmes	(052) 57 1067
SECRETARY	Rod Laredo	754 8261
TREASURER	Rob Dunlop	439 7059
EDITOR	Barry Bosnich	460 4505
SOCIAL SECRETARY	Margaret Willimott	435 6354
MEMBERSHIP REGISTRAR	Marie Grande	277 6937
LIBRARIAN	Keith Willimott	435 6354
TECHNICAL ADVISOR	Bob Kennedy	789 5119
PUBLICITY/REGALIA	Barbara Dunlop	439 7059

# THE HUMBER CAR CLUB OF TASMANIA

Sec-Registrar: Nina Densley; P.O. Box 1589, Launceston 7250, Ph:(003) 93 6128  
Editor-Treasurer: Max Heazlewood; 6 Woodward Avenue, Burnie 7320, Ph:(004) 31 2894



**Shirley Pama of Wodonga with her husband Hank's, Sports Modified Super Snipe.**



**Jack Waring and his Series 4 Super Snipe.**

JULY, 1986

The year is running away from us and we don't have much time left before our 'concour's'. Before our big event, we have some very good outings to attend as you can see by the newsletter calendar. I know a lot of people can't attend all the events but I'm sure you will try your best.

At our next General Meeting (27/7/86), I would like some indication from you, if you are interested in ordering some wine from the Club. The bottles will be labelled with our Club label so please let us know if you are interested enough for us to go ahead with the bottling.

I noticed the trading table at the meetings has been selling some very interesting items but we always need new stock. If you have any items to donate, please bring them along with you.

HELP!! I have an overdrive to fit into my Series 2 Super Snipe but it has a badly worn speedo drive. If anyone has a unit or parts, please don't throw them out, throw them at yours truly.

In September we will have a stand at the Classic Car Show being held inside of the Exhibition Building so if you can see your way clear over the 5th, 6th & 7th September weekend, to help run our Club stand, please let us know. It mainly means being there at different times of the show to hand out information on our Club. Also, make sure no one puts one of our cars in their pocket and tries to walk out with it.

Well till our next meeting, I'll say cheers for now.

Bob Kennedy.

\*\*\*\*\*

MINUTES OF MEETING OF HCCV INC.

HELD AT DEEPDENE HALL ON FRIDAY 27.6.86

The meeting was opened at 8.20pm by President Bob Kennedy who welcomed the 34 members and visitors present.

VISITORS & NEW MEMBERS: A special welcome to Mrs. Pam Vincent who owns a Series V Super Snipe and Mr. Daryl Clarke from Early Model Kits, the speaker for the evening.

APOLOGIES: Ralf Chalmers, Nancy Butt, Harold Underwood, Rod Laredo, Robert Smith, Peter Davenport, Cyril & Edna Huxstep, Barbara & David Dunlop.

MINUTES: Minutes of the last meeting were read and accepted. Moved Jack Waring, seconded Fred Pietersen.

CORRESPONDENCE: In: R. Miller ('63 Snipe for sale), Allan Roberts (W.A.), D. Riches (Newcomb) - car information and W.D.H.V.C. Rally Forms, Peter Hosking (H.C.C.W.A.) - re Club information, Gilltraps Auto Museum - catalogue and brochures, Southern Cross Auto Restorers - re fundraising.

Out: H.C.C.W.A. - congratulations on Club formation, four membership application forms, A. Roberts (W.A.) - Club and parts information.

EXCHANGE MAGAZINES: H.C.C.A., H.C.C.S.A., H.C.C.Q., Bow tie, Wolseley, Daimler Lanchester, Austin M.V.C., A40 News flash, Humber Hillman Club of N.Z., C.H.A.C.A. Journal. Correspondence received, Jack Lhuede, Barry Bosnich.

TREASURER'S REPORT: Current balance in working account - \$814.14. A further \$1500.00 added to Investment Account this month. Report accepted. Moved Lloyd Hughes, seconded Peter Shelden.

EDITOR'S REPORT: Barry advised that 145 magazines had been posted this month. Articles relating to Humber Hawks and Vogues are still needed.

SOCIAL SECRETARY'S REPORT: Margaret Willimott gave a full report of the Warrnambool Weekend Trip and reminded members that the next social outing would be the '10 Pin Bowling Day' with the Chevrolet Club. Thanks to Marie Grande and to Keith Willimott who donated the prizes for tonights competition; Cinzano and 'Flagstaff Hill' teaspoon and tea. Margaret also expressed her appreciation for Edna Huxstep's typing of the Humber Aid List which is available at this meeting.

LIBRARIAN'S REPORT: Keith Willimott requested that members return overdue library loans promptly. New books are still being added to the library.

A.O.M.C. REPRESENTATIVE: Lloyd Hughes gave a comprehensive report of his attendance at the R.A.S. preliminary meeting to discuss plans for the Street Parade on Sunday September 14th, 1986.

The Bay to Birdwood Run in Adelaide (September 28th) should prove a spectacular event for everyone visiting Adelaide at the time.

CARS & PARTS FOR SALE OR WANTED:

1958 Hawk - Registered, negotiable around \$100. Details Bob K.

1964 Vogue - As in last newsletter.

MK VI Hawk/Overdrive - Hamilton. Details Rob Dunlop.

Series III Vogue and other Humber parts - Paul Dyne, Altona, PH: 391 1675.

Wanted by Ralf Chalmers - Series III steering wheel and rubber mount for glove box light.

GENERAL BUSINESS:

Honour Board: Now hung in the Clubroom, the President expressed the Club's thanks to Ron & Eleanor Forth for organising and donating the board.

Newsletter: Jack Lhuede asked whether the date could be printed on front cover each month.

July Social Meeting: This will take place on Sunday July 27th instead of the previous Friday evening. Members are to bring their own picnic lunch. Meeting will start at 2:00pm with entertainment to follow.

All Members Cars Welcome at Outings: Bill Holmes expressed his concern at recent Humberette articles suggesting that only well presented cars be permitted to attend Club functions. Many cars are not meant for concours. The club exists primarily because of it's members and all should be made to feel welcome with their respective Humbers.

Parts Supply: Keith Willimott advised that Ballarat member Les Lindorff had sold his Series IV Snipe because of the difficulty in obtaining some parts, especially upper wishbone swivel pins for the suspension.

There being no further business, the meeting was closed at 8:55pm and the President welcomed Daryl Clarke who displayed some of his early model kits and spoke briefly of their manufacture and origin. Supper concluded the evening.

Special Competition Results: Jack Lhuede - Flagstaff Hill tea and teaspoon. Max Schey - Bottle Cinzano.

\*\*\*\*\*

## SOCIAL SECRETARY'S REPORT

Hello everyone! I've just returned from toning up my muscles during the '10 Pin Bowling' outing with the Chevrolet Club (No I wasn't pulling any punches, just trying to keep my bowl straight enough to avoid that gaping, mouthed gutter either side of the lane!!). It was unfortunate the petrol strike kept many potential bowlers away from this outing but in all, about 50 Humber and Chev members enjoyed a very pleasant afternoon of social bowling.

A highlight amongst the Humbers in the Bowl car park was Bill and Joan Holmes's latest acquisition, the 1938 grey snipe from Tasmania - a lovely example of Humber classic design.

We meet again with the Chevrolet Club for the annual August run to Warburton and smorgasbord lunch at Talhof Restaurant. Although the cost has risen to \$14.00 per head this year, the meal is always superb and the drive to Warburton is a leisurely trip through picturesque country.

Unfortunately, the Talhof Run on August 17th clashes with C.H.A.C.A's Chirnside Park Swap Meet (I knew I was toning up those arm muscles for some sort of defence!). However, not to be daunted, under these circumstances, one improvises and innovates! Luckily the route to Warburton passes Chirnside Park, so all early bird swap meet bargain hunters will have the opportunity to join the Humber/Chev convoy at Lilydale approximately 11:30am. Wait in the main street shopping centre (just past the railway crossing) and join on the convoy as it passes, or alternatively meet us at the Talhof Restaurant (Herbert Avenue, East Warburton) at 12:30pm.

There are several major swap meets over the next few months. If you miss out at Chirnside Park, the Kingswestern Swap Meet (in the car park, 522 Flinders Lane, Melbourne) is again being held by the Chev Club on Sunday October 19th. We will have a display stand here and hope to do some follow up promotion work carrying on from our participation in the three day Melbourne Classic Car Show and the Royal Show Street Parade. For both of these displays, we will need several Club cars (particularly Mark models) and volunteer members to help man the stands for one or two sessions. Please contact Bob Kennedy, Rod or myself if you can help.

Elsewhere in this issue, you will read news of the Bendigo Swap Meet. Here we will be endeavouring to put into operation a suggestion that was made earlier this year, that a country social meeting be conducted following the Swap Meet. Be warned, Peter R, and Ken!

Closer to home, our meeting this month is another Sunday afternoon social meeting instead of the usual Friday evening. B.Y.O. lunch will be on at midday (tea and coffee supplied). Following the 2:00pm Business Meeting, there will be a variety of entertainment, competitions etc., topped off with a luscious afternoon tea. It is suggested a donation of \$1.00 per person (\$3.00 family) for this afternoon be donated, it may help swell the National Rally Fund.

I'll be looking forward to seeing you there on Sunday, July 27th.

Margaret.

\*\*\*\*\*

### TECHNICAL TROUBLES??

Bring your problems to the July meeting and we will have a technical panel of Hawk, Vogue and Snipe experts to help solve your troubles and put you on the right track.

There will be some spares for sale also. Incidentally, Ralf Chalmers reports that he got an excellent deal on new disc brakes for his Series III Super Snipe at All British Spares in Sydney Road, Brunswick.

\*\*\*\*\*

## BENDIGO SWAP MEET

NOVEMBER 15th/16th AT BENDIGO SHOWGROUNDS

### SWAP MEET SOUVENIR GUIDE

Advance copies of the Souvenir Guide should be ordered by September 30th. The price of \$3.50 covers the Guide, padded envelope, postage and handling. Guides will be sent out the first week in November. Send order and subscription to:

Bendigo Swap Meet  
C/- Rex Wallis  
7 Mitchell Street,  
KANGAROO FLAT VIC 3555

Classified advertisements will also be received at the above address. Prices are 10c per word, \$2.00 per B/W non-returnable photo.

### HUMBER AID

This scheme of emerging aid for Humber travellers covers all the eastern states. Completed lists of all state's participants have now been typed (thanks to Edna Huxstep) and are available on request to the Editor who will include a copy in your next Humberette.

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### MINUTES OF MEETING OF HCCV INC.

HELD AT DEEPDENE HALL ON FRIDAY 23/5/86

The meeting was opened at 8:00pm by President Bob Kennedy who welcomed all members and visitors.

NEW MEMBERS & VISITORS: Tony Sheaffe - '64 Super Snipe.

MINUTES: Minutes of the previous meeting were read and accepted. Moved Herb Perkins, seconded Peter Sheldon.

BUSINESS ARISING FROM MINUTES: Jack Waring is starting to gather information to start on the history of the Humber Car. Any of the Rootes people or Humber service people who have any records or knowledge of these cars, no matter how small or insignificant they may seem, it would be of great help to Jack.

CORRESPONDENCE: In: The Royal Agriculture Society of Victoria has invited us to participate in the 10th Royal Melbourne Show City Parade on September 14th, 1986. A Sunday, they require one or two vintage or Mark models for the Parade. the Melbourne Classic Car Show will be held on the 5th, 6th & 7th of September, 1986 and they are inviting us to submit some cars.

Out: Letter of thanks to Shannons Car Centre for the use of their premises for our Club Meeting.

EXCHANGE MAGAZINES: Daimler Lanchester, The Flying A, The Standard Tribune, B.H.V.V.C.C., S.A.T.O.C., H.C.C.W.A., A40, C.H.A.C.A., Rover, Chevrolet.

EDITORS REPORT: 141 Magazines were distributed this month. A \$10.00 postage fee incurred by the H.C.C. of Tasmania for material be repaid.

\*\*\*\*\*

### POWER STEERING

Tom McAlpine has templates, plans and full instructions for fitting power steering units onto Series V Super Snipes. Contact Tom on (051) 27 4755.

## HUMBER BICYCLE

On the 29th May, I attended an auction at Carlton. The item I was interested in being a 1920 Humber Twin Forks Gents Cycle.

I thought I may buy it if all was well but what I saw turned me off it. The bike had been fitted with all the modern cranks and wheels plus the lever brake system was missing and it had been painted with a broom in red. It went off for \$115.00. Surprised me, well maybe next time.

Bob Kennedy.

\*\*\*\*\*

## FOR SALES

'61 Super Snipe, one owner, 150,000 miles, v/good all round, new tyres, king pins and bushes, coil springs, uses no oil, 23 m.p.g.  
Contact R. Davie, North Queensland, Ph: (070) 97 6392.

'58 Hawk, automatic, power steering, black with red interior, goes well, near r/w, 73,000 miles, offers around \$100-\$200.  
Contact D. Jackson, Blackburn, Ph: 878 3967.

Series V.A. Super Snipe, 74,000 miles, dual L/P and petrol, mech and body good, reg Jan '86, R.W.C. \$2,800 o.n.o. Also, MK 3 Super Snipe, mech good, resprayed, brakes renewed, interior needs work, \$1,600, (photo in April newsletter).  
Contact John Hosking, Ph: (054) 43 2354, Bendigo.

Humber Vogue 1964, 75,000 miles, two owners, tyres, int, body good, \$650 o.n.o.  
Contact B. Morgan, 14 Upper Skene Street, Newtown, Geelong, Ph: (052) 9 8249.

Wanted: Good parts, panels, sills, mechs, chrome, seats, anything suitable for MK 6 Humber Hawk.

Contact B. Bosnich, Ph: 460 4505.

\*\*\*\*\*

# 'Old Faithful'



ROOTES AUSTRALIA LIMITED

Sir Reginald Rootes with the new Humber Hawk and an old Humber model from the Rootes (Australia) Limited Museum 1957.

**HUMBER**

## *National Rally Forbes 86*

Howdy Folks,

This month deals with our trip back to Frankston Vic. from the Rally via Wyalong, Nerrandara, Tocumwal, Echuca, Bendigo, Ballarat and Melbourne.

The Monday following the rally dawned clear, hot and with that monotonous blue sky once again. We were about to leave the motel when we were approached by a gent with a camera who said he was from the Forbes Advocate. He proceeded to take some photos then told us he had seen us several times over the weekend and asked if there had been a rally in town. Now I was a little taken aback at this statement and asked "weren't you informed about it", "no" came the reply. What on earth had happened to all the advance publicity?

We were told that had they've known they would have given us a double page spread in the local paper!

This brings home the point that there can never be enough advance publicity for an event like a National Rally. Things like notifying the local radio and T.V. station and newspaper. According to the reporter who interviewed us they knew nothing about it, which probably explains the muckup with the street parade and lack of police escort, need I say more? Anyway the reporter promised to send some copies of the photos he took but nothing so far, will have to stir them up a bit.

With the Snipe tanked up and checked over I pointed that long graceful nose South down the Newall Highway to Wyalong (got it the right way around this time Bob). As you will probably gather from the photos, these central towns have a fixation with aircraft for parks, war memorials, etc. Then it was on to Nerrandara for our first overnight stop.

We were travelling through the great Australian wheat belt but looking at the country side, it made you wonder if anything would grow. It was so dry and desolate looking, not even any animals or birds just plenty of dead tyre treads flung from many a passing truck wheel lying on the side of the road like so many animal carcasses.

Nerrandara is a pretty little town of around 3500 people. The following day we met up with Laurie and Jean Bennett from Qld., who were on their way to Melb. Heading South once more, our next stop being Tocumwal. This stretch was covered in pretty quick time, averaging around the 120Kph. Boy the roads were rather bumpy and undulated like a roller coaster but the Snipe's suspension took it all in its stride with cosumate ease. Lunch in Tocumwal was shared by the Bennetts, a quick stroll along the banks of the Murry and on towards our next overnight stop at Echuca.

A very nice place Echuca, I could settle there very easily. The following day, checked out the Wharf Museum and ferries, then along to the Allambee Motor Museum which housed among many of its exhibits a 1935 HUMBER PULLMAN with a special Australian body.

On the road again, this time to Bendigo. Whew!! did I say Victoria had good roads! This stretch was the worst yet encountered, really sharp bumps and broken bitumen, the kind of surface that easily wrecks suspensions but the Snipe is made of Rally winning material.

Wish we had of had more time to explore Bendigo, from what we saw it really is one of the most beautiful provincial cities in the country. And what about that magnificent Cathedral, like something out of a fairy-tale.

After a little confusion in trying to find accommodation, we stayed overnight in Ballarat. Never had time to see Sovereign Hill, but were duped into visiting Kryole Castle just out of Ballarat on the way to Melb. because we thought our daughter might enjoy it. For God's sake don't!! It would be one of the country's biggest rip-off's. It's downright tacky!!

The rest of the trip was uneventful until we reached the outskirts of Melbourne proper and we began to mix it proper with the city traffic. Amazing what effect our Tassie devil sign had on other motorists, especially as we were sporting Vic. No. plates! →

PREVIOUS PAGE: The Vickers Vampire jet at Forbes was in service the same year as the MKIV Super Snipe was manufactured, 1952.

CONTINUED FROM PREVIOUS PAGE:

One thing I did notice while driving the MkIV in the city was that people other drivers tended to give you more room ( or were they a bit wary of such a mix, should have worn a hat and hunched over the wheel, that really would have stirred 'em up!!) after all the Snipe is 'nt exactly a small car. After a couple of navigational errors we finally made it on to the Mulgrave Freeway headed to base at Frankston. Now I could give my left leg a rest after all that clutch work. It's not that the MkIV is 'nt capable of keeping pace with modern traffic, on the contrary, it just requires a lot of work to maintain a steady and smooth progress considering the habits of modern drivers and the size of the Snipe, making allowances for braking distances etc, not forgetting the considerable weight of the car, with all this in mind you were kept busy "proceeding" through Melb. traffic.

Mid afternoon saw us arriving at the Kennedy home where we were welcomed with a rewarding cup of tea from Nancy.

Saturday evening saw us at a little get together of some HCCV-T<sup>members</sup> at the home of Keith and Margaret Willimott, a most enjoyable evening.

Sunday came with much regret as we were due to return home after a fabulous holiday. Pamela and myself would like to thank our hosts Nancy and Bob Kennedy for the warm hospitality extended towards us ( and that goes for everybody else we met ) and the wonderful opportunity to savour and experience some very traditional motoring in the shape of their magnificent 1952 MKIV Humber Super Snipe which performed tirelessly throughout the trip. It really was a head turner where ever we went.

Max Heazlewood.

\*\*\*\*\*

#### TASSIE TOPICS

Robert Buttery from Hobart is looking for a Sceptre gearbox with overdrive to suit his Series III Vogue which of all things is fitted with a Japanese Diesel engine, which he says works very well. You can contact him on 002-284183, or write to 30 Montagu St., LENA VALLEY 7008 Tas.

Robert intends to detail how the engine swap was performed and present it for inclusion in a later edition of the magazine.

Sergeant Knights of the Burnie Traffic Branch has a MKI Humber Sceptre for sale. It is unregistered at the moment but is in good condition and has had quite a lot of work done to it. For further details please contact me on 004-312894.

The news is that Tasmanian Member, David Yaxley has sold his 1938 Humber Snipe to Victorian Member Bill Holmes for \$4500.00 which I feel reflects the very good condition of this car. After much deliberation and a little prodding Bill flew into Devonport and returned with the car to Victoria via the Abel Tasman. We are sorry to see the car leave the State, but wish Bill every success with his new acquisition.

I have made this request many times in the past, here goes again, I will be interested to hear from any member who has an interesting history or story to relate regards their cars or a recent trip etc. So get those pens revved up and start writing.

One of our ex Members, John Locke who has recently sold off his cars (now he wishes he had 'nt) sold me a group of Series spares, catalogues and workshop manuals. The workshop manual is in photo stat form and I shall be donating this to the Club Library.

I hope everybody has enjoyed my series of articles regards the National Rally (have 'nt heard anything to the contrary) I enjoyed doing it and hope you appreciate the time and effort involved in its production. I don't wish for these pages to be a solo effort however and would appreciate a little more participation and feedback from members.

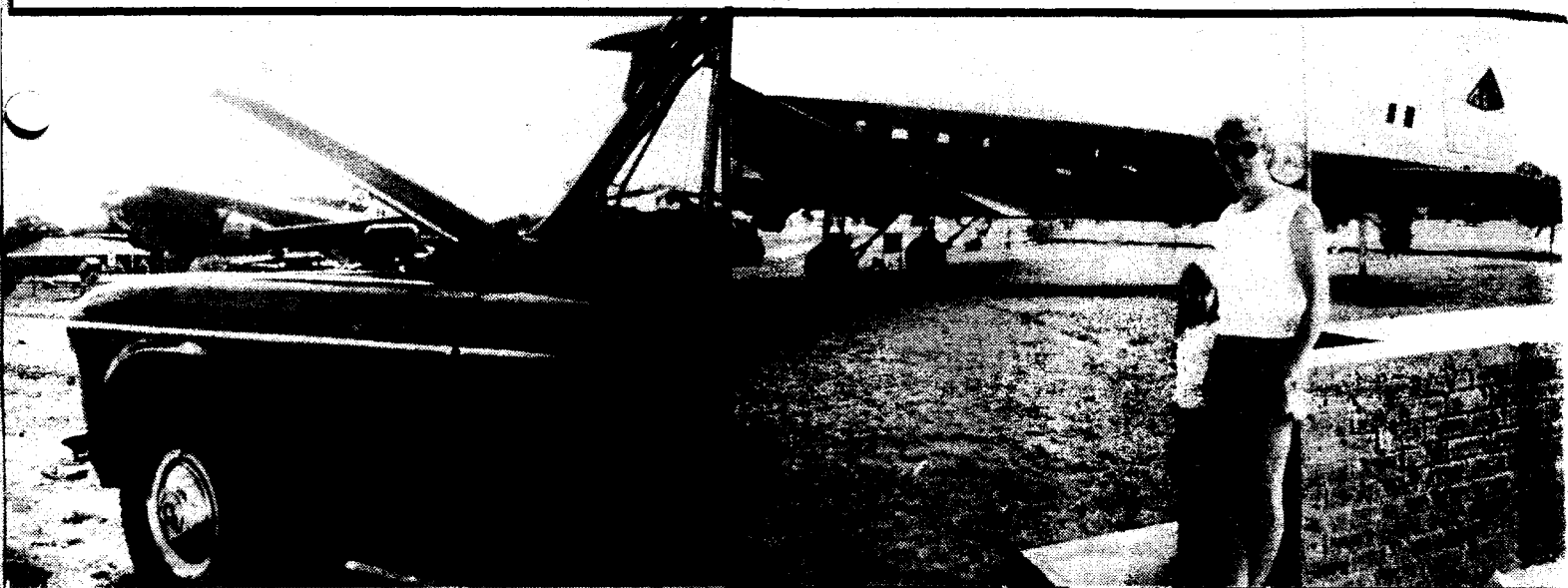
Max Heazlewood  
Tas Editor  
HCCV-T.



The Newal Highway heading South out of Forbes, dry flat, desolate, Temp. 38deg., now it's snowing.

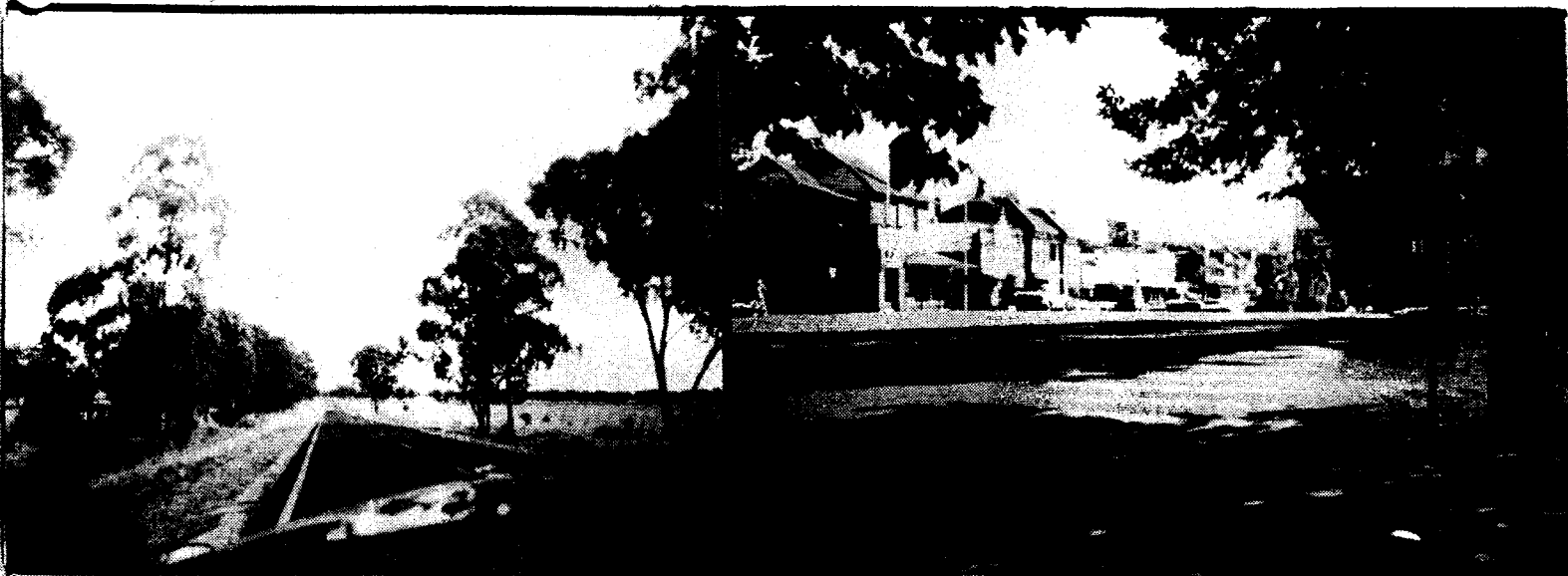


First stopover at Wyalong, bonnet up to cool off, passing motorist, "Having trouble mate", "No, just keeping her cool".



These country towns have a fascination for old military aircraft.....

.....This DC3, ex RAAF is centre piece at the Wyalong Lions Club Park with Carly and Pamela checking out the old War veteran.



Southwards once more towards Nerrandara. The country is like this for hundreds of kilometres.

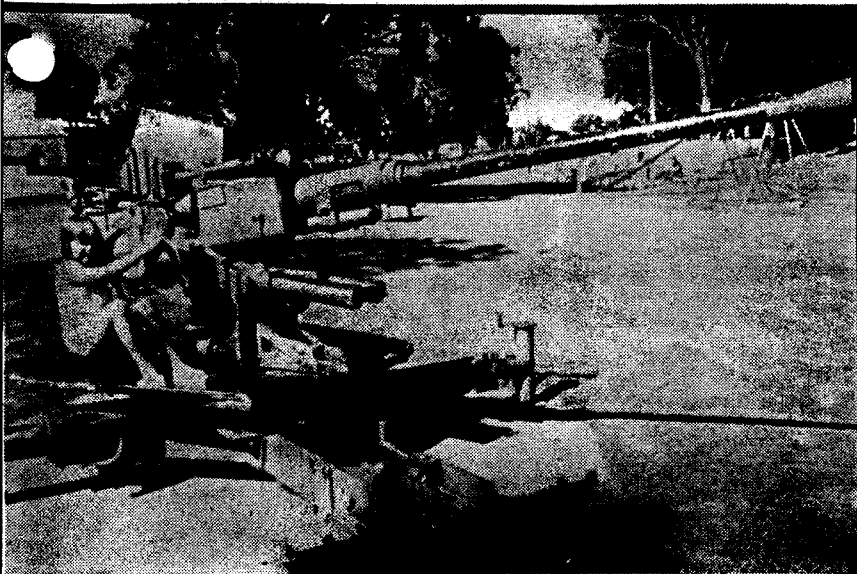
Nerrandara, a picturesque little town of 3500 people in the middle of nowhere.



An imposing setting for an imposing car, the Mk IV at the Midway Motel, Nerrandara.



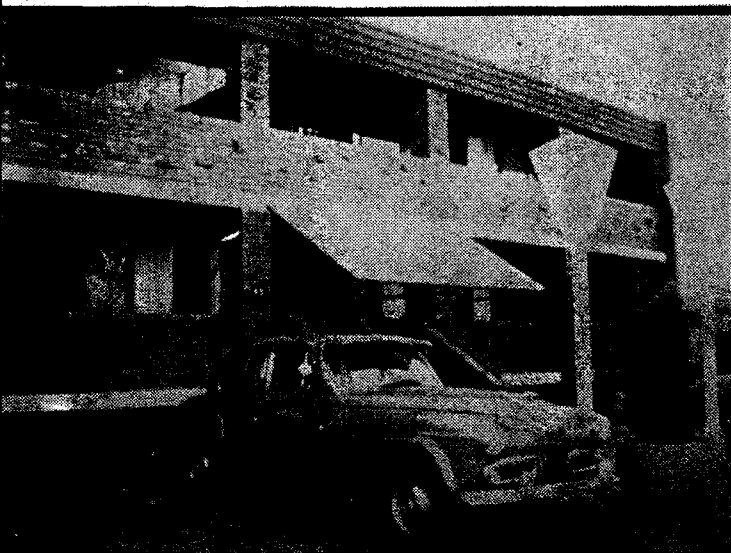
Laurie and Jeane Bennett were heading to Melb., when we caught up with them at Nerrandara.



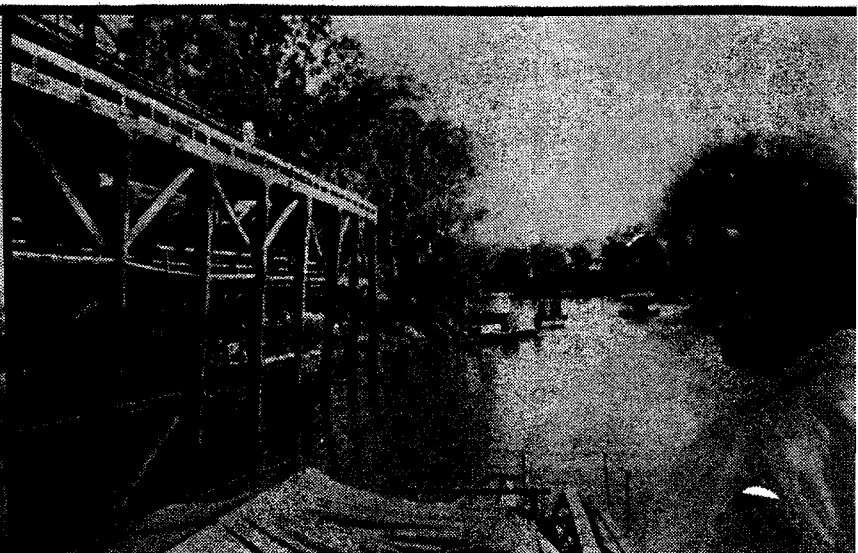
Carly takes aim with an WWII Ack, Ack gun in the playground on the banks of the Murray at Tocumwal.



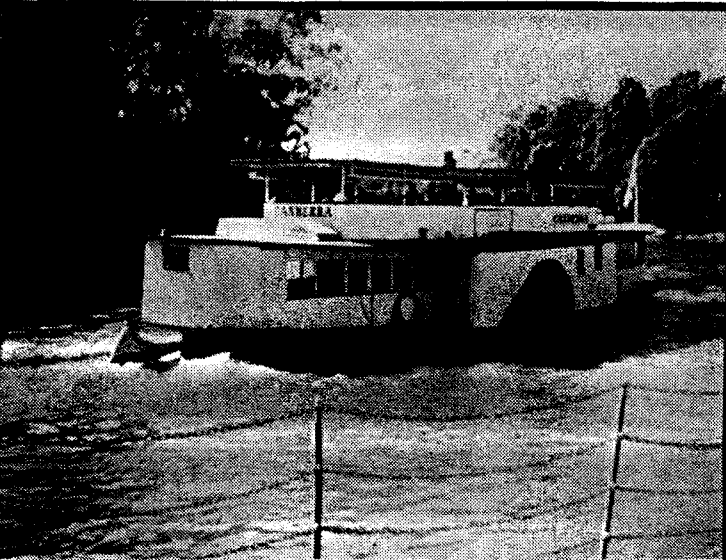
Crossing the dual purpose rail and road bridge over the Murray River at Tocumwal N.S.W., just over the Victorian border.



Snipe at roost at our motel in Echuca, reasonably priced and very comfortable.



Murray Wharves Museum at Echuca. Distance from top deck to river level, 30ft. The Murray rises and falls as much as 23ft. at this point.



One of the many tourist paddle-wheelers plying up and down the murry.

A medieval scene in Tunisia you think?,wrong!!,  
it's that grand rip-off Kryole Castle just outside Ballarat in Victoria.



"Hey you drove the damn thing,you wash it!!!"

"Yeah,Yeah, OK Bob,keep your shirt on,come on Pam,give me a hand"



Washed clean and sparkling in all it's glory the MKIV Super Snipe,owner Bob & Nancy Kennedy,  
Driven and navigated by Max & Pam Heazlewood.

Our gracious hosts, Bob & Nancy larking about.

*National Rally*

*Forbes 86*



## ● FIFTEEN COUNTRIES IN 90 HOURS

The Story of the Humber Super Snipe Run, told by

*Stirling Moss.*

**A**BOUT a month before the actual run, Sir William Rootes asked Norman Garrad\* and me how we proposed to "prove" the Super Snipe; so we hadn't got very much time!

It was decided that the run should embody all types of weather, preferably in Europe. Among the many suggestions was a run from Paris to Moscow, or back; fortunately, it was shelved. One thing decided was that we would not use any aircraft. This ruled out a London start because one loses so much time getting to Norway, which is about the only "possible" for really bad conditions and fifteen countries. Oslo it was, the aim being fifteen countries in five days. Norman Garrad started on his usual organization, laying on what is now known as the Rootes Group Umbrella, to cover us from Norway to Lisbon. It appeared that the weather was very, very bad right down to Italy.

Garrad and I decided upon a team consisting of Leslie Johnson, John Cutts, of the Rootes Group, master navigator, timekeeper and a generally good man with a car, and David Humphrey, one of the Rootes men who was originally an instructor in the Rootes school, and has a wide knowledge of all the products. This was the first run that the car had ever done, apart from preliminary tests, and I believe no cars had been delivered to the public. It was a standard Super Snipe with 4-litre engine—the entirely new version which made its debut at the London Show. The only special equipment was a recording machine, powered by the car battery, which was used throughout the run to record



Tired but happy on arrival at Villar Formoso, on the Spanish-Portuguese border; (left to right) David Humphrey, Leslie Johnson, Stirling Moss and John Cutts.

Bad weather, but we managed to keep our food down.

We pressed on to Odense, Kolding and Flensburg, by which time we had been through Norway, Sweden and Denmark. In Germany the weather was still very bad, lots of black ice and the going extremely difficult. We ran into heavy snowstorms, particularly towards the Tuesday evening. On the autobahn conditions were very, very bad. There were loads of black ice, and lorries were having great difficulty keeping on the road at all, owing to the camber. At one point, when David Humphrey was driving, lorries completely blocked our side of the dual carriageway, where-

## "We just fed it with oil, water and

experiences and the speeches of various people. We also had a rug and a couple of pillows. Apart from these and windscreen washers the car was absolutely "off the line."

We decided not to use chains unless absolutely necessary for getting the car over passes, and we found out beforehand that the most likely difficulty would arise on the Julier pass, in Switzerland. Chains are not too good on tyres and they do restrict speed on snow and ice. The agents in Oslo fixed us up with some super-chains, similar to the English type except that they are fitted quite slack, very easily and with only an outside adjustment; the chain across the tyre has little spikes welded to it, so that the car runs on the spikes rather than on the chain.

We spent one day in Oslo getting final preparations done; the car was filled and greased, the oil was changed, and we were ready to leave at 3 o'clock (2 a.m. English time) on Tuesday morning, December 2. The temperature was 18 degrees below freezing point. One of the officials of the Norwegian automobile club sent us off into the cold night, with somebody just to guide us out of the town.

We got to the Swedish frontier in about two hours, having traversed very icy roads with snow banked steeply at the sides; but we did not have to use chains. The roads were quite clear, although they were hard, beaten snow, deeply rutted. Through Sweden we had much the same sort of weather—plenty of snow and ice, and the temperature still well below freezing point.

Down to Helsingborg, where we caught the ferry across to Helsingor, taking about twenty minutes. Then on through Copenhagen, and then another ferry, a considerably longer crossing this time, from Korsør—1 hr 15 min—to Nyborg.

\* Competitions Manager of the Rootes Group.

upon David nipped smartly across the centre strip on to the wrong side, pressed on regardless for about a mile, and so got past the blocks.

We arrived at Aachen late that evening, to find the German Rootes agents ready to help us through customs. The German automobile club had sent a representative down to help with the language, and we got through very quickly. Thence to Maastricht, just inside Holland, and out again into Belgium. All this time the weather was extremely severe; very cold, much snow and ice, difficult conditions for driving. There had been many snowstorms.

It was Wednesday. We left Belgium and arrived in Luxembourg, where we were greeted by Monsieur Pétin, of the R.A.C. of Luxembourg. We had a bite of lunch.

Until this time we were running behind schedule, but were within the five-day limit. The weather had been so bad that our average had dropped down to not very much over 30 m.p.h. We telephoned from Luxembourg to Rome to try to get the Italian authorities to keep the pass open at Chiavenna; although the Swiss customs on the other side of the Julier pass stays open, the Italians close down at night. In fact, we got to Chiavenna just after they had opened, at 6.10 on Thursday morning.

Through industrial France—Metz, Nancy and down to Basle, right on the edge of Germany, Switzerland and France. The weather was much the same, perhaps a fraction warmer, but there were still snow and ice about, and it was well below freezing. In Zurich we had a fantastic reception. We were met by Rudi Fischer, the Swiss champion racing driver, and Willy Daetwyler, who drives a very fast Alfa Romeo, as well as by the Rootes organization. We shot into the garage and were met by a bank of floodlights

on one side and a bank of Press photographers on the other. The car was refuelled and washed, while the team were rushed out and given a hot meal and food to take on the rest of the journey. We were given garlands of flowers by girls in the national costume, and it was with great regret that about half an hour later we left a happy throng about midnight (Wednesday), to face the coming Julier Pass, on which we expected trouble, for the snowplough would have been through only very much earlier that day.

After Sargans we crossed into Austria, passed through little Feldkirch and into the tiny principality of Liechtenstein. On arrival we went to get our carnet stamped, because we wanted a record of all the countries. The customs post was also the local police station, which was also the bank. When John Cutts went to try to get the stamp at two or three in the morning, two little men looked very apprehensively through the barred windows and wouldn't let him in. But in the end, with much sign language from outside, they let us in and stamped the carnet; we carried on.

Back into Switzerland to Chur. It was here that we decided that we must definitely fit the chains. So we visited a Rootes garage virtually at the bottom of the Julier pass.

There had been much argument as to who was going to drive over the Julier; everyone wanted to. In the end it came to the spin of a coin, and I was lucky.

### Over the Julier

The pass is about 7,300ft above sea level, and is kept open, if possible, by snowplough. But the plough had not been through for many hours. Owing to the fairly high wind on the mountainside the road was buried in places with deep drifts of snow. Many times we had to engage bottom gear to force our way through snow up to 18in deep. We found the chains a necessity. Anyway, we managed to keep going steadily, crossed the summit and tried to make up a bit of time going down the other side and then over the Maloja pass to Chiavenna, at the Italian border.

We went through the frontier without trouble, in spite of the early hour, and were now on our way to Bergamo.

From here the weather was a complete contrast; the sky

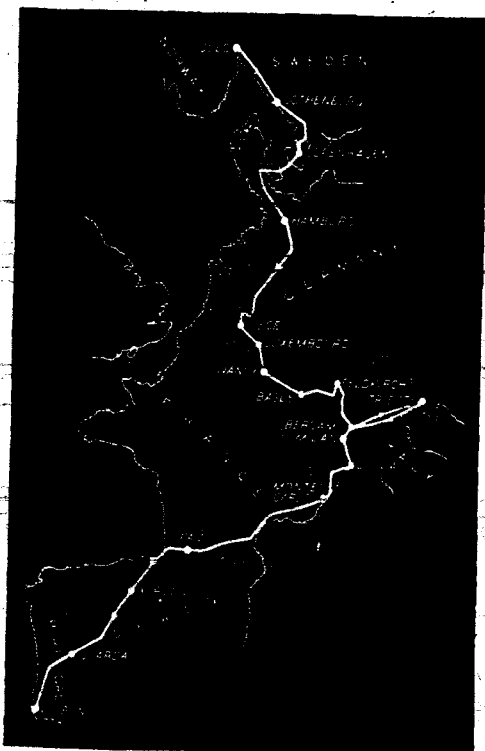
was fairly clear and we lost all the snow, although it was still fairly brisk, especially in the early morning. The roads were ice-free and we looked forward to being able to make up the time we had lost on our higher, four-day schedule. We were still in time for the five-day schedule, but we wanted to get to bed!

At Bergamo we joined the autostrada and made up a little time; not very much because we had been going for two days, and to make up even one mile an hour takes a considerable time after such a long period. From Brescia we went on the very fast but cycle-infested road through Verona, Vicenza, and along to Trieste. When we reached Trieste, we were again met by Rootes agents, and they helped us through the many customs formalities. We entered the International Zone. A motor cycle escort accompanied us through part of the territory, and then we entered on a very fast, very wide, and beautifully metalled road, which went high in the landscape so that we caught the wind that comes up the Adriatic. This was really quite troublesome, as we were pushing the car now, at well over 90 m.p.h. But we arrived safely at the Yugoslav border. It was here that I had my first glimpse of the red—or perhaps pink—territory, and we went along to the customs frontier; I wanted to take a picture of the customs officer standing beside the car, but he wouldn't play.

We just rolled the car into Yugoslavia, decided we had seen quite enough, and backed out again smartly. We then had a quick lunch in Trieste—this was still Thursday—because they had laid on so much that we felt we just couldn't leave it, although we were very late. Then away, retracing our steps through Vicenza and Bergamo, then into Milan, to the most fantastic service station that I have seen, with every type of washmobile machine, rubber-floored workshops, and everything that goes to make a really efficient depot.

It was now evening, and already dark, and they had prepared for us a large supper, which, unfortunately, we just could not stop to eat, for we were now five and a half hours late on our "high" schedule. We were, of course, well within the five-day schedule. Just as we were leaving a great parcel was thrust into the car. When we felt it, it was quite

## petrol, and pressed on . . ."



The route was snow- and ice-bound all the way from Norway to Italy. Here the Super Snipe is seen in wintry conditions during the early part of the run, over which it averaged about 30 m.p.h.

# FIFTEEN COUNTRIES IN NINETY HOURS..... continued

A rapid stop for refuelling, and the Super Snipe is away again through Sweden. Stirling Moss scratches his head as he talks with the garage attendant.



hot. We wondered what they had put into it; and what should it be but a wonderful hot roast chicken. This was soon torn into bits, devoured and the bones thrown out. At the same time they had given us packed meals, as we had decided that from now on it would be impossible to leave the car if we were to get to Villar Formoso, just over the Portuguese border, in the time we had set ourselves on our "high" average.

From Milan to the Portuguese border is about 1,200 miles, and we left ourselves just under 24 hours in which to cover them. This was to include the very difficult Milan-Genoa-Nice road, and then through the south of France into Spain.

Well, Leslie Johnson set off at a cracking pace, and we got to the start of the autostrada for Genoa in just under an hour, having averaged well over 60 m.p.h. We pressed on through that great city, and along the Côte d'Azur—or the Italian Riviera, I should say—and across into France at Ventimiglia. The customs were very co-operative and let us through rapidly. We came into Monaco late at night. There was nobody around at all, but we had once again to get our stamp. We managed to find the police station, and met quite a few enthusiastic motor racing people connected with the police force there, who stamped our carnet after finding keys to get the stamp from the safe. And we lost only ten minutes.

## Diversion Avoided

Just before Aix-en-Provence, we came to a diversion where the road was up. We had had previous information, but it would take us over about 60 kilometres as a diversion. So far were we behind time that we decided unanimously to force our way through the obstruction and see what lay ahead. We went through—and it was just as well that we did. After about three or four miles, we came to a little village where the road was completely up. The Super Snipe managed to get past this, with much jolting, and then there came a crossing. The road ahead was completely blocked with cement mixers and heaps of stones; so we took the left turn, did about 500 yards, and were back on the road again without losing more than five minutes.

We pressed on through Arles and Montpellier, virtually following the coastline, and then came to Narbonne, where we struck out into the northern slope of the Pyrenees. We ran right along the side of these mountains, not on a mountainous road, but on our left were the beautiful slopes covered in snow and on our right the lower lands of France.

Through Tarbes and Pau to Bayonne we were hurrying; at Bayonne we met the Atlantic and turned down through Biarritz and across the border into Spain. At the Spanish customs, where there are always a lot of formalities, we unfortunately lost a good fifteen minutes.

After San Sebastian we had to cover a bit of hilly and twisty road through Vitoria. But gradually the road got better. We were on the N1 of Spain, from Biarritz to Madrid. We followed this for quite a long way—a very good road, wide and fairly straight. But then suddenly it stops and narrows into a country-type twisty lane winding up over the hills.

The traffic in Spain was sparse, but we did have great difficulty with lorries, because they would get in the middle of the road, and just wouldn't move over. Between Valladolid and Salamanca—a fast stretch—Leslie Johnson was driving, and we were clocking between 90 and 95 miles an hour. Suddenly two donkeys came out from behind a few rocks by the side of the road, with men with them, and went straight across the road at about one mile an hour. This caused slight consternation in the car, but we just managed to avoid an accident and pressed on again through the wonderful little town of Salamanca.

John Cutts had been working out our average all this time. We had dropped down a bit on the 50 m.p.h. schedule, owing to the twisty bits of country, and we were faced with the necessity of having to average 64 m.p.h. for the last three hours—which Leslie Johnson proceeded to do, bringing us in with precisely one minute to spare.

It was Friday night. Our total run, 3,280 miles, from Oslo to Villar Formoso (the Spanish-Portuguese border) had taken 3 days 17 hours and 59 minutes.

\* \* \*

We had only one tiny piece of trouble with the car throughout the whole run—and that was a puncture, which was just one of those unfortunate things. Apart from that, we never had one single involuntary stop with the car. In fact, I think it is proof enough to say that, the Super Snipe having averaged 36½ m.p.h. for 90 hours, no time could possibly have been spent doing anything to the car. We just fed it with oil, water and petrol, and pressed on very fast. Many times we kept the speedometer over ninety for a quarter of an hour at a stretch, and sometimes even more. I think that the Rootes Group are to be congratulated on many things over this run, but I think it was brave of them to announce it beforehand, especially bearing in mind that this model is absolutely new. They put this car out, and

we thrashed it through all the countries under conditions that were just as arduous as the Alpine and Monte Carlo rallies put together. The car came through with flying colours. The suspension is quite one of the best I have ever experienced. It is very smooth, and had no pitch or roll—which was a great help to us in trying to snatch the few occasional hours or minutes of sleep that we did get.

The team of four was split up as follows: Leslie Johnson semi-paired himself with David Humphrey, and John Cutts and I were also together. But later on, of course, this went by the board, and we found that I was with Leslie, or David was with John Cutts. We just went as we felt we would. We all agreed on one point: if we felt the slightest bit tired we would immediately hand over to another driver, and get in the passenger's seat or in the back and sleep as far as was

possible. It is very difficult to sleep on this sort of run, and if ever one has the feeling that one can sleep then it's best to take the opportunity there and then, and not wait for an off-spell. The car has a bench front seat, with an arm rest in the centre, which we normally kept down, so that the driver had a seat of his own, and the passenger was in a comfortable position; it was thus possible to doze off.

We had a heater, which was extremely efficient, but we found it better to use only the defrosters and as little heat as possible; too much heat is inclined to make one's eyes sore. Therefore, we wore rather more clothing than was perhaps necessary, so that we could manage with the least possible heat. When one has been going for 60 or 70 hours with perhaps only a couple of hours' sleep, bodily resistance is very low, and one feels the cold considerably.



Carefree and happy now that journey's end is reached; the car and its crew at Villar Formoso.

## 10,000 MILES IN 14 DAYS

**W**HILE the Humber Super Snipe driven by Moss, Johnson, Cutts and Humphrey was traversing fifteen countries of Europe in 90 hours, Mr. George Hinchliffe, 41-year-old Bradford garage owner, was speeding from London to The Cape in a similar car. With him were Mr. R. Walshaw and Mr. C. A. Longman. They covered the 10,000 miles in 13 days 9 hours 6 minutes, thereby reducing by 8 days 10 hours 39 minutes the time taken by the Hillman Minx captained by Mr. Hinchliffe in January of this year. The Super Snipe left Hyde Park Corner at 10.15 a.m. on Wednesday, November 26, and arrived at Cape Town at 7.21 p.m. on December 9.

The Super Snipe was a normal production model, one of the first of the new version introduced at the recent London Show, and apart from a luggage rack, two extra head lamps and an extra 30-gallon petrol tank no alterations had been made to it.

### Spur of the Moment

Mr. Hinchliffe has the spirit of the true adventurer. "I was getting restless again," he said, "and one day at the Motor Show in October I decided there and then to have another go." In keeping with this spirit, he was reported to have left Cape Town for the return journey to London in the early hours of December 11.

Grimmest moment of the trip south was when the additional petrol tank was punctured by loose equipment within the car, four hundred miles from anywhere in the Sahara Desert. The only remedy was to transfer the petrol to another container, and the only other container was the drinking tank. This was drained and the petrol was transferred.



The trans-African travellers at Cape Town on arrival from London. Left to right, Walshaw, Hinchliffe and Longman. Not long after this radio photograph was taken they were on their way back.

# American Austin

American Austin Car Company, Inc.  
Butler, Pennsylvania

**W**hen Sir Herbert Austin, the well-known English manufacturer of cars bearing his name, came to America in 1929, he had many people excited over his plan to build cars in the U.S.A. After a tour of the country, he announced that the American Austin would be built in Butler, Pennsylvania. Detroit shook its collective head, but Butler wasn't such a strange choice. It had access to industrial services, an eager work force, and it was close enough to east coast ports to make importing components from England quite feasible. The basic concept of the car itself seemed promising, too. When production started in Butler during May, 1930, the company claimed it had close to 200,000 orders for the new ultra-light, ultra-economical car.

Austins were built from 1930 through 1934, using the same engine throughout the production run. This was an L-head four which displaced 46 cubic inches, had only two main bearings, and developed 13 or 14 brake horsepower at 3200 rpm. A roadster and coupe were offered in 1930, priced at \$445 and \$465, respectively. In 1931, a business coupe, Deluxe coupe, and 2-4 passenger cabriolet were added. Once production fired up, some of these prices were cut. The 1931 Austin roadster cost only \$395 and the elaborate cabriolet just \$550. Prices were reduced again in 1933 in an effort to boost sales: The business coupe dropped to \$275 and the roadster to \$315.

For awhile Austin's prospects looked good—but only for awhile—and the 1930 production total of 8558 units was never exceeded. Figures were 1279 cars for 1931,

3846 for 1932, 4726 for 1933, and an estimated 1300 for 1934. Two factors were largely responsible for Austin's demise: One was the general business decline of the Depression years; the other was the fact that even in bad times, Americans didn't take to midget cars. To be sure, the American Austin was a midget. Its wheelbase, at 75 inches, was fully 16 inches less than a VW Beetle's. Also, the Austin weighed only 1100-1200 pounds, and Americans were notoriously leary about light cars in those years, as they would be for a few decades more. The Austin was an attractive little car, designed in part by Alexis de Sakhnoffsky, but this didn't seem to matter. In 1935, production ground to a halt.

Austins provided a touch of amusement in a drab period for America and for a few people, they became a sort of reverse status symbol, much like the Beetle would be in the 1950s. Al Jolson, who loved cars and usually drove Packards or Lincolns, bought the first Austin coupe delivered to a private buyer. He was followed by numerous other Hollywood stars—Buster Keaton, Slim Summerville, and the "Our Gang" kiddies. Austins even starred in a movie. They were used as "steeds" for a knightly battle in Will Rogers' "A Connecticut Yankee in King Arthur's Court." It was a great scene—but it didn't help to sell Austins.

Keeping alive the memory of this little car is the Pacific Bantam Austin Club, 4636 Midsize Avenue, Covina, California 91722.

photo credit: Motor Vehicle Manufacturers Association



1930 American Austin two-door Deluxe coupe

# American Bantam

American Bantam Car Co.  
Butler, Pennsylvania

**E**nergetic Roy S. Evans offered to buy the down-and-out American Austin factory in 1935, but he faced some formidable obstacles. The company owed \$75,000 in back taxes and interest, and Pullman Standard had a mortgage on the property for \$150,000. However, the Federal court with jurisdiction over the bankrupt firm felt Evans might salvage the situation and awarded him the factory for \$5000 cash—only  $\frac{1}{2000}$ ths of its appraised valuation. Evans secured a \$250 million loan from the Reconstruction Finance Corporation, and hired talent to help him create a new car.

Styling for the revised model, called the American Bantam, was assigned to Alexis de Sakhnoffsky, who had created the original American Austin. For the Bantam, de Sakhnoffsky styled a new front end featuring a smooth hood and a rounded grille and also redesigned the fenders and rear deck. His bill came to only \$300, and Evans retooled the entire line for a mere \$7000.

Racing engineer Harry Miller was hired to work on the mechanical changes, but his efforts were confined to a redesigned manifold. Butler's own engineers contributed most of the engine alterations. They replaced the Austin's expensive roller bearings with Babitt bearings, added full-pressure lubrication, a new three-speed transmission, Hotchkiss final drive, and Ross cam-and-lever steering. Engine displacement was unchanged, though three main bearings were used instead of two after 1939. The wheelbase remained at 75 inches, as on the Austin, but the wheel size shrank from 18 to 16 inches in 1937, and to 15 inches in 1938. The frame and cross-members of the Bantam were heavier than the Austin's.

For 1937, two roadsters and three coupes were offered, priced at \$381-\$492. For 1938 and 1939, several new models appeared, including a speedster with a pretty "Duesenberg sweep" side panel, and the novel Boulevard Delivery. The latter had an open driver's compartment ahead of a squared-off panel body. It was described as "a jewel box on wheels," and although it was certainly unique, it didn't sell well.

The 1938 Bantam line included three roadsters, four coupes, and a station wagon as well as the speedster and Boulevard Delivery. For 1939, a convertible called the Riveria was added. Designed by Alex Tremulis, it sold for about \$500. Tremulis has recalled that the Riveria would cruise at 75-80 mph and average 42.5 mpg (presumably at considerably lower speeds).

Bantam production continued into 1941, but even dynamic Roy Evans wasn't able to convince Americans of the value of his tiny package. Bantam output was about 2000 cars in 1938 and 1200 in 1939. For 1940-41, production failed to reach 1000 units and ceased altogether shortly after the 1941 model year began. Bantam then concentrated on building a prototype for what ultimately became the Army Jeep, which it also manufactured during WW II. Though Bantam didn't build as many Jeeps as Ford and Willys-Overland, it does get credit for designing the original.

The unique little Bantam is covered by the Pacific Bantam Austin Club, 4636 Midsite Avenue, Covina, California 91722.

photo credit: Motor Vehicle Manufacturers Association

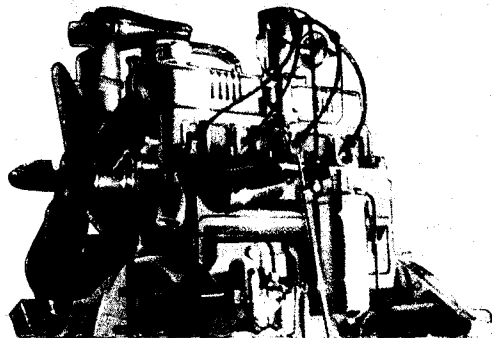


1938 American Bantam "60" four-passenger speedster

*\*Here's where you really  
start something!*



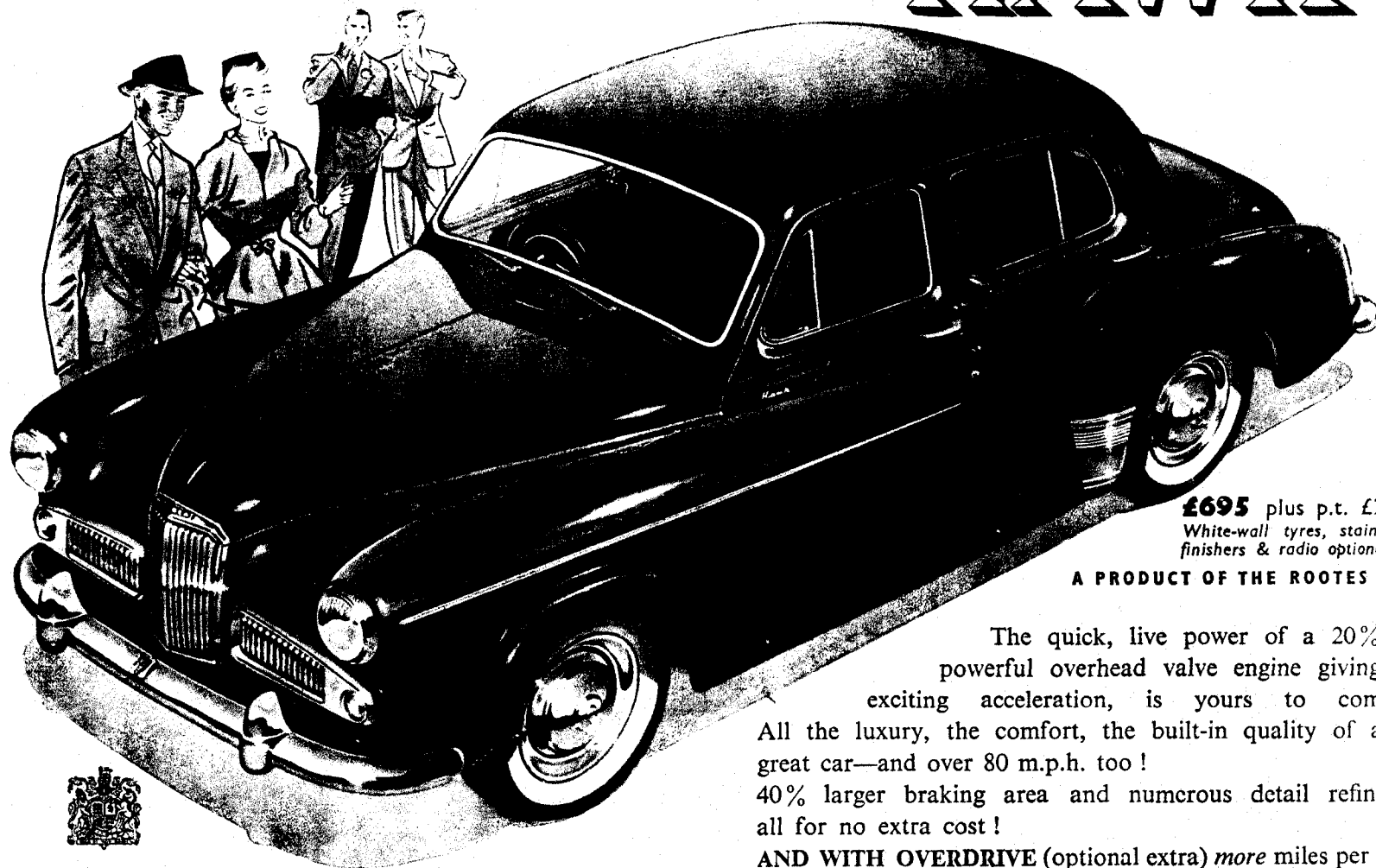
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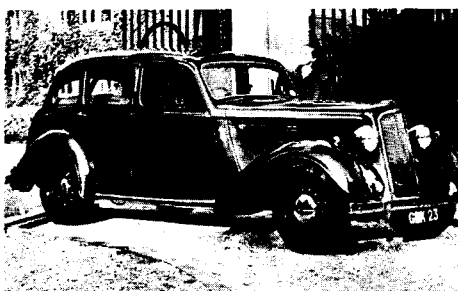
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