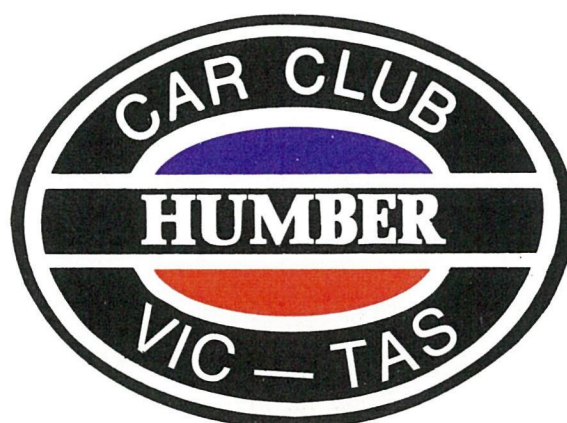


July 1987

# *The* **HUMBERETTE**



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



# VETERAN, COLLECTOR VINTAGE, STREET ROD CLASSIC, & MODIFIED.

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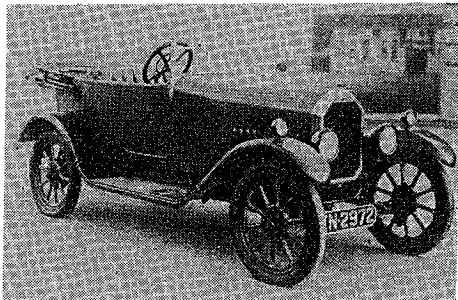
Don't take risks with your precious vehicle. VGL has over 17 years in the business of insuring specialist vehicles and is underwritten by Australian Eagle — so you know you're dealing with the biggest and the best. Phone: 429 5466 now.

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BROKERS PTY. LTD.  
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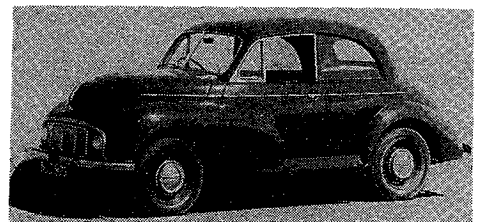
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# AUTOMOTIVE SURPLUS PTY. LTD.

Incorporating Vanguard Co.  
(formerly of Elizabeth Street, Melbourne)



## New Old Stock Parts for Most Makes



MECHANICAL, ELECTRICAL, BODY RUBBERS, BAILEY CHANNEL, ACCESSORIES, ETC.  
— HILLMAN, HUMBER, SUNBEAM, COMMER —  
GM-H, FORD (S.V. and O.H.V.), CHRYSLER  
AUSTIN, MORRIS, WOLSELEY, RILEY, MG  
STANDARD, TRIUMPH, JAGUAR, DAIMLER

*Veteran — Vintage — Classic — Modern*

- *Large stock of loose rings and pistons*
- *Gaskets made to order*
- *Surplus stock bought*

**“One Call Does It All”**

Phone (03) 873 3566 • 34 Thornton Crescent, Mitcham, Victoria 3132 • Mail Orders Welcome  
Monday to Friday: 8.30 a.m. to 5.30 p.m.      Saturday: 8.30 a.m. to 12.00 noon

# CALENDAR

- JULY 24TH. GENERAL MEETING, DEEPPENE HALL. 8.00PM.  
SPEAKER & AUDIO VISUAL PRESENTATION FROM SHELL OIL CO. ON  
MODERN FUELS AND LUBRICANTS.
- AUGUST 8TH - 9TH. GEELONG 2-DAY RALLY, RUN BY WESTERN DISTRICT HISTORIC  
VEHICLES CLUB. DETAILS: RALLY DIRECTOR, (052) 43 9238.
- AUGUST 16TH. CHACA SWAP MEET. CHIRNSIDE PARK SHOPPING CENTRE CAR PARK.  
(MELWAY MAP 37 G4). \$1 ENTRY. COMMENCES 9.00AM.
- AUGUST 23RD. SMORGASBORD LUNCH AT TALHOF RESTAURANT, EAST WARBURTON.  
COMBINED OUTING WITH CHEVROLET CLUB.  
(FOR DETAILS SEE OVERLEAF.)
- AUGUST 24TH. A.O.M.C. DELEGATES MEETING. PROGRESS HALL CARNEGIE. 8.00PM.
- AUGUST 28TH. GENERAL MEETING. DEEPPENE HALL. 8.00PM.  
SPEAKER FROM 3M ON PAINTS AND LACQUER FINISHES.
- SEPTEMBER 25TH. GENERAL MEETING. DEEPPENE HALL. 8.00PM.  
POSSIBLE SPEAKER FROM I.C.I. ON CORROTECH RCP, A RUST  
CONVERTING PRIMER.
- OCTOBER 10TH. COMBINED CLUBS GALA BALL. ELTHAM NORTH COMMUNITY CENTRE.  
ORGANIZED BY STANDARD/VANGUARD CAR CLUB. 7.30PM. CHICKEN  
AND CHAMPAGNE SUPPER. ADULTS \$18 CHILDREN (U.15) \$9.  
TICKETS FROM SOCIAL SECRETARY.
- OCTOBER 17TH - 18TH. "ALL MAKES" SWAP MEET. MELBOURNE WHOLESALE FRUIT AND VEG.  
MARKET, FOOTSCRAY. RUN BY CHEVROLET CLUB.
- OCTOBER 23RD. GENERAL MEETING. DEEPPENE HALL. 8.00PM.
- NOVEMBER 8TH. ANNUAL CONCOURS D'ELEGANCE, DISPLAY AND PRIDE OF OWNERSHIP  
COMPETITION. DEEPPENE PARK.
- NOVEMBER 14TH - 15TH. BENDIGO SWAP MEET.
- NOVEMBER 27TH. GENERAL MEETING. DEEPPENE HALL. 8.00PM.
- DECEMBER 11TH - 13TH. MELBOURNE CLASSIC CAR SHOW. EXHIBITION BUILDINGS.

\*\*\*\*\*

## FORWARD PLANNING:

- JANUARY 1ST - 5TH 1988. BICENTENNIEL CAR DISPLAY.
- JANUARY 24TH. ANNUAL DISPAY & PARADE AT WERRIBEE PARK.
- JANUARY 26TH. AUSTRALIA DAY DISPLAY IN ALEXANDRA GARDENS, CITY.
- FEBRUARY 14TH. ST. VALENTINE'S DAY "PICNIC AT HANGING ROCK."
- EASTER 1988. NATIONAL BICENTENNIEL HUMBER RALLY, SWAN HILL. FRIDAY 1ST  
APRIL - MONDAY 4TH APRIL.  
ENTRY FORMS AVAILABLE FROM RALLY SECRETARY, 23HIGH ST.  
WATSONIA. 3087.

\*\*\*\*\*

\*\*\* NEXT SOCIAL OUTING. \*\*\*

WHERE: TALHOF RESTAURANT, HERBERT STREET, EAST WARBURTON.

WHEN: SUNDAY AUGUST 23RD. (NOT 2ND AUGUST AS ADVERTISED LAST MONTH,)

MEETING PLACE: EASTLAND SHOPPING CENTRE CAR PARK. MELWAY MAP 49 H8.

TIME: 10.30AM AT EASTLAND OR PICK UP THE CONVOY AS IT PASSES THROUGH MAIN STREET, LILYDALE (JUST PAST THE RAILWAY GATES) AT APPROX. 11.15AM.

COST: ADULTS \$16.00 each ; CHILDREN HALF PRICE. PLEASE PAY AS YOU ENTER RESTAURANT.

DETAILS: SMORGASBORD STYLE LUNCHEON. LUCKY DOOR PRIZE.

\*\*\*\* \* \* \* \* \*

TECHNICAL INFORMATION. (Courtesy of AOMC Newsletter, April 1987.)

CORROTECH RCP\*.

A rust converting primer from ICI Australia, Corrotech RCP\* is an entirely new product based on unique polymer technology. It is designed to transform surface oxidation into an impenetrable organic complex. It is unlike conventional rust converters in that it does not contain free mineral acid or lead.

Corrotech RCP\* works in two ways ;

- It converts the rusted surface into a stable organic complex.
- It forms a barrier film, locking out the catalysts of the oxidation process and providing long term protection.

Benefits of Corrotech RCP\* include;

- Barrier properties which give longer protection.
- Less surface preparation.
- Easy to use one pot system, applied to wet or dry surfaces.
- Quick acting. Inhibition and protection are achieved immediately and the finished surface is primed and accepts most types of paint.
- Safe to use, non-toxic. Corrotech RCP\* contains no lead, free acid or flammable solvent. The film will not support combustion.

Application of Corrotech RCP\* is straightforward. After removal of loose scale and paint with a wire brush or abrasive, oil and grease should be removed. Corrotech RCP\* can be applied to wet or dry surfaces by brush, dip or spray. Conversion is immediate. Two coats are recommended for maximum protection, and although the coating is touch dry within 30 minutes, the full conversion takes place over several hours.

Corrotech RCP\* is self priming and accepts most types of paint. It can also be left in its black finish. Equipment washes out in water.

Corrotech RCP\* is a product of ICI Australia.

\*\*\*\* \* \* \* \* \*

AOMC "NEWSFLASH".

MOTORING SHOWS FOR 1988: Dates for the AMERICAN MOTORING SHOW and the combined BRITISH MOTOR SHOW and EUROPEAN MOTORING SHOW are soon to be finalized.

ANNUAL ROADWORTHY INSPECTIONS: The RTA Legal Department have informed us that recent legislative changes have made it impossible to introduce Annual Roadworthy Inspections without Parliamentary consideration.

LATE PAYMENT OF REGISTRATION: Although late payment of registration will be accepted by the RTA up to 364 days after it is due, the unused portion of the Transport Accident Charge will no longer be refunded thus allowing no savings in this field.

BRITISH MOTORING SHOW CHARITY FUND: Funds from this account have been transferred to the AOMC Working Account at the request of the majority of Member Clubs.

# THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

## COMMITTEE 1987-88

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Vic Wilson	478 9352
SECRETARY	Arnold Goldman	795 4521
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	460 4505
EVENTS DIRECTOR	Margaret Willimott	435 6354
MEMBERSHIP REGISTRAR	Marie Grande	277 6937
LIBRARIAN	Keith Willimott	435 6354
REGALIA	Geoff Webb	233 6592
TECHNICAL ADVISORS:		
Vogues	D. Dunlop	439 7059
Series V, VA S/Snipes	A. Goldman	
Hawks	K. Willimott	
Mk Cars	B. Kennedy & L. Hughes	877 3028
General Information	B. Kennedy	
Auto Electrical	M. Fitchett	336 7915



Adelaide Underwood's 5A S/Snipe 1X1875 purchased new 13.3.68.



H.C.C.V. Vice President Vic Wilson on location in N.T.

Vic who was born in the outback town of "Humberty-Doo" began his acting career in pantomines such as "Humberty Dumpty" and "Sl-umber-ing Beauty" and is well known as the man who taught Fred Astaire to dance the Fox Trot and the "R-Humba". Vic also starred on BBC T.V. as "R-Humber-Pole" of the Bailey" and has now signed to play the role of Paul Hogan's father in the new Australia movie "Crocodile Humber-Dee".

PRESIDENT'S REPORT (Kennedy's Klangers)

First I would like to ask for the return of my Sheaffer, Stainless Steel Ball Point Pen with the black grips on it. The pen was a gift to me by one of my sons. The last General Meeting was when it went missing.

At this stage we have some big events not too far away. I hope everyone is keeping an eye on the Club Calendar. To mention a few items, we have the C.H.A.C.A. Swap Meet on 16th August where I have booked a couple of sites. I'll be looking forward to meeting some of the members there. The 8th November is our Annual Concours at the Deepdene Oval commencing at 11:00am. This is always a well attended event both by members and visitors. Also in November we have the Bendigo Swap Meet. This is a weekend event attended by people from all over. This year there will be NO trading on the Friday at all; the people running it have decided this after many complaints.

The Easter 1988 National Bicentennial Rally at Swan Hill is an event attended by people from Humber Car Clubs from all over Australia. As you know, Victoria is the host Club and if you have not attended a National Rally before, I urge you to attend if at all possible. Margaret Willimott has the application forms so please contact her if you have lost your form or if you haven't been issued with one. These National Rallies are in some cases, the only opportunity that some members have to meet other Humber owners from other states and also see the array of vehicles we have in Australia.

At the last meeting, we had a Mr. Bob Geermans from the Radsox Radiator Company give us a talk on a filter system that is fitted inside the cooling system. I bought one and fitted it to my Series II Super Snipe that I use for work. So far in the two weeks that I have had it fitted, I have noticed the water seems to be getting cleaner, I shall monitor the filter and let you know the results.

The trading table looks a little lean of late; maybe you have some items (not only car bits) that you want to get rid of. If you do, please bring them along as some other member may be able to use it.

Well until the next meeting, bye.

Bob Kennedy

\*\*\*\*\*

A.O.M.C. REPORT

A Delegates Meeting of the Association of Motoring Clubs was held on the 25th May. The following is a summary of some of the items discussed:

1. RED PLATES: As reported in our last issue of the Humberette, the news from AOMC is that during the Spring Session of State Parliament there will be some liberalisation of usage of vehicles operating on red plates. At present vehicles may be only used on activities conducted by approved Car Clubs of which ours is one. The changes if approved will allow for use on weekends as well, including non Club use.

Some tightening up of the administration of the red plate scheme will also be included in the new regulations. This may include some greater responsibilities for Clubs but in general the changes will benefit responsible Car Club members.

2. 7 DAY PERMITS: The official news from the RTA via AOMC is that these permits may be used within Victoria to take the vehicle:

- a) To and from a repairer in relation to work for a RWC.
- b) To and from the RWC tester.
- c) To and from the RTA for registration.

3. COMPULSORY THIRD PARTY PROPERTY DAMAGE INSURANCE: Through the AOMC the Zephyr Zodiac Car Club has floated this idea so enthusiasts whose cars are damaged by other persons can recover repair costs. A Club opinion forwarded to AOMC is sought.

4. CHANGES TO DRIVERS LICENCES: It is worthwhile picking up a brochure from the RTA on the new licence provisions. See last months Events Director's Report for more on this.

5. ANNUAL RWC INSPECTIONS: The Government is not proceeding with this idea.

Rob Dunlop



THE HUMBER CAR CLUB of VICTORIA INC.

Established 1975

23 HIGH STREET, WATSONIA, VIC.3087

MINUTES OF GENERAL MEETING  
HELD ON FRIDAY 26th June 1987 AT DEEPDENE HALL

The meeting was opened at 8:00 pm by the President, Bob Kennedy, who welcomed 28 members, including country member Robert Stirling from Wodonga. Robert owns a Sceptre, but is looking for a suitable exchange for a Snipe of any year as long as it is in good condition. The Sceptre was advertised in the June newsletter for \$2500.

**APOLOGIES** were received from Nancy Kennedy, Frank Stockwin, Pam Batten, Gordon Price, and Margaret & Keith Willimott. (Margaret and Keith arrived at 9:00pm fresh from their travels to Queensland.)

**MINUTES** of the previous meeting as printed in the June 'Humberette' were accepted as a true record on the motion of Eric Timewell, seconded by Vic Wilson. There was no business arising from the minutes.

**CORRESPONDENCE:**

**IN:** Keith Mauger - resignation due to ill health and lack of a Humber. Jason Patteson of Bathurst - request for information on Snipes. C.Woodford of Qld - thanks for placing advert for car. Robert Whittle - asking for assistance in obtaining parts for Ser.V Snipe. Rod Laredo - asking for assistance with car problem.

**Exchange Magazines:** Austin Motor Vehicle Club(Vic), Rover Car Club of Aust., Humber Car Club of South Aust., Austin A40 Car Club of Aust., Wolseley Car Club.

**OUT:** Jim Burfoot - asking him to contact Robert Whittle direct for car parts supply. Jack Waring - AOMC magazine. Dave Denner & Peter Tapp - welcome to club. P.L.Pickles & C.H.A.C.A. - informing of club address. Lynn McAlpine - thanks for hospitality to club members on trip to Moe. Rod Laredo - advice on possible problems with car. Keith Mauger - acceptance of resignation. Donna Swan, Adrian Devenish, Stan Rhook, Gareth Roberts, Darren Wardle - membership application packages. Jason Patteson - information and referral to H.C.C.A.

Correspondence accepted on the motion of Peter Davenport seconded by Jack Waring.

**TREASURER'S REPORT:**

Brian Parkinson presented the statement of the accounts for 24th May 1987.

Balance at 24th May	\$2252.95
Receipts	\$1710.70
Expenditure	\$271.90
Accounts for payment	\$1408.47
Current balance (after a/c payments)	\$2282.28

Plus \$3120 on term deposit.

The major payment is for the chocolates in the fund raising effort. The payment is \$1402.80, and receipts so far are \$952.80, so all members who have not yet sent back their money, please do so.

Report accepted on the motion of Peter Davenport seconded by Geoff Webb.

**BUSINESS ARISING.** None

**EDITOR'S REPORT:** Presented by B.Bosnich

160 magazines sent out this month. We currently have 124 financial members. Photos are still required of members' cars for use in the magazine.

**EVENTS DIRECTOR'S REPORT:** No report was presented as Margaret Willimott was not present, but, as requested, the meeting discussed the possibilities for the next two outings.

Because of the problems with bad weather and the associated poor attendances, the outing for July 12th was abandoned. Discussion then turned to the venue for the proposed Sunday Smorgasbord lunch on August 2nd. After much discussion it was generally agreed that the Villa Borghaise at Kilsyth should be approached. (Further details will appear elsewhere in this newsletter.)

**TECHNICAL OFFICER'S REPORT:** Nothing to report.

**AOMC:** Jack Waring and Rob Dunlop reported on the proceedings of the recent meeting.

Items of some interest included comment on 7-day permits which may be obtained for driving cars to and from garages for RWCs and to the RTA for registration, and 28-day permits which may be used to transport unregistered vehicles interstate in one direction only. The Ford Zephyr club is trying to have compulsory 3rd party property insurance introduced for all cars, and is seeking input from other clubs. The insurers of the Classic Car Show will not accept liability for any damage to vehicles left unattended. Red-plate scheme is expected to apply to every weekend if approved in the spring session of State Parliament. Annual RWC proposal has been dropped for the present. (A fuller report is published elsewhere in this newsletter.)

**LIBRARIAN:** No report..

#### **CARS FOR SALE & WANTED:**

Bob Kennedy reported a Ser III Snipe in Forest Hills.

A Hawk was also reported as available at no cost.

A free Mk IV Snipe at Keilor was taken up by Rob Dunlop.

A power steering unit is required by Peter Shelden, who has some free 6.70 x 15 cross ply tyres.

Eric Timewell is seeking two 205 x 15 radial ply tyres. Pirelli preferably.

Graham Hardy requires a parcel shelf and crash pad for a Ser II Vogue.

Bob Kennedy took a Ser V sun visor that was going free.

Stephen Laurie requires a pair of rear springs for a Ser VA snipe.

Bill Holmes suggested adding an extra main leaf to the rear springs to stiffen them.

The spares in Dingley mentioned in the June Humberette are still available and are assured as being worthy of inspection.

#### **GENERAL BUSINESS:**

Bob Kennedy talked of a proposed trip to Darwin in June/July 1989 in company with members of the South Australian club and possibly Tasmania and NSW. S.A. have already stated an interest by 6 to 8 members. Expressions of interest are requested.

Jack Waring asked about the possibility of having a look at the special Humber mentioned in Bob Kennedy's column in the current newsletter. Bob explained that it was not likely to emerge for the next 5 years.

Peter Shelden raised the problem of rust appearing along the roof line of his Ser V Snipe. The opinion is that it is rust from the inside caused by condensation running to the roof sides and not draining away. Repair is not easy, but some ideas may come from some speakers later in the year from 3M and ICI who will talk on restoration using their products.

Stephen Laurie asked about holding an economy run. This will be considered by the Events Director and committee.

The meeting was closed at 9:00pm by the President who then introduced Bob Geerman and his brother who talked about their invention, the Rad-sok. Much interest was shown in this simple device which has been favourably tested by the RACV. The Rad-sok is a woven terylene filter that simply fits to any size radiator inlet and catches all the particles of rust and scale that float around the cooling system. It also incorporates a small magnet to hold particles of iron and its oxides. We were informed that on a new engine it had collected a considerable amount of casting sand from the block. The interest was such that a large number were sold on the evening to the members present. The special price to the club is \$4.25 including postage. When they appear in retail outlets they may well cost more. I shall be reporting on the success of this device over the next few months as I will be fitting one to my Ser V Snipe.

**HUMBER  
NATIONAL  
RALLY**



**SWAN HILL  
1988**  
*Australia's Bicentennial Year*

Arnold Goldman  
Hon. Secretary

\*\*\*\*\*  
\* Best Wishes \*  
\* PETER SHELDEN \*  
\* on your retirement \*  
\*\*\*\*\*



SECRETARY'S SECTION

Hello again. Having made some comment about supporting the efforts of Margaret Willimott in organising the Sunday outings for the club, I had to put my money where my mouth is, so to speak, and turn out for the last trip. I am pleased I did, along with Rob and Barbara Dunlop. The day was marvellous when the early morning fog cleared, and we picked up a few country members out at Moe. The day was topped off with afternoon tea and scones at Lynn McAlpines home. Many thanks again to Tom for acting as guide around Walhalla, and Lynn for her hospitality.

I reported a product from ICI called Corrotech RCP in the last newsletter. I have been in touch with this organisation and their sales representative promised to send me some literature. At the time of typing this, I have not received it, and the Editor's deadline prevents me from holding back any longer. The sales rep. also offered to speak at one of our monthly meetings, and I may take up the offer for later in the year. As soon as the information comes in the mail I shall pass it on to the Editor for inclusion in the newsletter.

These past couple of months have shown me what a club is all about. Robert Whittle in Canberra required some parts for his Ser. V Snipe. I was able to obtain some from Hillman Spares; Bob Kennedy sent some from his collection; and Jim Burfoot is assisting with another part. Margaret and Keith Willimott have been travelling up the east coast of Australia, making contact with other Humber owners, and strengthening the bonds between the clubs. I have been spending most of my working weeks in Adelaide since early June, and have been pleased to see a number of Humbers on the roads of South Australia. Unfortunately I have not had the opportunity to take part in any of their functions, but I note with interest the scheme they have whereby the club has a spare car for use by any member whose car is off the road for repairs. They charge a nominal amount to cover the fixed costs of the car. Pretty good in a club with 63 members. In their newsletter it is claimed that there are over 1100 Humbers in South Australia at present, which provides plenty of room for the club to grow.

The recent questions raised at meetings, and by members in letters, have been associated with power steering units. Up until now I have not had much interest in these optional extras, but some reading and listening has increased my knowledge on the subject. It seems that the approach to options in U.K. was different to Australia. The Ser. I to IV Snipes were always fitted with power steering as an optional extra, but the Ser. V Snipe had power steering as standard in U.K. and as an optional extra in Australia. The U.K. models had automatic gearboxes as optional whereas these were standard in Australia. What this means is that if you have a fully imported Ser V Snipe with factory fitted power steering, it will be different than one fitted out here as an optional extra. It also means that if you wish to fit a unit to your Ser Snipe, then any unit from a Ser. I to IV Snipe will probably fit with very little bother. The diagrams in the service manual look quite clear, and should enable any reasonable mechanic to fit the system to your car. Bob Kennedy tells me that some of the power steering units were locally made and can still be serviced.

Following the talk I gave on noise and vibration, I have been asked about supplies of some of the materials used to absorb noise and dampen vibrations. I have obtained materials in commercial quantities from Bestobell Engineering Products in Malvern, but I see that Industrial Noise Control advertise in the Royalauto magazine for sales of smaller quantities. They are in Moorabbin, and can be contacted on 03 555 9455 for details of prices and sizes.

Enough for now, goodbye until next month,

Arnold Goldman

\*\*\*\*\*

FOR SALES

Series 3,4,5A Snipe parts. Large amounts of them, all going very cheap, collected over many years, all must go!

Contact: Ph: 789 2741 or 551 1601, Dingley, (R.K.).

1954 MK 4 S/Snipe, black, garaged, started occasionally, needs attention; brakes, clutch and muffler. Also 1965 Vogue S/Snipe, reg, daily use, reliable car.

Contact: Maurice Scott, 6 Cole Avenue, East Kew.

1964 MK 1 H/Sceptre, manual, metallic blue, blue interior and carpets, I.V.G.C., just reg, \$2,500 neg.

Contact: R. Stirling, Wodonga, Ph: (060) 24 7825 or Melbourne 435 6354. Would consider swap for similar condition late model S/Snipe.

1933 4 Cyl Humber 12, restored, green with black guards, runs very well, a fairly rare car, \$15,000 willing to negotiate, (R.K.)

Contact: Steve Harris, 3 Petty Street, West Hobart, 7000, Ph:(AH) (002) 34 7248.

**Wanted:** Vogue Series 2, crash pad and parcel shelf.

Contact: G. Hardy, Ph: (AH) 836 9162.

**Spare Parts:** Send your list of wants to **Humber Series Parts, P.O. Box 35, Frankston, 3199.**

Contact: Des - Ph: 789 6952 or Harold - Ph: 783 1164.

# Motor Tax Rates

## A POWER WEIGHT UNIT

The power weight unit is the R.A.C. horsepower plus the weight of the vehicle in cwt.

## BASIS OF REGISTRATION FOR N.S.W.

A registration fee of £1 is charged, and if the vehicle is used for the conveyance of goods or passengers, for hire or any consideration, or in the course of trade or business a licence fee of 5/- per annum must also be paid.

In addition tax must be paid at the following rates: 2/- per  $\frac{1}{2}$  cwt. of the unladen weight of the vehicle if it be of British make. The tax on all other makes is 2/6 per  $\frac{1}{2}$  cwt. of the unladen weight.

Registration fees for trucks are the same as for cars.

For vehicles engaged in primary production a fifty per cent. reduction is made.

## BASIS OF REGISTRATION FOR Q'LAND.

The registration fee for both private and commercial cars shod with pneumatic tyres is assessed at 2/4 $\frac{1}{2}$ d. per power weight unit. All fees are calculated to the nearest shilling.

In addition 7/6 is added to cover the Operator's Fee, (Driver's Licence).

## BASIS OF REGISTRATION FOR TASMANIA.

The registration fee on all vehicles is £1/10/- and on motor cycles is £1/-/-.

The basis for taxation is as follows:—

For vehicles propelled by volatile spirit by means of an internal combustion engine:

Cars (both commercial and private), the rate is 2/5 per power weight unit.

Utilities (both commercial and private), the rate is 1/8 per power weight unit. (Weight unit is  $\frac{1}{2}$  cwt. for trucks, etc).

## BASIS OF REGISTRATION FOR VICTORIA.

All motor vehicles are assessed on a power weight unit basis.

The rate per unit for private use is 3/-.

For commercial use as follows:—

Four wheel vehicle up to 2 tons in weight . . . . . 4/- per unit.  
Four wheel vehicle between 2 and 3 tons in weight 5/- per unit.  
Four wheel vehicle 3 tons and over in weight . . 6/- per unit.  
Six wheel vehicle up to 2 tons in weight . . . . . 3/9 per unit.  
Six wheel vehicle between 2 and 3 tons in weight . . 4/6 per unit.  
Six wheel vehicle 3 tons and over . . . . . 5/6 per unit.

# Motor Tax Rates

## BASIS OF REGISTRATION FOR STH. AUST.

Based on power weight units and is assessed as follows: Fees applicable to vehicles of British origin are marked "B".

Up to 25 .. ..	£3 0 0	56 to 60 .. ..	£8 5 0
26 " to 30" .. ..	£2 14 0 B.	61 " to 65 .. ..	£7 8 0 B.
31 " to 35 .. ..	£3 7 0 B.	66 " to 70 .. ..	£8 2 0 B.
36 " to 40 .. ..	£4 10 0	71 " to 75 .. ..	£9 15 0
41 " to 45 .. ..	£4 1 0 B.	76 " to 80 .. ..	£8 15 0 B.
46 " to 50 .. ..	£5 5 0	81 " to 85 .. ..	£10 10 0
51 " to 55 .. ..	£4 14 0 B.	86 " to 90 .. ..	£9 9 0 B.
56 " to 60 .. ..	£6 0 0	91 " to 95 .. ..	£11 5 0
61 " to 65 .. ..	£5 8 0 B.	96 " to 100 .. ..	£10 2 0 B.
66 " to 70 .. ..	£8 15 0		
71 " to 75 .. ..	£6 1 0 B.		
76 " to 80 .. ..	£7 10 0		
81 " to 85 .. ..	£6 15 0 B.		
86 " to 90 .. ..			
91 " to 95 .. ..			
96 " to 100 .. ..			

And similar rises.

Further concessions are applicable to vehicles engaged in primary production, fishing and prospecting.

## BASIS OF REGISTRATION FOR WEST AUST.

For a motor car or omnibus fitted with pneumatic tyres:

Up to 20 power weights .. .. .	£2 10 0
Between 20 and 25 power weights .. .. .	£3 0 0
Between 25 and 30 power weights .. .. .	£4 0 0
Between 30 and 35 power weights .. .. .	£5 0 0
Between 35 and 40 power weights .. .. .	£6 0 0
Between 40 and 45 power weights .. .. .	£7 0 0
Between 45 and 50 power weights .. .. .	£8 0 0
Between 50 and 55 power weights .. .. .	£9 0 0
Between 55 and 60 power weights .. .. .	£10 0 0
Between 60 and 70 power weights .. .. .	£13 0 0

For every additional power weight, a further 7/6 is charged.

There is no distinction made between cars used for private or business purposes, all are assessed on the same basis, with the one exception of taxis. For them there is an extra £2 per year.

All information in these tables supplied by courtesy of the traffic departments in the respective States.

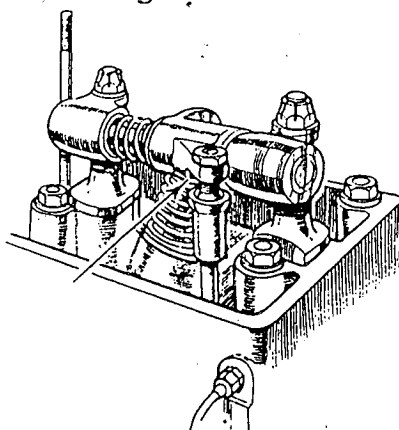
# INTERESTING NEW HUMBER MODELS

"**SNIPE**" is the name chosen for a new 25-70 h.p. car just produced by the Humber Company. It is appropriate, for the car is very quick and certain on the wing. Elsewhere in this issue appears an account of a road test of it, which gives details of a remarkable performance (pp. 590-591). There are, however, two models of this new 25-70 h.p. type, one lively and adapted to the needs of a fast five-seater saloon, the other, called the Pullman, with a wheelbase of 11ft. instead of 10ft., and with lower gear-ratios suitable for seven-seater enclosed drive saloons or landaulets.

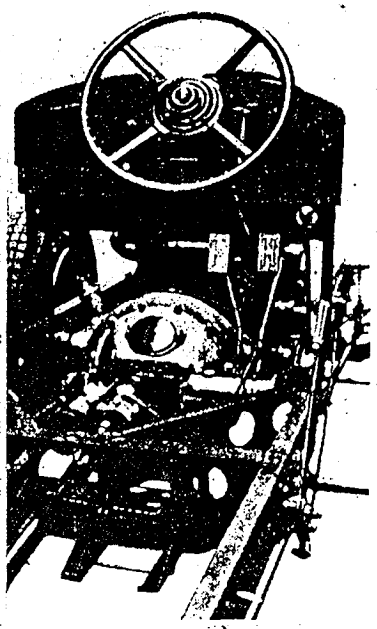
Then there is a new 16-50 h.p. chassis, similar to the Snipe except that the six-cylinder engine is smaller, and able to take the same range of coachwork. This car also has been tested, but for a brief trial only; like the Snipe, it couples a very brisk road performance with light controls and complete refinement of running. These new Humbers are the most attractive yet turned out by a company famous for its sound workmanship of chassis and body, and they are bound to make a very strong appeal.

It has been explained that the same range of coachwork is applicable both to the 25-70 h.p. Snipe and to the 16-50 h.p. type. The range includes a five-seater tourer, six-light coachbuilt saloon, six-light fabric saloon, four-door fabric coupé, and a drop-head coachbuilt coupé. As the saloon is likely to be the type most sought after it shall be described. Outwardly the lines are up to date and smart, the curves pleasantly rounded,

## Two 25-70 h.p. Cars and a 16-50 h.p. Six Outstanding Features of Famous Concern's Programme.



Ball-ended rocker and cup-ended push rod on the latest Humber engines.



Front end of the 16 h.p. Humber chassis.

### NOTE.

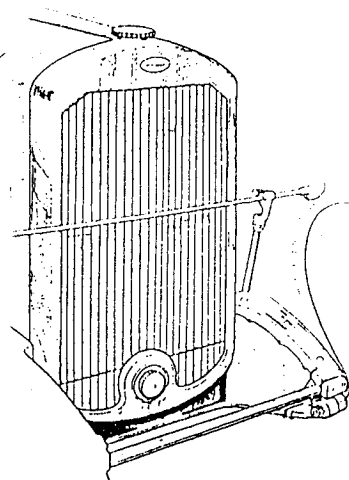
The illustration on the facing page depicts the new Humber 16-50 h.p. model and not the Snipe model as stated.

and the general balance of proportion well conceived.

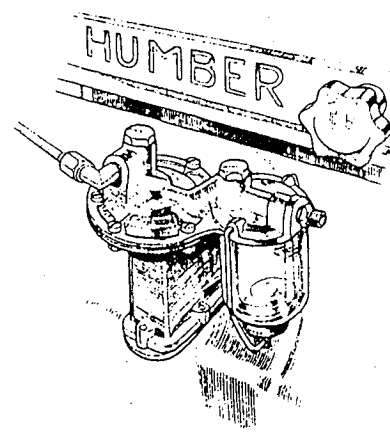
An entirely new radiator, still with the regulation Humber *mott*, but high, deep, thin-sided and chromium-plated, has enormously improved the appearance, and the front of the new models is in better keeping with the coachwork. The saloon has four wide doors, is low but with sufficient head room, and has all six lights arranged to open. Then thought has been given to the back view as well as to the front, and over the fuel tank is a metal cover plate which droops at the back to conform with the lines of the body, as well as with those of the wings. The last-mentioned are very well shaped, deep in the valance, ribbed down the centre, and deeply curved in cross-section.

The body sides cover the frame and give the car the modern low-loading look. Across the front dumb-irons is a cover which conceals the front axle and meets the curl forwards of the front wing valances. The upholstery is in pleated waterproof furniture hide, the trimming being tastefully schemed. Separate adjustable front seats are provided, and the rear seats have flexible arm-rests with springs in them—very comfortable. There is also a movable arm-rest in the centre of the rear seat. All the usual equipment is present, and is well thought out and neatly arranged.

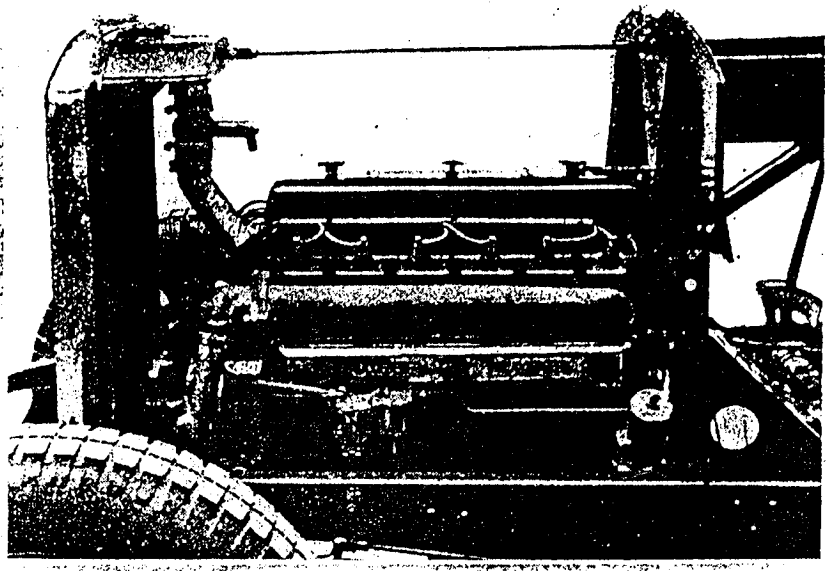
There is about the open five-seater touring body a distinct air of speed; the lines are low, and the single-panel screen is arranged so that it can be folded flat forwards if the car is used in a hot climate. Complete all-weather equipment is provided, and each panel is locked firmly in position.



Radiator on the Snipe model with thermostal-controlled shutters.



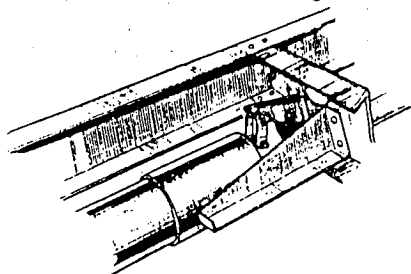
Petrol pump fitted to the Humber Snipe and 16-50 h.p. engines.



New 16-50 h.p. Humber engine, showing petrol pump and exhaust outlet in front of the engine.

with a knurled disc. The front seat is not divided, but is adjustable.

The engine of the Snipe is based upon the previous 20-65 h.p. six, but is largely redesigned and the cylinder bore increased to 80 mm. The seven-bearing crankshaft is larger and



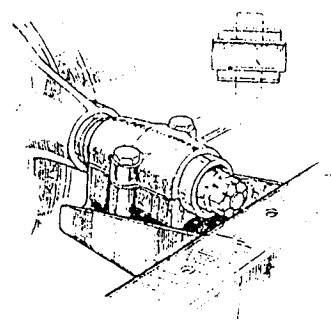
Silencers and exhaust pipes on the new Humber are hung to allow for expansion and to prevent drumming.

stiffer, the oil pump larger, and the sump holds two gallons of oil. Overhead inlet and side exhaust valves are employed, the camshaft is driven by a twin roller chain, which also attends to the auxiliary components. Ball-ended rockers and cup-topped push rods are used, and are fed with oil through channels in the rockers. Externally the engine is very clean, the exhaust pipe is carried down at the front to avoid heating the front compartment floorboards, and on this side of the engine is a notable change—the provision of a mechanical petrol pump driven from the camshaft. This replaces vacuum feed.

On the right of the engine is to be found something both new and interesting. It is an aluminium casting, below the middle of which is a vertical carburettor. This casting is fairly high up on the engine, and

from the ends of it two pipes curve downwards to enter the cylinder block and feed each set of three cylinders. The casting has double walls, and the gas is distributed through the centre passage, while between the walls is a water spacing. The jacket thus formed is coupled up to the radiator. There is a thermostat in the header tank which is employed to regulate the opening of vertical shutters in front of the radiator, so that the whole water system is maintained in all conditions at the temperature

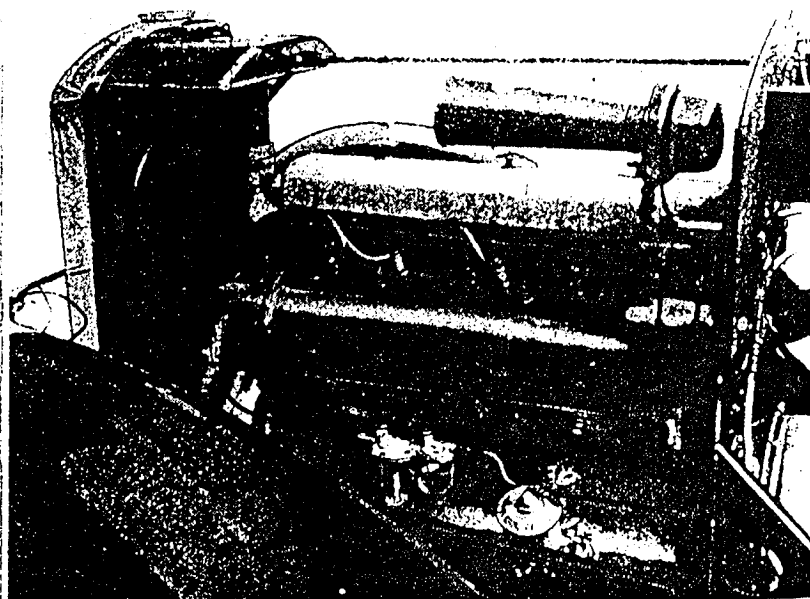
best suited to the engine efficiency. Next comes another distinct departure from previous Humber practice—the sub-frame has been abolished and the engine and gear box form a single unit attached to the main frame by four trunnions with Silentbloc bushes. Entering into the casing round the flywheel is an electric starting motor with a self-contained 2 to 1 drive, which ensures that the engine shall be spun round rapidly when cold. This starter can be removed bodily after undoing a single lock pin. The clutch



Silentbloc trunnion mounting for the new Humber engine and gear box.

is a single-plate of new design, positive but smooth in action, and having a plate which is self-centring and located on balls.

Another point is an entirely new and interesting gear box. It gives four speeds, is compact, and the casing is made of cast-iron. It contains a patented arrangement of gears with helical-toothed constant-mesh wheels and a helical-toothed third-speed gear.



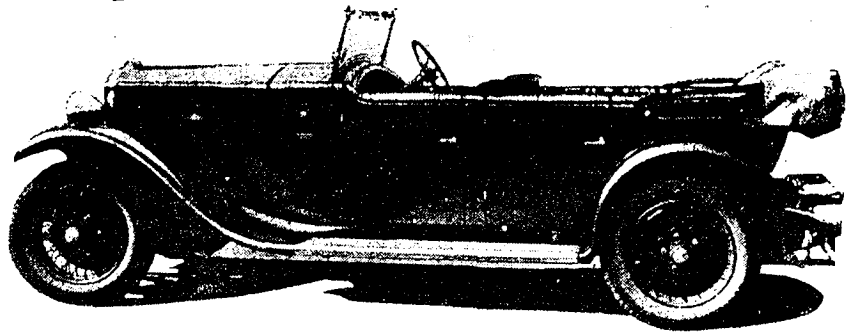
Engine of the Humber Snipe.

third speed being brought into operation by means of a sliding dog. Thus third gear is rendered practically noiseless. The helical gears for constant mesh and third are at opposite ends of the primary shaft line. The secondary shaft, or layshaft, is fixed, and carries a gear sleeve which rotates on Hyatt bearings. A trap in the floorboards gives access to the oil-filling orifice of the gear box, and a dipstick shows the lubricant level.

Drive from the gear box is taken to the rear axle through an open propeller-shaft of large diameter, with a Hardy-Spicer joint at either end.

The frame is of new design, with sides of deep section, and has in the middle an extra stiff and deep triangulated double cross member, through the centre of which the propeller-shaft passes. On each side of the shaft is a metal cradle for carrying the batteries, which are divided into two units and are accessible from beneath the front seats.

Bendix-Perrot duo-servo brake shoes are used in the four wheel brake set. The pedal applies all four brakes, while the hand lever, which is practically horizontal when off, operates the rear wheel brakes only. The brake gear in general is cleanly and simply designed and well arranged



The new 16-50 h.p. model as an open tourer.

the new 16-50 h.p., which, besides having a smaller engine, has a lighter propeller-shaft. The 16-50 h.p. type, however, is not provided with radiator shutters. There is an adjustable thermostat in the header pipe, and this short-circuits the cylinder cooling water when the engine is cold and passes it through the induction pipe jacket so as to warm the latter rapidly. The starting motor does not have a 2 to 1 reduction gear.

The Pullman type 25-70 h.p. chassis is the same as the Snipe, but the wheelbase is longer, and the gear ratios are: first 18.5, second 12.35, third 7.33, and top 5 to 1. The tyre size is 32 x 6in.

The enclosed-drive six-light Pull-

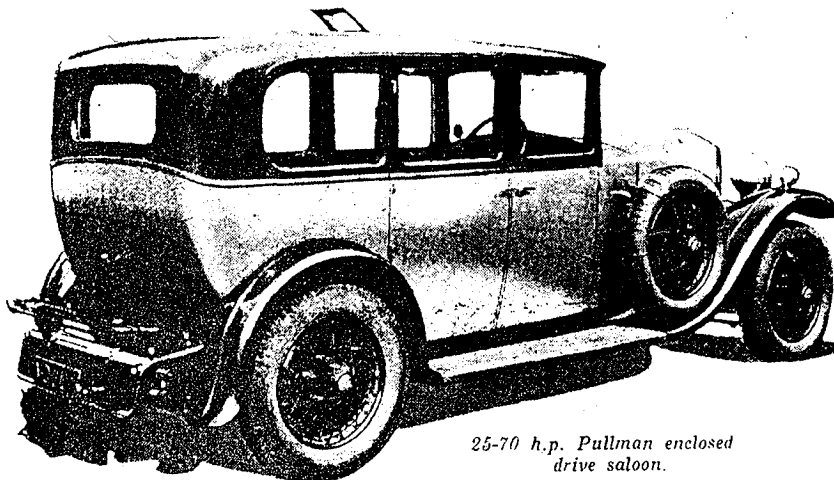
man saloon is a very handsome body with plenty of room in the back, and with particularly neat folding seats which practically vanish into the division. The glass in the division can be lowered, and disappears with a particularly neat action.

The main seat in the back compartment is most inviting because of its soft-looking cushions, and it is laid out in a very harmonious style. Unlike most enclosed-drive saloons, the front seats are particularly comfortable, the driving position is such that an owner may be at ease, and there is even a disappearing arm-rest to separate the occupants.

The sole world export rights for the new Humber cars are in the hands of Rootes, Ltd., who are convinced that there is a great future for a thoroughbred type of machine like these in countries overseas, the more so in that in designing these models the Humber Company has had that market no less constantly in mind than the tendency of the demands of home users.

The complete range of Humber cars and prices is as follows:—

9-28 h.p.—Touring car, £240; saloon, £295; fabric saloon, £280.  
16-50 h.p.—Chassis, £340; Imperial touring car, £410; Imperial saloon, £435.  
16-50 h.p.—Touring car, £425; saloon, £465; four-door Weymann coupé, £475; six-light Weymann saloon, £465; drop-head coupé, £495.  
20-65 h.p.—Chassis, £400; dual-purpose car, £475; saloon, £525; limousine, £725; landaulet, £725.  
25-70 h.p.—Snipe—Chassis, £410; touring car, £495; saloon, £535; four-door Weymann coupé, £545; six-light Weymann saloon, £535; drop-head coupé, £565.  
25-70 h.p.—Pullman—Chassis, £495; limousine, £775; landaulet, £775; cabriolet de ville, £1,095.

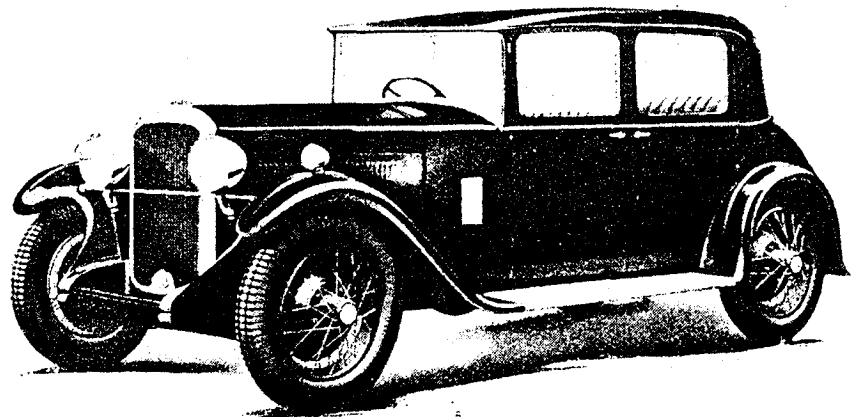


25-70 h.p. Pullman enclosed drive saloon.

for easy lubrication. Half-elliptic springs are used all round, and are provided with Silentbloc bushes which require no lubrication. The front springs are shackled at their forward ends. Incidentally, proper brackets are provided on the frame, fore and aft, for the attachment of buffers.

The steering gear is a Marles unit, and it may be mentioned that there are self-adjusting ball joints on the track rod. At the top of the steering column is a new type of wheel having a large disc centre which carries controls for the horn, the starter, the "dip and switch" lamp control, and throttle and ignition levers.

The foregoing description relates to the 25-70 h.p. Snipe, but it covers



The Snipe four-door Weymann coupé, one of the several forms in which the new model is being offered.

# "THE AUTOCAR" ROAD TESTS

No. 72—THE HUMBER SNIPE SALOON.

*Exceptional Hill-climbing, Power with Smoothness, and Flexibility at Low Speeds Provide an Attractive Combination.*

**W**ITHOUT question the performance of the new Humber Snipe is exceptionally good. The car has a splendid range of speed on top gear and revels in hills. Yet there is nothing coarse about it, no feeling that sheer power has been made the ultimate object. Indeed, the engine is remarkably smooth, and remains smooth up to the limit.

It is most fascinating, for the range of cruising speed lies between 40 and 65 m.p.h.; that is to say, on an average main road with little traffic about, the car appears to be touring along peaceably at any speed within these limits. The maximum is considerably higher, but not many people care to drive so fast continuously. Nevertheless, it must not be thought that the Snipe is intended only for fast driving; far from it.

The car can go along quietly at quite low speeds and without any necessity for gear changing. There is in this new Humber a remarkable combination, namely, that of a car with a very flexible performance on top gear and an unusual flexibility for hill-climbing on that ratio. But, further, it possesses a third speed which runs perfectly quietly, so that it is difficult to detect whether the car is on third or on top except by noticing the increased rate of revolutions of the engine.

In this way the needs of the "gear-shy" touring driver are completely met, while at the same time the driver who wishes to use every expedient available to maintain a really high average has at his disposal a really good acceleration on third, and also a gear ratio which will enable him to climb fast almost any hill he is likely to meet in a day's run in normal country. The attraction of this combination has to be experienced before it can really be fully appreciated—the silence and smoothness of a sweet-running and powerful six-cylinder engine and the crisp performance on third of a first-rate sports model.

The figures in the table give an idea of the capabilities of the car; it will be noticed that the acceleration both on top and on the indirect gears is unusually quick. Even when pulling hard between 10 and 30 m.p.h. the engine is without sense of

effort. It works with characteristic smoothness and at no point in the range does a tendency appear for the development of a periodic vibration or for sympathetic rattles to occur.

Mention has been made of the ability to climb hills, and some striking instances of this can be quoted. A hill rather over one-third of a mile in length, and having an average gradient of 1 in 10, was approached at a speed of 60 m.p.h., and at the top the speed of the car was 53 m.p.h. Then the same hill was tackled in a more orderly fashion; the speed at the foot was kept steady at 35 m.p.h. When once the car was on the slope the accelerator was depressed, with the result that the car actually gathered speed all the way up and went over the crest of the hill at 44 m.p.h. on top gear. This shows a remarkable range of flexibility and, translated into everyday language, indicates that the timid driver can approach slopes and minor hills quite slowly and still climb them on top gear with something in hand.

On a longer hill, with a maximum gradient of 1 in 6½, a climb was first made on top gear to within about fifty yards of the summit, when the speed had dropped to 14 or 15 m.p.h., and a change into third became necessary. In the experience of the member of *The Autocar* staff concerned this hill has not been ascended on top gear so far during any previous test of a touring car. When the car was put to the same hill, use being made of



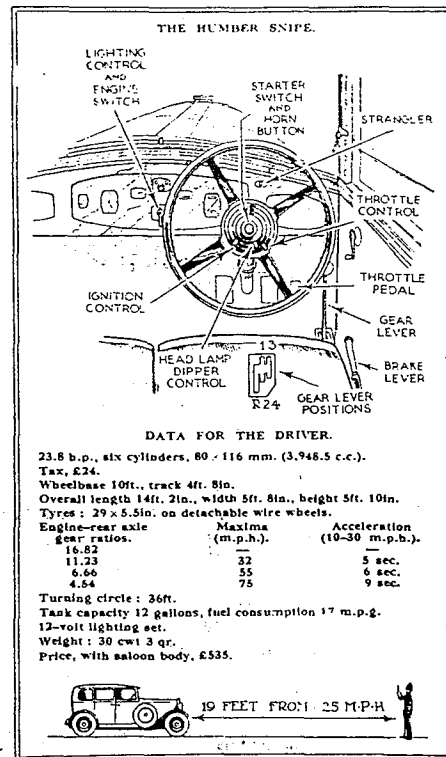
## "THE AUTOCAR" ROAD TESTS—(continued).

the quiet third speed, it held a comfortable 40 m.p.h. all the way up, and, because of the silence and the ease of the engine on third, 1 in 6½ hardly seemed to be a hill at all.

Another similar hill, rising to a gradient of 1 in 6 and having a sharp turn in the middle, was ascended equally comfortably on third. Lastly, an ascent was made of a longish 1 in 10 hill having a sharp turn at the foot. This was climbed on top gear at 40 m.p.h. These performances on hills were of an outstanding nature in view of the speed, the absence of effort, and the quietness.

From the driver's point of view the controls are in keeping with the performance. For example, the gear box, besides being absolutely quiet on third and above the average for silence on first and second, provides a particularly easy change, and the gear lever moves without the application of much force.

The clutch takes up its work in the way that a plate clutch should do; it is not in any way fierce, but is perhaps a shade on the positive side. The pedal requires only light pressure for disengagement. Small controls are neatly grouped in a circular box at the centre of the steering wheel, there being a central button for the horn, which, when lifted, operates the starting motor, a switch for the "dip and switch" head lamp control, and ignition and throttle levers also.



Engine temperature is taken care of automatically, for the thermostatic control, which, by the way, can be set to any desired figure to suit different conditions of climate, opens or closes the radiator shutters.

Because the smoothness of the car makes the speed deceptive, an impression was gained first of all that the four wheel brakes were not over powerful, but this impression was entirely revised directly a definite test was made, for the application of any heavy pressure to the pedal pulled the car up with a very sure grip, and the figure recorded as the stopping distance from 25 m.p.h. is distinctly praiseworthy.

The suspension is good, and the car holds the road quite well at speed, though this, of course, is very largely a matter of the adjustment of the shock absorbers; that is to say, the higher the speed the tighter the shock absorbers require to be. On the other hand, if the shock absorbers are tight the comfort at low speeds is reduced. Even at 60 m.p.h. a passenger on the

rear seat is not rendered uncomfortable or thrown about in any way.

Taking it as a whole, the new Humber Snipe is, from a modern point of view, by far the best car yet produced by the well-known factory, and its road performance brings it directly into the front rank of present-day productions.

### RAD-SOK

# Radiator Filter

**PREVENT OVERHEATING AND COSTLY REPAIRS**  
 Avoid radiator blockage by collecting scale, rust and other matter before it enters the radiator core.

**SIMPLE TO FIT — EASY TO CLEAN**  
 Fits radiator inlet tubes up to 65mm in diameter.

**MANUFACTURED BY  
 RAD-SOK RADIATOR FILTERS**

P.O. Box 53, Burwood, 3125  
 Tel. 288 7978, 523 7875  
 Patent Pending





"The Humber Vogue"

The ROYAL AUTO Journal, September, 1963

# ROAD TEST REPORT OF THE HUMBER VOGUE

The Vogue is the latest addition to the Humber range and although it is the smaller vehicle in the series it still retains the traditional Humber high degree of comfort and luxury furnishings.

The Humber Vogue can be supplied with a manual four speed gear-box, or it can be fitted with the fully automatic Borg-Warner transmission as an optional extra. The front seats are figure-contoured for comfort and can be independently adjusted fore-and-aft five inches. The rear seat is shaped to give full support to the various parts of the body and due to the absence of protruding wheel arches three adults can be comfortably accommodated.

**ENGINE:** The 1.6 litre power unit is easily accessible for servicing, and fitted with a modern dry type carburettor, air cleaner and a full-flow engine oil filter. Bore and stroke is 3.21 in. (81.5 mm.) by 3 in. (76.2 mm.), giving a swept volume of 96.98 cub. in. (1592 cc.) with a compression ratio 8.3:1 it develops 62 h.p. at 4000 r.p.m. Maximum torque development is 86.3 ft. lb. at 2500 r.p.m. and the engine has an RAC rating of 16.4 h.p.

**GEAR-BOX:** The vehicle supplied for test was fitted with the Borg-Warner model 35 automatic transmission. A selector lever is situated to the left on the steering column and operates a pointer indicating the lever position on a quadrant fitted to the column behind the steering wheel. The quadrant has the usual symbols marked on it L (low), D (drive), N (neutral), R (reverse) and P (park). When in P, the transmission is solidly locked and prevents the vehicle from rolling.

The transmission is extremely smooth in operation, but there is a slight

deterioration in fuel consumption and acceleration figures when moving off from rest, when compared with a manual type gear-box. On the other hand, there is less strain on the engine, final drive and tyres with the automatic transmission. General maintenance costs should be less on this type of gear-box when compared against the manual box and clutch over the life of the vehicle.

**REAR AXLE:** The rear axle assembly is fitted with a hypoid (pinion well below centre line of crown wheel) pinion and crown wheel assembly. The rear universal joint assembly has rubber inserts which eliminate resonance and absorb vibration and it never requires lubrication. The

● See next page

final drive ratio is 3.89:1 which gives a road speed of 17.6 m.p.h. at 1000 engine r.p.m. in top gear. The differential was free from audible gear noise at all road speeds.

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

The rear suspension is by means of wide semi-elliptic leaf springs controlled with double acting hydraulic telescopic shock absorbers, fitted on an angle to control side sway. The ride is firm without being harsh, giving excellent stability when cornering.

**STEERING:** The steering is light and accurate to control due to a combination of the ball type suspension and the recirculation ball design steering box. From lock to lock the steering wheel turns 3.2 times and the turning circles are: left, 33 ft. 4 in.; right, 39 ft.

**BRAKES:** Modern disc type brakes are fitted to the front with normal drum type on the rear wheels. The hand brake is conveniently placed on the right hand side of the front seat and holds the vehicle solidly on normal inclines. The brakes operated efficiently with good progression in step with pedal pressure and were practically free from fade or swerve even after severe punishment.

**GENERAL DIMENSIONS:** Over-all length, 13 ft. 9.25 in.; over-all height, 4 ft. 10.25 in.; over-all width, 5 ft. 2.25 in.; wheel-base, 8 ft. 5 in.; ground clearance, 6.5 in.; track front, 4 ft. 3.5 in.; track rear, 4 ft. 0.5 in.; kerb weight (approx.), 21 cwt. 1 qr. 24 lb.

**CAPACITIES** (Imperial): Fuel tank, 10.25 gal-

lons; cooling system, 12.5 pints (with heater); engine crankcase, eight pints; automatic gear-box, 11 pints; rear axle, 1.75 pints.

**LUBRICATION:** Engine oil to be changed at each 3000 miles for normal operation, oil filter element should be renewed at each second oil change. No attention is required with a grease gun, but at each 3000 miles oil can attention is required to points as listed in the driver's handbook, such as pivot points on hand-brake, generator bearing and distributor advance mechanism.

**TOOLS AND SPARE WHEEL:** The spare wheel is carried in a cradle under the luggage boot floor. It can be removed after lowering the cradle by screwing a securing bolt located near the left-hand corner of the boot with the wheel nut wrench.

The rather meagre tool kit has one very good item included, a starting handle which is becoming a rare item these days in supplied equipment. The lifting jack is plugged into sockets fitted to each corner of the vehicle, when wheel changing becomes necessary.

**WHEELS AND TYRES:** 6.00 x 13 four ply tubeless tyres are fitted to well ventilated (for brake cooling) wheels, even with the chrome wheel finishers fitted, the heat developed did not cause brake fade under test.

**HEATER DEMISTER AND VENTILATION:** A two speed blower assisted heater and demister equipment is fitted with easily operated and plainly marked controls on the fascia panel. The heater fan can be used in the summer to bring outside unheated air into vehicle or an alternate shutter can be opened for ventilation. The air in this case is forced in by the car's forward motion. The car is fitted also with the usual hinged no-draught



1948 HILLMAN "MINX" MARK III

9.8 h.p., 4 cyls. Valves, side; 63 mm. bore x 95 mm. stroke; 1,184.5 cu. cm. Gears, 4. Brakes, Lockheed hydraulic. Springing, coil-spring and wishbone, I.F.S. Tyres, 5.00 x 16. Tankage, 7 gals. Consumption, 32 m.p.g. Battery, 12 volt. Gearing, 13ft. long, 5ft. 0.5 in. wide, 5ft. 2.5 in. high.

This third series, side-valve engined Minx is one of a long range of proven power units, noted for their sweet running, economy and minimum maintenance performance. As with all Rootes Group designs, the coachwork appointments are above criticism and these cars seat five in reasonable comfort. Original price, £305. Present price, £235.

vents on the forward edge of the front doors.

Although it was extremely hot weather at the time of the test on the car, the heater demister appears so well designed that we have no doubts about the efficiency of the system in the coldest weather we could expect in Australia.

**WINDSCREEN WASHERS:** The washers fitted operated by push button on the facia panel and performed efficiently.

**WINDSCREEN WIPERS:** The wipers are two speed self parking and electrically operated from a three-way toggle switch. They effectively clear a large area without irritating blind spots being missed.

**EXTERIOR LIGHTS:** Two headlamps are fitted on each side of the car, each pair consisting of one main beam lamp (inner) and one dipped beam lamp (outer). The inner lamp has a single filament bulb while the outer lamp has a double filament bulb. This means for highway driving on the high beam the four lamps are in operation.

**BATTERY:** Mounted under engine hood, forward on driver's side, it is a 12 volt with 38 ampere hour capacity and is well placed for easy servicing.

**FUSES:** The fuse unit is conveniently placed under the engine hood, containing two working and two spare fuses.

**INSTRUMENTS:** The speedometer is a horizontal scaled ribbon type, complete with a total mileage odometer and decimal reading trip scale which can be set to zero. Ammeter, engine oil pressure, fuel contents, and temp gauges convey more information than is usual to the driver. Warning lights are included to show that the ignition, turning indicators and

● See next page

## R.A.C.V. ROAD TEST DETAILS

**MAKE AND MODEL:** Humber Vogue Series II — automatic transmission.  
**PRICE,** including sales tax (Melbourne metropolitan area): Manual transmission, £1192; automatic transmission, £1322.

### TEST RESULTS

All performance figures are arrived at after averaging the readings from several runs in opposing directions using corrected speedometer readings.

**Weather Conditions:** Fine and hot.

**Weight of Vehicle as Tested:** 25½ cwt. (Kerb weight 21 cwt. 1 qr. 24 lbs.)

### ACCELERATION

Speed M.P.H.	Gear used and time in Sec. Automatic "D" selected	From Stationary to Varying Speeds in Sec.
10-30	5.8	0-30 8.1
20-40	8.7	0-40 13.3
30-50	13.4	0-50 20.6
40-60	21.6	0-60 34.2

Standing 1-mile: 25.4 sec.

### BRAKES (from 30 m.p.h. in neutral)

Pedal Pressure in lbs.	Efficiency %	Equivalent Stopping Distance in Ft.
25	40	75.4
50	55	54.8
75	72	41.9
80	85	35.4

### FUEL CONSUMPTION AT STEADY SPEEDS ON LEVEL ROAD

Speed	M.P.G.
30	34.5
40	30.3
50	25.1
60	21.6

M.P.G. at Normal Driving Speeds, 26.8. For Distance of 325 Miles.

### Speed and Distance Correction

Car Speedometer	10	20	30	40	50	60
True Speed	8	18	27	37	47	56½

Odometer Reading: 100 true distance 96 miles.

**TEST VEHICLE SUPPLIED BY COURTESY OF:**

Rootes (Aust.) Ltd., Salmon Street, Port Melbourne.

## ROAD TEST REPORT—from page 18

high beam circuits are in operation.

Under certain conditions depending on the build of the driver and the way the seat is adjusted, the speedometer scale can be obscured by the horn ring.

**LOCKS:** Key type locks are fitted to both front doors, glove box, luggage boot, and ignition starter combination. The bonnet must be first unlatched from inside the vehicle before it can be opened.

**PARCEL AND LUGGAGE STOWAGE:** A full length parcel shelf is fitted below the facia panel, very handy for stowage of small packages. The glove box, with a swing down door which can be locked, is of generous size and the luggage boot of 16 cubic feet of usable capacity is reasonable.

**INTERIOR FINISH:** The trimming is attrac-

tively carried out in pleated leather-like vinyl, both on the door trims and seats. The facia panel and door strip trims across the centre of the doors have a pleasing rich walnut finish. Floors back and front are covered with pile carpet, which improves looks and comfort and also acts as an insulator against road noise.

All doors are fitted with armrests, door-pulls and childproof locks. The facia panel and parcel shelf have an edging of safety padding. Sun visors are of the safety type, with a vanity mirror inserted in the back of the passenger side visor.

**SAFETY BELTS:** Anchorage for safety belts are standard fittings, which makes it a relatively simple job to install belts.

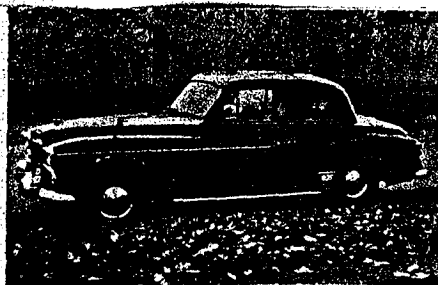
**SUMMARY:** The most outstanding features of the Humber Vogue is its luxurious appointments and equipment, supplied at standard plus excellent braking, lighting, and road stability which makes it a safe car to handle. It is a quiet, comfortable vehicle to ride in with good all round visibility resulting in relatively little fatigue developing to passengers and driver on long journeys. It is a rather heavy car in its class (approx. 21½ cwt. kerb weight) which would cause many other lighter vehicles in the same class to give better fuel consumption figures.

Although it is not a fast car, it would cruise all day without strain at speeds limited only by road conditions and legal limits.

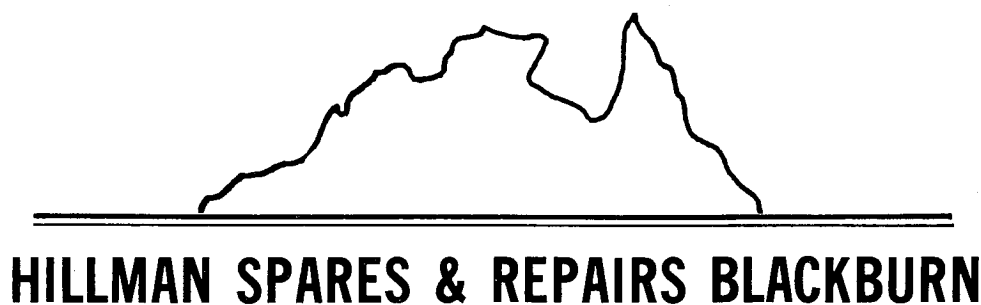
### 1955 HUMBER "SUPER SNIPE"

29.4 h.p., 6 cyls. Valves, overhead; 88.9 mm. bore x 111 mm. stroke; 4,139 cu. cm. Gears, 4. Brakes, Lockheed hydraulic. Springing, coil I.F.S. Consumption, 15-19 m.p.g. Battery, 12 volt. Caraging, 16ft. 5in. long, 6ft. 2in. wide, 4ft. 6in. high.

Even at its original price, the "Super Snipe" was a beautifully appointed, handsome car of outstanding performance and appearance. In its element, covering long touring distances at an effortless 70-75 m.p.h. gait, its weight and power are such that economy is not one of its features. A good buy today if you can house it and fuel bills are inconsequential. Original price, £1,397. Present price, £475.



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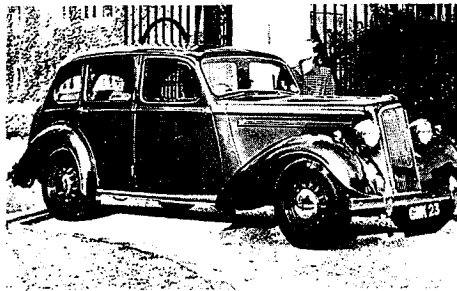
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