

July 1988



By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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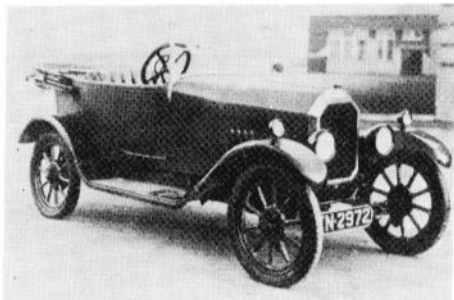
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Monday to Friday: 8.30 a.m. to 5.30 p.m. Saturday: 8.30 a.m. to 12.00 noon

- JULY 22ND. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
N.B. SPEAKER ON CAR INSURANCE WILL BE AT THE AUGUST MEETING
INSTEAD OF JULY AS PREVIOUSLY ANNOUNCED.
- AUGUST 14TH. ANNUAL SMORGASBORD LUNCHEON WITH CHEVROLET CLUB.
SEE BELOW FOR DETAILS.
- AUGUST 21ST. CHACA SWAP MEET AT CHIRNSIDE PARK SHOPPING CENTRE,
MAROONDAH HIGHWAY, LILYDALE. (MELWAY MAP 37 G4). 9.00AM
ONWARDS. ENTRANCE FEE \$1.00. CHILDREN FREE.
- AUGUST 22ND. A.O.M.C. DELEGATES MEETING. 8.00PM. CARNEGIE PROGRESS HALL,
TRUGANINI ROAD, CARNEGIE.
- AUGUST 26TH. GENERAL MEETING, DEEPDENE HALL, 8.00PM. FOLLOWING THE
MEETING, THERE WILL BE A SPEAKER TO ADDRESS US ON TYPES OF
INSURANCE AVAILABLE FOR OLDER CARS.
- SEPTEMBER 25TH. FAMILY DAY AND GENERAL MEETING, DEEPDENE HALL. INFORMAL,
B.Y.O. LUNCH FROM 12 MIDDAY. MEETING COMMENCES 2.00PM.
BUSH MAGIC SHOW BY CHAS. SPEED.
- OCTOBER 28TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- NOVEMBER 6TH. ANNUAL CONCOURS D'ELEGANCE, PRIDE OF OWNERSHIP AND CLUB
DISPLAY. DEEPDENE PARK OVAL. 11.00AM.
- NOVEMBER 12-13TH. BENDIGO SWAP MEET. AGRICULTURAL SHOWGROUNDS, BENDIGO.
- NOVEMBER 25TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- DECEMBER 11TH. CHRISTMAS BREAK-UP PARTY AT DEEPDENE HALL.

NEXT OUTING:**

- WHAT:** SMORGASBORD LUNCHEON WITH CHEVROLET CLUB.
- WHERE:** WESTERNPORT HOTEL, CNR. HIGH AND SALMON STREETS, HASTINGS.
MELWAY MAP 154 J 11.
- COST:** \$16.00 PER HEAD, CHILDREN HALF PRICE. PLEASE PAY ON ENTERING PUB.
- MEET:** CAR PARK AT PRINCE MARK HOTEL/MOTEL, PRINCES HIGHWAY, DANDENONG.
(BEHIND THE SERVICE STATION.). MELWAY MAP 90 J 11.
- TIME:** 11.00AM FOR AN 11.30 DEPARTURE. ARRIVING HASTINGS APPROX. MIDDAY.
- DATE:** SUNDAY AUGUST 14TH.

THE HUMBER CAR CLUB OF VICTORIA MEETS ON THE FOURTH FRIDAY OF EACH MONTH (UNLESS
OTHERWISE STATED) AT 8.00PM IN THE HALL AT DEEPDENE PARK, WHITEHORSE ROAD, DEEPDENE.
MELWAY REFERENCE MAP 46 A7.

THE CLUB IS AUTHORISED TO CONDUCT EVENTS FOR ALL CATEGORIES OF "CLUB PERMIT" LICENCED
VEHICLES. ALWAYS CARRY YOUR CLUB PERMIT AND CURRENT HUMBERETTE WITH YOU WHEN
TRAVELLING IN THE CAR.

Road Law Update

Various changes in laws for vehicle owners, drivers and other road users have come into force since 1 January 1987.

These changes have been made in the interests of safe and efficient use of Victoria's roads.

The range of offences for which Traffic Infringement Notices ("on-the-spot" fines) can be issued has been extended to reduce the need for Court appearances. New areas include bicyclists, pedestrians, overloaded trucks, taxis, tow trucks, recreation vehicles and licensing and registration matters. "On-the-spot" fines shown in this booklet are printed in bold. The maximum fine for a first offence heard in Court is shown in brackets.

1 Road Safety

Babies in cars

From 1 June 1988, it will be compulsory to carry babies under one year of age in an approved bassinet or child restraint.

\$135 (Court fine \$500)

The only exceptions will be:

- ☐ if the vehicle is not required to be fitted with child restraint anchorage points (required in all cars made since July 1976);
- ☐ if there is no room in the back seat for a child restraint because the seats are occupied by other passengers;
- ☐ if the vehicle is a taxi; or,
- ☐ if the vehicle is registered in another State or Territory.

If a child is not in an approved restraint it must be carried in the back seat.

Approved restraints are those which have the Standards Association of Australia mark AS 1754. (Information about child restraint is available from RTA Educational Services, phone (03) 810 2617 or 810 2646.)

Following too closely

You must keep your vehicle a safe distance from any vehicle in front of you.

\$85 (\$300)

Vehicles over 7.5 metres must not travel closer than 100 metres behind another long vehicle on country roads, except when overtaking.

(\$300)

Red flashing signals

Drivers must stop if the twin red lights outside a fire station or ambulance station are flashing.

\$135 (\$500)

"U" Turns

Drivers must not make "U" turns at a "No Right Turn" sign unless there is a sign allowing it to be done.

(\$300)

2 Trams

Passing trams

You must stop when approaching a stationary tram at a tram stop. You may proceed past at 10 km/h or less when directed by a uniformed Metropolitan Transit Authority employee or in compliance with a traffic signal, but only when the carriageway is free of pedestrians and it is safe to do so.

(\$500)

If a tram is stopped at a terminus or between stops, you may pass it at 10 km/h or less, provided there are no pedestrians on the road and it is safe to do so.

(\$500)

The "On-the-spot" fine for passing a stationary tram remains at **\$135**.

You are not required to stop or slow down when a tram is stationary in a full time tram lane, protected by a safety zone or in a median reservation.

Fairways

You must keep to the left of the solid yellow line during "tram only" hours, however, you may cross it at any time when making a "U" turn, making a right turn, crossing the Fairway or when passing a vehicle that is blocking traffic. But when doing so you must not delay a tram.

\$60 (\$200)

Wherever you see a broken yellow line you can use the tram tracks at any time, providing you do not delay a tram.

\$60 (\$200)

3 Vehicle Equipment,

Use of number plate covers

Only flat, untinted and transparent number plate covers may be used.

(\$200)

Sale of certain equipment

Sale of vehicle and safety equipment in the following categories is prohibited unless it meets the standards specified by the Road Traffic Authority:

- | | |
|--|--|
| <input type="checkbox"/> seat belts | <input type="checkbox"/> window film |
| <input type="checkbox"/> child restraints | <input type="checkbox"/> number plate covers |
| <input type="checkbox"/> protective helmets | <input type="checkbox"/> retreaded tyres. |
| <input type="checkbox"/> replacement glazing | |

(\$1000)

Standards specified by the RTA are published in the Government Gazette.

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
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General Information	B. Kennedy	
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Nancy Butts' Series 4 S/Snipe Concours Winner 1982 & 1987.



Keith & Marg Willimott with their award winning Sceptre.

PRESIDENT'S REPORT (Kennedy's Klangers)

Another month has slipped away from us. I learned on the radio the other day only so many days till Christmas. Next we'll here the ringing in of the new year.

With the above in mind we must keep on getting the vehicles ready for Concours. Last month I touched on the engine compartment, this month we will have a wee look under the vehicle. Once again I stress upon you I cannot mention everything, plus the fact that people being people, not everyone looks at the same items as each other. Most people inspecting the vehicles look at different items each year. This year it could be exhausts for instance, but next year the same person may select a different item to pick on. If you lost points on a item this year don't just concentrate on that one next year because it doesn't work that way.

We will start at the front and work down to the rear of the vehicle. The first item we see is the large cross member and fitted to that is the front suspension and steering. This looks a hell of a lot but so many points are lost in this area that it needs a bit more than a look. If you have access to a steam cleaner or a pressure cleaner it helps in sorting out the old grease, mud and other bits that seem to hang around down there. But even if you use either type of cleaner, do not leave it at that as you will still need to clean with a rag. While you're there check for any damaged or worn parts.

To carry out a clean-up under the vehicle you may decide to jack it up and remove the wheels to make the task easier. If so make sure you use a safety stand as some types of jacks can fail; do not use bricks - they crumble. If you use a steam cleaner or pressure cleaner remember it will remove grease out of joints so replace it and wipe off any extra grease from the outside of the unit.

Having cleaned up the "front end", clean under the motor and gearbox, check the exhaust system, make sure all the clips and brackets are in place and no holes in the system. Keep making your way down to the rear axle housing or assembly if you like. This unit is joined to the motor and gearbox by a long shaft. On your way down clean it and again check it over for damaged or worn parts. The rear axle has a few other items attached to it like the rear suspension, rear brake and controls and rear wheels. Once more clean and check over, same as the other items.

Wheels and tyres need a separate mention as all too often people forget that there are two sides to them. All too often the outside is cleaned - but the rest, too bad! Clean both sides, put a bit of tyre black on the rubber (personally I use boot polish), but what you use is up to you. While you are working on the wheels check for any cuts or wear that may make it unroadworthy and unsafe. Are all the tyres the same and the correct size? Do they have the right pressure in them? And don't forget the spare wheel, give it the same treatment. Replace wheels and trim, that is if it is the correct trim.

Now I know to some I have not covered everything but to do so would require a book to be written, so I leave it to the individual to clean and check the other various items underneath, i.e. under guards, body skirts, sills, behind bumper bars etc. One thing to remember while you're checking and cleaning the items, you are getting to know and understand your vehicle. You may pick up something that otherwise would have been overlooked, something that may endanger you and your family when out on the road so look on the bright side of it.

If you decide to prepare your vehicle for one of the concours divisions, no matter which one, always remember if you have a problem all you have to do is ask someone and I know they will help. Once you have cleaned up the steel monster it is easy to hold it at a certain level.

Under vehicles is always a bit messy so if you are washing it put the hose underneath at each wash. Don't just wash the top, wash away the road soil whenever you can, clear drain holes in doors or body to let out water. Hopefully these things will prolong the life of the vehicle.

Well enough on that subject till next month. An item I would like to bring to your attention is the "trading table". We need items to sell on it so if you have any bits and pieces, plants, books etc, or even the family cat you don't want, maybe you can bring or send it along to fill a spot on the table. Don't clutter up your place, let it clutter someone elses place.

Next a plug for Bob Kennedy - at the moment on my Series II Super Snipe I have fitted a full set of mag wheels and new rear tyres complete with special nuts plus lock nuts. These are for sale if anyone is interested. The reason for having them on is so you can see them fitted. You know my phone number.

I think that will do me for a while, see you at the next meeting.

**MINUTES OF GENERAL MEETING
HELD ON FRIDAY 24th June 1988 AT DEEPDENE HALL at 8:00pm.**

PRESENT: APPROXIMATELY 30 MEMBERS AS PER ATTENDANCE BOOK.

NEW MEMBERS & VISITORS: VIC WILSON CLAIMED TO BE IMPERSONATING HIS GRANDSON, MARTYN, WHO HAS TAKEN OVER OWNERSHIP OF A SERIES IV SHOE AND JOINED THE CLUB. UNFORTUNATELY VIC WE COULD ALL SEE THROUGH THE DISGUISE.

APOLOGIES WERE RECEIVED FROM THE VEBB FAMILY, NANCY KENNEDY, SYLVIA PIETERSEN, FRANK STOCKVIN, ROD SYEVART, AND JACK VARING.

MINUTES OF THE PREVIOUS MEETING AS PRINTED IN THE JUNE 'HUMBERETTE' WERE ACCEPTED AS A TRUE RECORD ON THE MOTION OF VIC WILSON SECONDED BY KEITH VILLIHOTT.

BUSINESS ARISING THERE WAS NO BUSINESS ARISING.

CORRESPONDENCE:

INFROM AUSTRALIA POST CONFIRMING HUMBERETTE AS A PUBLICATION, BAY TO BIRDWOOD RUN WITH INFORMATION ON THE RALLY IN SEPTEMBER, MICHAEL BELTRANE WITH INFORMATION ON HIS EARLY MODEL HUMBER, SHANNONS WITH INFORMATION ON AUCTION ON JUNE 20TH, B.DOWSON OF SYDNEY WITH REQUEST FOR A HUMBER HAWK BONNET NASBOT, BICENTENNIAL BRIEFINGS, ; MEMBERSHIP APPLICATIONS FROM LYNDON VARE, KEN VATTS, LLEV VEEDING; 9 RENEWAL FORMS.

EXCHANGE MAGAZINES: AUSTIN A40 CAR CLUB OF AUST., AUSTIN CAR CLUB OF AUST., CHEVROLET CAR CLUB., C.H.A.C.A. JOURNAL, HUMBER CAR CLUB OF AUSTRALIA, ROVER CAR CLUB, SUNBEAM TALBOT OWNERS CLUB NEWS, DAIHLER LANCHESTER CLUB OF VICTORIA.

OUT: WELCOME LETTERS TO ROD STEVART AND FRANK WYKMAN, TO ALAN MCCRODY ABOUT ARTICLE FOR MAGAZINE, MICHAEL BELTRANE ABOUT HIS HUMBER.

CORRESPONDENCE ACCEPTED ON THE MOTION OF FRED PIETERSEN, SECONDED BY KEITH VILLIHOTT.

BUSINESS ARISING: NO BUSINESS ARISING.

TREASURER'S REPORT: THERE WAS NO TREASURER'S REPORT.

EDITOR'S REPORT: BARRY BOSNICH REPORTED THAT 184 MAGAZINES HAD BEEN SENT OUT. MORE MATERIAL WAS REQUESTED FOR THE MAGAZINE ON VOGUE MODELS.

EVENTS DIRECTOR'S REPORT: PRESENTED BY MARGARET VILLIHOTT.

VISIT TO LEN LUKEY MUSEUM ONLY ATTENDED BY 4 HUMBERS.

OUTING FOR JULY POSTPONED.

AUGUST OUTING WILL BE A SNORGBORD/RESTUARANT SOMEWHERE.

TICKETS AVAILABLE FOR STANDARD VANGUARD DINNER DANCE.

TONIGHTS SPECIAL PRIZE IS AN AIR POT.

TECHNICAL OFFICER'S REPORT: NO REPORTS.

AOMC: ROB DUNLOP PRESENTED REPORT ON AOMC ACTIVITIES. ITEMS MENTIONED WERE THE AVAILABILITY OF PART YEAR REGISTRATIONS, DIFFICULTIES WITH THE 'CLUB PLATE' SCHEME.

GENERAL BUSINESS:

RAY WEBSTER ASKED HOW ONE DECIDES WHETHER A CAR SHOULD BE RESTORED INSTEAD OF BEING SENT TO THE LOCAL TIP. AFTER THE LAUGHTER SUBSIDED SOME SERIOUS DISCUSSION TOOK PLACE AND THE CONCLUSION ARRIVED AT THAT THE MOST IMPORTANT CONSIDERATIONS ARE THE CONDITION OF THE BODY AND UPHOLSTERY, AND THE RARITY OF THE VEHICLE.

TWO QUESTIONS REGARDING THE ACTIVITIES OF THE AOMC IN THE MATTERS SURROUNDING THE 'CLUB PLATE' SCHEME WERE PRESENTED. THESE QUESTIONS WERE TO BE ANSWERED BY THE MEETING FOR RETURN TO THE AOMC.

QUESTION 1. SHOULD THE AOMC PROMOTE THE RTA'S ATTEMPT TO REQUIRE A CLUB TO DO SOMETHING WHICH IS NOT REQUIRED OF ALL CLUBS ?

THIS QUESTION CONCERNS THE REQUIREMENT THAT CLUBS LIKE OURS ARE REQUIRED TO PROVIDE SOME SAFETY INSPECTION WHEREAS SOME OLDER CLUBS ARE NOT. OFFICIAL RVC IS NOT CONSIDERED TO BE ACCEPTABLE BECAUSE OF THE SHORTAGE OF SPARE PARTS. OUR CLUB DOES NOT HAVE ANY DETAILED INSPECTION PROCEDURES AT PRESENT.

THE QUESTION WAS PUT TO THE MEETING WITH A MAJORITY ANSWERING NO. THERE WAS ONE YES ANSWER.

CONTINUED...

QUESTION 2. SHOULD WE ATTEMPT TO ENSURE THAT THE RTA CONFIRM IN WRITING THEIR REQUIREMENTS AND THE LIABILITIES OF THE CLUBS AND THEIR OFFICERS, BEARING IN MIND THAT TO DO SO MAY JEOPARDISE THE SELF REGULATORY NATURE OF THE SCHEME WHICH APPEARS TO BE HONoured IN MOST OF THE CLUBS(BUT NOT ALL OF THEM). ?

THE QUESTION WAS ANSWERED WITH A MAJORITY SAYING YES, WITH 5 MEMBERS SAYING NO.

A SAMPLE TEE-SHIRT WAS DISPLAYED THAT WILL COST AROUND \$13.

JIM YATES MENTIONED THAT THE ABC-TV IS MAKING A FILM ON LAURENCE OLIVIER AND VIVIANNE LEIGH THAT WILL FEATURE CLUB HUMBERS.

A HUMBER BICYCLE IS FOR SALE IN THE TRADING POST.

MEETING CLOSED AT 9:30 AND SUPPER WAS ENJOYED BY ALL.

ARNOLD GOLDMAN
HON. SECRETARY

SECRETARY NOTES

Due to Arnold being engaged in moving house this month, there is no Secretary's Report available this issue. However, would members please note that Arnold's new phone number is (059) 75 6807.

SOCIAL NOTES

Hello everyone and welcome to the second half of the year!

I guess, like me, you enjoy the cosiness and comfort of indoors at this time of the year. It needs a deep breath and a mite of courage to take an early morning plunge into the crisp fresh air! Needless to say warmth and comfort will be the main theme of our next two outings.

By the time you receive this magazine, the Standard/Vanguard Dinner Dance will be over. The event this year has a red, white and blue scheme, in keeping with the origins of our Bicentennial ancestors - I guess there will be an air of the "British Bulldog" around the hall at Eltham North on this night! I'm still trying to think of a suitable, but not too conspicuous garb for Keith and myself to wear for the occasion.

Our annual smorgasbord luncheon with the Chevrolet Club takes place on Sunday August 14th. After last year's disastrous experience we have decided to change the venue and we'll be travelling in convoy with the Chevrolet people to the Westernport Pub at Hastings. This venue put on a special Sunday smorgasbord with entertainment at \$16.00 per head, (children half price) and it comes tested, tried and well recommended by several other car clubs. A booking for 40 has been made for this day and as members may be fairly tight, I would appreciate your notifying me at the next meeting if you plan to attend.

September 25th is the date for our next pleasant Sunday afternoon and family meeting. It was suggested recently that city members may care to billet some of the more distant country Humber members should they wish to attend the meeting. If you are interested, either from the providing or receiving end, please let me know A.S.A.P. and I'll see what can be done. Maybe we could provide a model match (of cars, that is!!) I've put the "hard word" on Chas Speed on this occasion to spin us more of his delightful magical yarns.

Our HCCV membership includes a variety of talent, some of which has been particularly active of late. We are indebted to John Berry of Canberra for several magazine items on his Bicentennial Humber projects. Watch for them in the Humberette over the next few months. Watch out also for Jim Yates' MK II Snipe in the ABC Production on Lawrence Olivier & Vivien Leigh. Club cars seem to be getting quite a bit of exposure on the media lately although we haven't yet managed to produce anything like a "Genevieve"!

Each month our Club receives quite a selection of exchange magazines from other Clubs. These publications offer a host of interesting reading with general technical information that can often be adapted to our own cars, plus news of sister Clubs and their activities; they're just the thing to fill in a dull winter's day - or perhaps you would like to jump on the Humber bicycle advertised in this magazine and try out a different set of wheels! However, please keep Friday July 22nd free for our next general meeting.

I'll look forward to seeing you there.

Margaret.

FOR SALES

1964 Super Snipe, black with red upholstery, registered to December 1988, 70,000 miles, one owner, interior excellent, small dent on one guard and door, needs new exhaust and four tyres.
Contact: Ken Banks, Mt. Wallace via Ballan, Ph: (059) 60 8257.

1964 Humber Sports Bicycle, all original except saddle, three speed hub gears, hub generator and hub brakes, steering link, offers around \$250.00.
Contact: Ph: 437 1253, Eltham.

1964 Hillman Minx, excellent condition, r.w.c., registered to October 1988, best offer.
Contact: James Kent, Casterton, Ph: (055) 81 1414 or (055) 72 5881.
(James also has details of a 1938 concours condition Hillman for sale.

WANTED

Books in good condition on any topic, fiction or non-fiction, old or new, fair prices paid and I will collect anywhere between Melbourne and Mornington.

Contact: Arnold Goldman, Ph: (03) 647 7643 (BH) or (059) 75 6807 (AH).

Bonnet Mascot for a Humber Hawk Series I, Rootes accessory number H.109394.
Contact: B. Dowson, 12 Wyatt Avenue, Regents Park, NSW, 2143.



Rear chrome window surround for MK 2 S/Snipe, also interested in interior fittings e.g. glove box, dash, speedo etc.

Contact: Keith Hopkins, Ph: 723 5025.

Give Away: MK 6 Hawk parts, all mechs and body parts, stripped down for take away.
Contact: Ray Webster, Ph: 478 4669.

THANK YOU

I would like to show my appreciation to two HCCV members; Peter Reid and John Hosking. They tirelessly prepared my Humber in readiness for the National Rally at Swan Hill. Peter did the body work and John the spray painting. The result reflected their efforts. The only cost to me was for the materials used. Many thanks for their kind gesture and Club spirit.

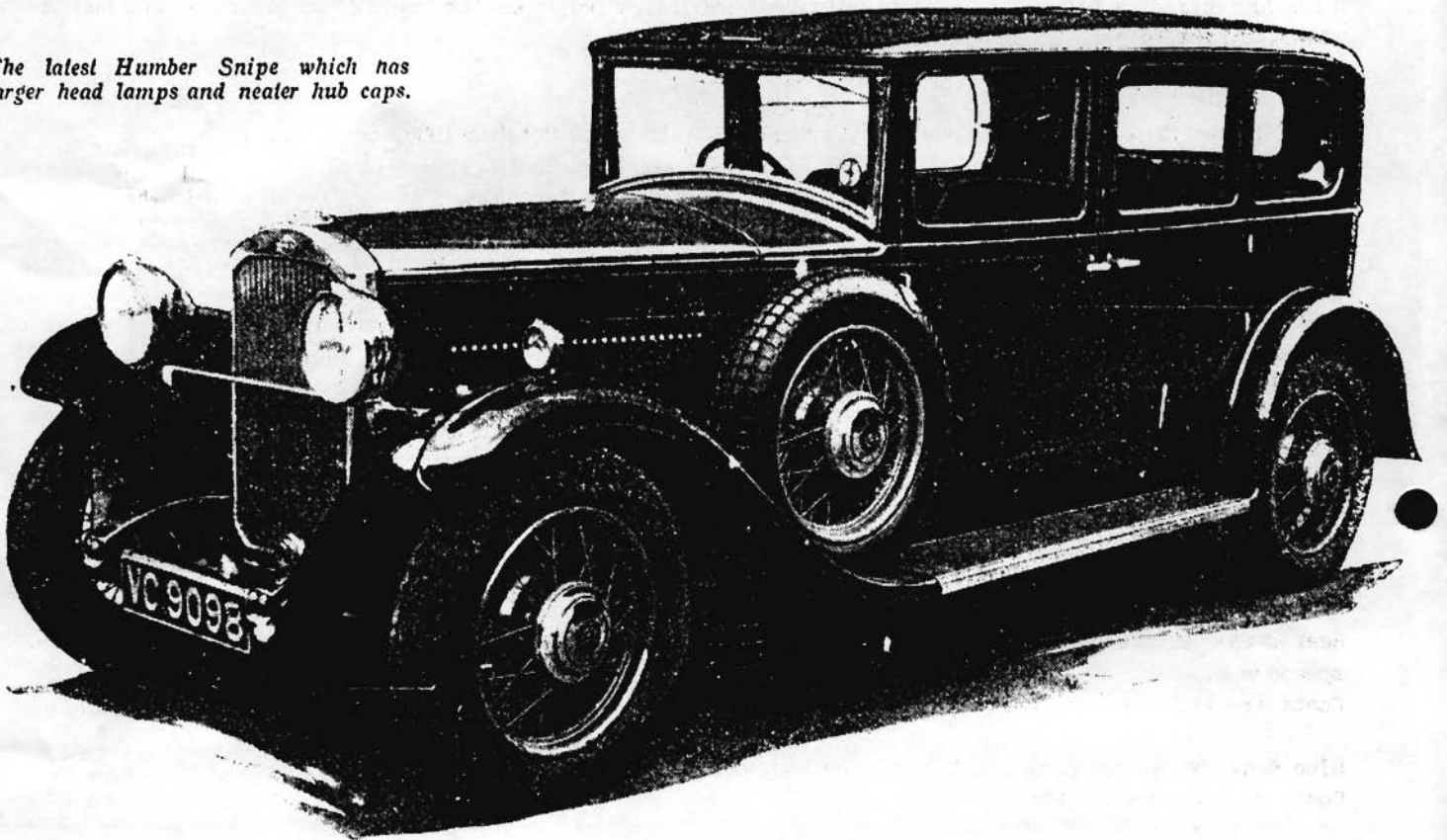
Ken Rowlinson



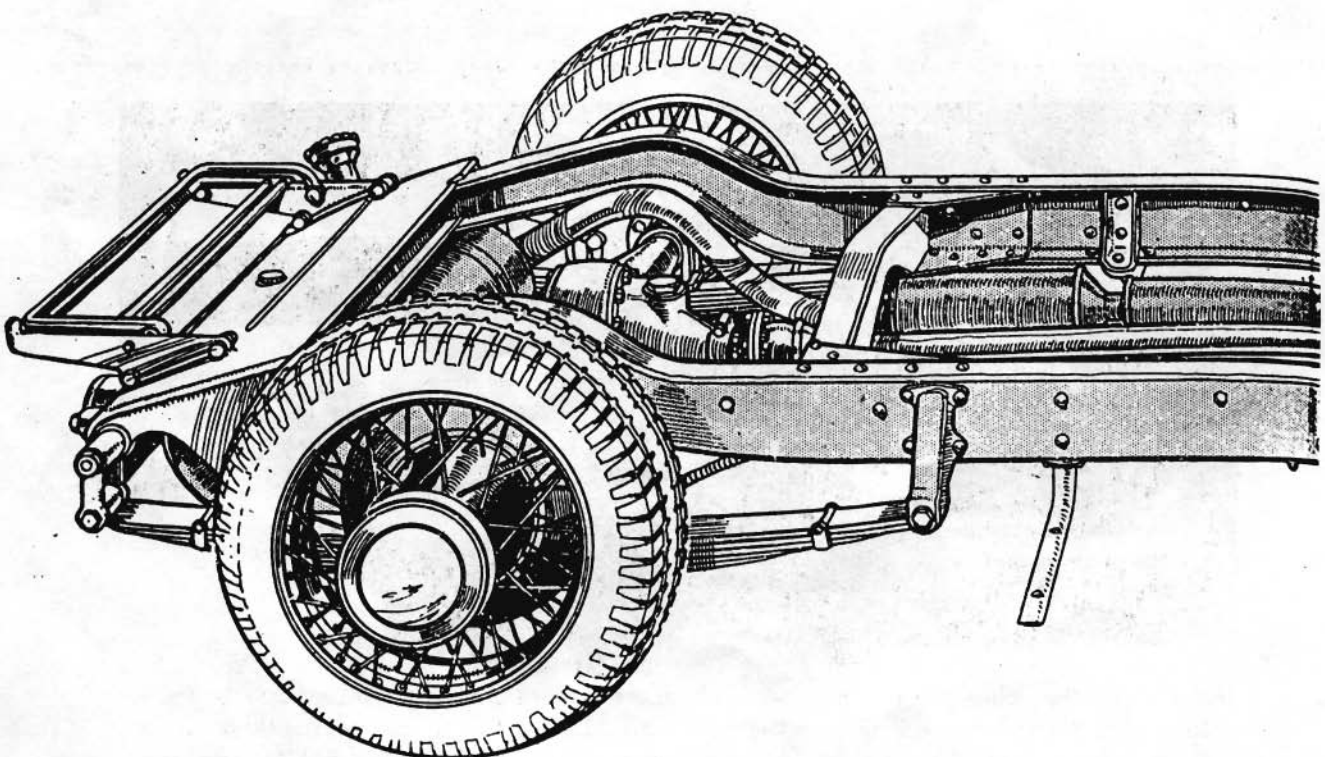
The Old And The New - Rootes Group who made Humbers sold out to Chrysler, who in turn sold out to Mitsubishi, so you can say a Mitsubishi is a fourth generation Humber. (From a company view that is, or putting it another way, from Anglo Saxon to Japanese in less than a century). John Berry.

NEW HUMBER AND HILLMAN MODELS

The latest Humber Snipe which has larger head lamps and neater hub caps.



Contributed By Peter Davenport.



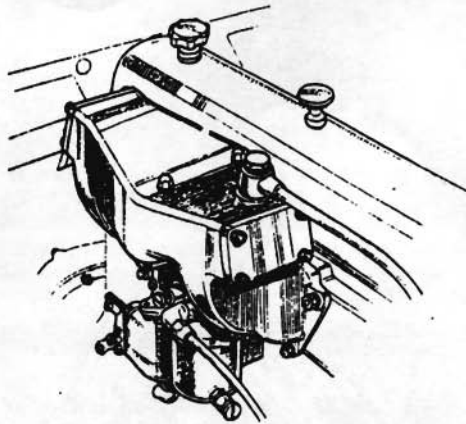
THE HUMBER PROGRAMME

STABILITY has been a watchword from the first beginnings of the old-established Humber organisation, and when an eminently satisfactory car has been evolved and produced, the policy is to refine and continue it rather than to change for the sake of changing. Thus for 1932 the current range of Humber cars, the 16-50 h.p., the Snipe, and the Pullman, is being continued, various small alterations having been introduced, as it were, to gild the lilies. The only momentous changes are that the prices of the models in the Snipe series have been reduced by £20, and that there is an entirely new style of coachwork for the Pullman. About the new Pullman there is such an aristocratic air, and such a dignified appearance, that the price comes almost as a surprise, for a large seven-seater limousine or landaulet, finished as Humbers know how to finish a car inside and out, cannot be sold expensive at £735. Right from the front the car is imposing, for the radiator has been made 2in. higher, and thus appears even better proportioned than it was before. Also the higher and more horizontal bonnet balances well with the impressive proportions of the body. Actually, there are two styles of body, the landaulet and the limousine, the difference being that the limousine has a fixed metal roof, whilst the landaulet roof can be opened so far as the rear compartment is concerned. This style of body has two compartments, a broad front seat, behind which is a partition, having a glass window which can be opened or closed by means of a winder,

Three Successful Models Continued. Improvements in Details; Snipe Prices Reduced; Fine New Coachwork for Pullman Models

and aft of the partition is the main body, consisting of a luxurious rear seat, and two occasional seats which can be folded out of the way when not wanted.

The rear seat has elbow rests, and elbow recesses, and in the centre is a disappearing arm rest. This seat is very cleverly arranged, so that by means of a winding handle at the side, the seat cushion can be brought forward and the

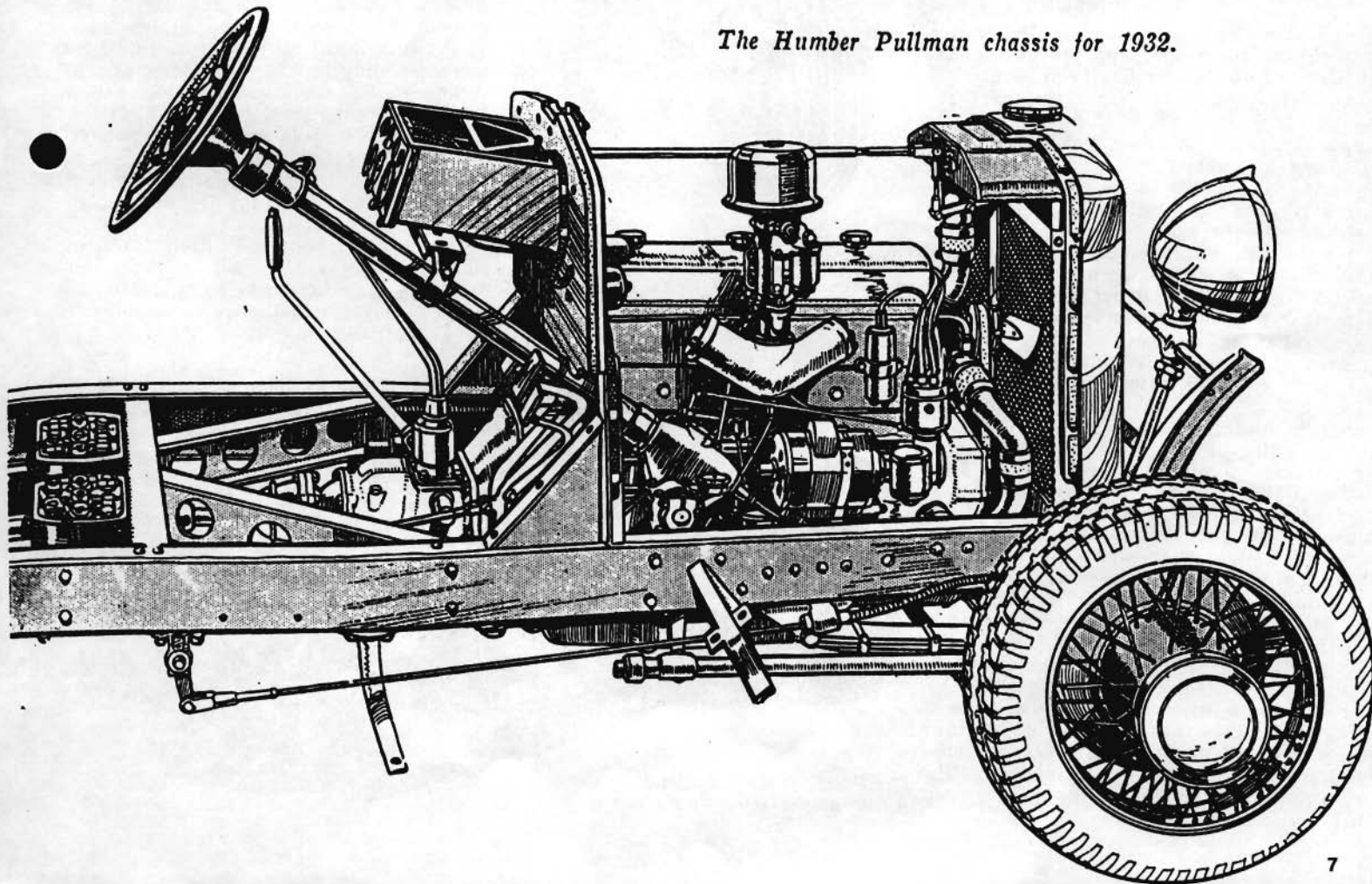


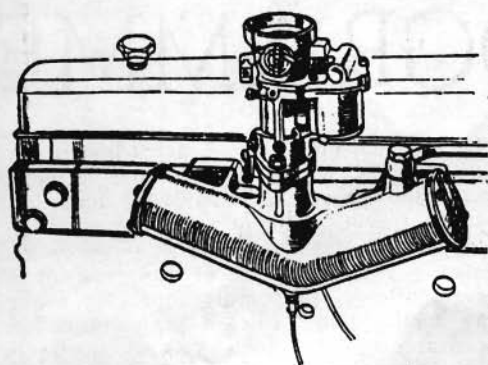
Updraught carburettor and V-type induction pipe on the 16-50 h.p. Humber.

back tilted, more or less, according to requirements, which is, of course, a very valuable provision indeed for long-distance travel. The new body is slightly longer and gives considerably more room, also a rearrangement of the occasional seats allows appreciably more leg room as well. The outward appearance is characterised by a clean, smooth sweep in the roof and well proportioned windows, nicely curved where curves are graceful. The back of the body strikes rather a new note, inasmuch as the rear-most panel sweeps inwards towards the base, and then sweeps outwards again to match into the lines of an apron which covers the whole of the back of the chassis, including the dumb irons, and reaches to the edge of the rear wings. The wings themselves are excellent, very beautifully proportioned, deeply domed, and have deep valances, so that there is a minimum of the underneath of the wings showing when viewed from a distance. These wings are a very nice balance between the fine-looking sports types of last year and the needs of practical utility for keeping a car really clean. Another point about the body is that the rear quarter lights are wider than usual, so that there is a better view from the inside of the car, and also the doors are wider, which makes entry more easy.

A return has been made to the best quality of interior finish, hides of the finest quality are employed, also deep pile carpets, and the woodwork used in the fillets and garnish rails is either mahogany or quartered walnut, highly

The Humber Pullman chassis for 1932.





V-type induction pipe of the Snipe, with petrol drain in the base.

polished. Dual electric screen wipers, larger head lamps, cigarette lighters for both front and rear compartments are some of the additional points in what is one of the finest-looking cars Humbers have yet made.

Minor alterations have been made in the 16-50 h.p. six-cylinder Snipe, and Pullman chassis. The four-wheel brakes have been changed from the Bendix duo-servo tie-rod operated type to the Bendix armoured cable system, the new brakes being smoother in operation and easier to adjust. Moreover, the cable method prevents any movement of the front axle or steering head from affecting application of the brakes. The brake drums, too, have been stiffened up with plentiful ribs so as to prevent the possibility of squeaking. Greater lateral stability has been secured at the front of the car by altering the method of mounting the shock absorbers. These are now attached to the frame transversely, so that the outer end of the shock absorber arm is coupled up as closely as possible to the end of the axle.

Improved Steering

In the steering, a considerable improvement in the respect of preventing any tendency to wander has been secured by an alteration to the front springs. The alteration is quite a simple one; the anchorage at the rear end of the front spring has been dropped considerably further below the frame side, so that the spring has an inclination making it higher on the front end than it is at the rear. An improvement has also been made to the water pump of the engines, and a new type of gland adopted to prevent the possibility of leakage. A considerable amount of weight, also, has been saved in the engines by the adoption of elektron instead of aluminium as a metal for the crank case, elektron being lighter and stronger than aluminium.

On the Snipe engine a new type of induction pipe has been fitted. Like the previous pipe, this is hot-water-jacketed, but it is now of a slightly V shape, the point of the V being downwards, and at the lowest level there is a small drain pipe which ensures that any liquid petrol which might drip down from the down-draught carburettor, either when the car is stationary or the engine idling, is immediately run off and prevented from collecting in the pipe.

On the 16 h.p. engine a similar type of induction pipe has been added, but in this case an up-draught Stromberg carburettor of a different type is fitted. By "up-draught" is meant the normal type of vertical carburettor. An air cleaner

and silencer on the intake has also been added.

One of the special points about the Humber cars has been the positioning of the gear lever where it comes just right to the hand, and the use of a fairly stiff shaft for it. On last year's cars the reverse could only be engaged when a plunger in the top of the change speed lever knob was depressed. This system has now been abandoned, and a spring catch is employed within the top of the gear box, so that to get into reverse the lever has only to be pushed farther over against an increased pressure. This

makes it easier to manoeuvre the car to and fro in a garage.

An embellishment on the 1932 Humber range is a new type of instrument panel, a very neat square-plate design with a black centre and plated edges. The cars have improved front wings in which there is less scooped out of the valances rising up to the front edge of the wing. Larger and more imposing head lamps are fitted, and the Magna type hubs of the wire wheels are not only improved in shape, but have hub caps with a single central screw instead of spring clips. On each model the silencing arrangements have been modified to secure more quiet running.

Principal Features and Prices

Briefly the main features of the cars in the Humbers series are as follows:

16-50 h.p. six cylinders, 65 x 106 mm. (2,100 c.c.), tax £16, seven-bearing crankshaft, overhead inlet, and side exhaust valves, pressure feed, petrol pump feed to carburettor, detachable oil filter, and oil purifier, battery ignition, unit construction, dry single-plate clutch four-speed gear box with silent third speed, open propeller shaft with Hardy Spicer joints, spiral bevel final drive, semi-floating banjo type rear axle, Bendix Duo-servo four wheel brakes, worm and nut steering, wheelbase 10ft., track 4ft. 8in.

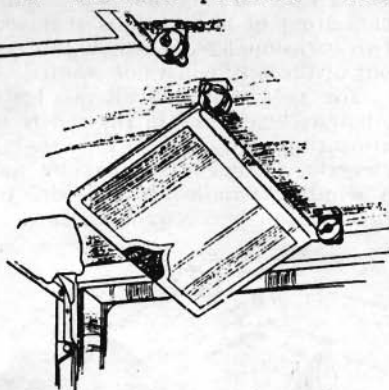
"Snipe," 24 h.p., six-cylinders, 80 x 116 mm. (3,498 c.c.), general specification similar to 16-50 h.p.; larger engine to give equally refined performance, with higher speed and greater reserve of power.

"Pullman," similar specification to the "Snipe," but with wheelbase 11ft., track 4ft. 8in.

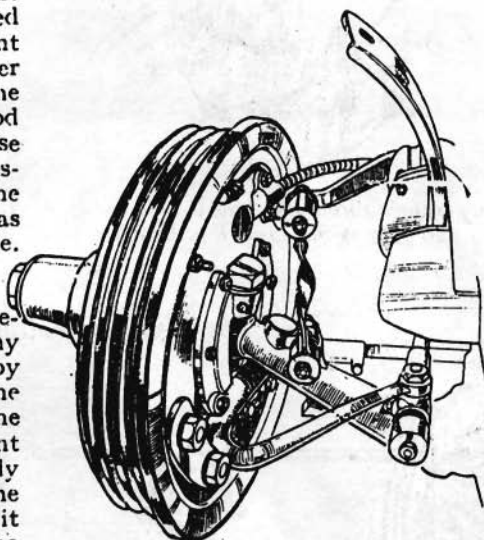
The prices of the 1932 series are as follows: 16-50 h.p. touring car, £395; saloon, fixed roof, £425; sliding roof, £435; drop head coupé, £450; four-light saloon, sliding roof, £455; sports saloon, sliding roof, £460; Sesame saloon, drop head and sliding roof, £475.

"Snipe" touring car, £435; saloon, fixed roof, £465; saloon, sliding roof, £475; drop head coupé, £490; four-light saloon, sliding roof, £495; sports saloon, sliding roof, £500.

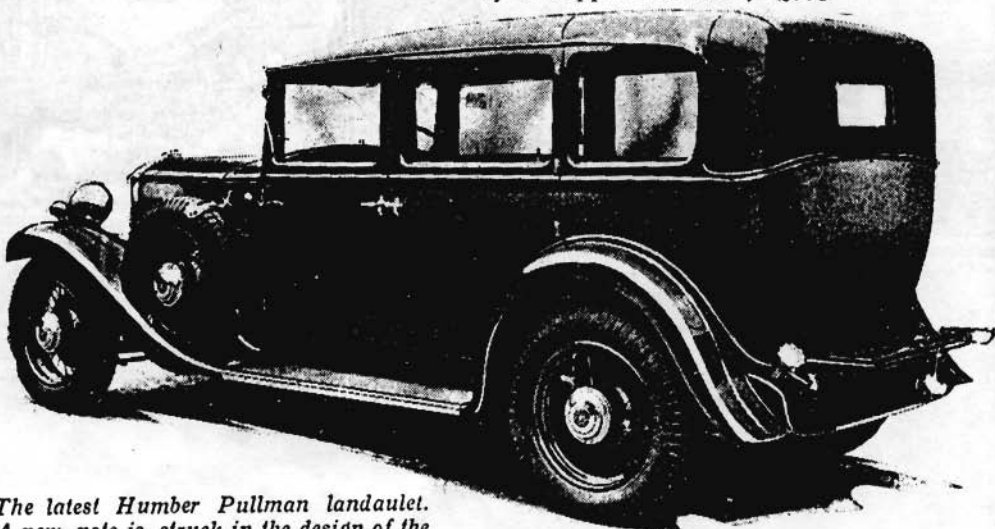
"Sesame" saloon, with drop head and sliding roof, £515; "Pullman" 7-seater saloon, £695; limousine, £735; landaulet, £735; cabriolet de ville, coachwork by Thrupp and Maberly, £995.



Anti-glare flaps in the roof of the new Humbers.



Ribbed drums, cable-operated brakes, and transversely mounted shock absorber on the Snipe.



The latest Humber Pullman landaulet. A new note is struck in the design of the back panelling.

H.C.C.Vic. REGISTER OF HUMBER VEHICLES
January 1988

Mark SNIPE, SUPER SNIPE, PULLMAN, etc.

CHASSIS NO.	ENGINE NO.	BODY NO.	COLOUR	REG. NO.	OWNER
HK I SUPER SNIPE 1946-47 8770220 8770659		R2583	GREEN GREY/BLACK BLACK	INP 936 VY 563 UNREG	T. McALPINE O. GRANDE L. LINDORFF
HK II SUPER SNIPE 1948-49 8801461RSO 8804344RSO 8805883RSO 8805901RSO 8810932VSO	8802109RSO	SH5086450	BLACK BLACK GREEN BLACK SILVER	UNREG UNREG UNREG SS 1950 RK 1957 256 391	D. STORR L. HAMILTON R. HOBBS R. COOPER R. CANE UNKNOWN J. YATES
HK III SUPER SNIPE 1950-51 A8001322RSO A8002611RSO A8004380RSO A8004541 A8005284RSO			DARK GREEN GREY SILVER/GREY	UNREG IBV 365 UNREG CH 0519 UNREG UNREG CH 0106	H. PERKINS B. BOVKER O. GRANDE O. BROOKES L. HULL R. ALDAM L. LINDORFF
HK III PULLMAN AMBULANCE 1951				UNREG	R. FORTH
HK IV SUPER SNIPE CONVERTIBLE 1952			MAROON	UNREG	R. DUNLOP
HK IV SUPER SNIPE 1952-53 A8215892VSO A8216261VSO A8216711VSO/L A8217094VSO		T6552	CREAM GREY BLACK GREY	BVV 793 UNREG GGD 452 BGP 339 GGU 097 GMF 325 GTO 044 GJO 700	R. ALDAM P. CLARK B. BOSNICH R. PEPPRELL V. BICK B. FOX A. HALL T. McALPINE
	1004269 ?		BLACK		
HK IVA SUPER SNIPE 1954-57 A8430296VSO A8450828VSO A8460317VSO A8460202VSO		T8134 S7189PS T8043	BLUE BLUE BLUE/GREY	AA 9307 UNREG UNREG RRV 739 DAE 230	M. ATKINS R. DUNLOP P. CLARK I. FOREMAN UNKNOWN

SHOCK ABSORBERS

One of the easiest fixed, yet most common out-of-order trouble spots on a motor vehicle are the shock absorbers. If the shockers are faulty, your car will give a rough ride and uneven handling.

The simple test is to bounce one of the corners of your car up and down vigorously several times. If the vehicle continues up and down after you have "unhanded" it, the shockers need replacing. If the vehicle bounces straight back to level and doesn't keep going up and down another couple of times, you can relax in the knowledge that they're probably in good shape.

To replace the rear shockers, unscrew the bottom nut, then the top one (which may mean climbing into the boot) to get the old unit out. And when putting the new one in, remember to replace the rubber washers as well as the steel washers. But on the front, they are often inside the front suspension strut and need specialised equipment and knowledge to be replaced.

As with most mechanical parts, you'll be working on the basis of false economy if you buy the cheapest replacements available. Genuine factory replacements are worth considering, or you might even get some gas-filled replacement units for a similar price. The benefit is that the gas units won't "fade" as most non-gas shock absorbers will do on, for example, a long run on a corrugated surface.

UNDERSTANDING CONTACT POINTS

The contact points, found in the distributor, are an essential part of the ignition system. They comprise two sets of arms at the end of which are two tiny contacts only a fraction of a millimetre apart. As the engine demands electricity to ignite the fuel, the contacts open and close to provide a spark with the coil, which is then passed on to the plugs.

In time, the heat takes its toll of the contacts, and they become burnt, pitted, carboned up or just worn out. Naturally when this occurs, the car doesn't function as it should. Symptoms of malfunctioning points are engine misfiring, sluggishness and sometimes jerky engine performance and hard starting.

Advances made in points design have improved their efficiency, but once they are burnt or pitted, they have to be replaced. Replacing points is tricky, as adjusting them involves having the engine at top dead centre, checking spring tension, and correcting the dwell angle and contact alignment.

However, in an emergency you can clean the contacts by using a piece of emery paper from a box of matches — just slide this between the contacts and rub gently, then clean away all dust or debris with a dry, clean cloth. This is purely a stop-gap measure and the points should be checked by an expert as soon as possible.

CAR TALK

THE IMPORTANCE OF THE HANDBRAKE

The importance of the handbrake, or the park brake, is rarely considered. Yet it can cause vehicle damage, injury and has even caused death.

Let's talk automatics for a start. If you leave the vehicle in "park" without using the handbrake as well, you are resting the full weight of the vehicle on a tiny steel pin in the transmission, AND breaking the law, which says that you must pull on the park brake firmly when parked. Vehicles have jumped out of Park and run away — sometimes with fatal results.

The best rule is that the park brake is more important than "P" in the transmission. Push down on the foot brake firmly as you pull the brake on to make its operation more effective.

When you get into a parked vehicle, firstly apply the footbrake. Next, change your transmission into "Neutral".

The three main advantages are
 "after starting the engine, you don't have to drag the gear selector through "reverse" to get to "drive";

"in a manual car, you'll avoid a jump forward or back if you've forgotten that the car is in gear;

"you won't allow the weight of the car to rest on the transmission, should you get the system wrong and drop your handbrake first.

Changing a Rocker Cover Gasket

A common cause of oil leaks in a car's engine is the failure of the gasket (seal) between the rocker cover and the engine block.

The rocker or valve cover, as it is sometimes known, is the inverted baking-tin shaped component sitting on top of the engine. Oil is forced up to the top of the engine to lubricate the rocker arms, camshaft(s) and valve gear and the gasket is subject to extreme heat and pressure.

To replace it, first remove the nuts holding the rocker cover on to the block and then take it off. Now remove the old gasket from the cover and the block. It is essential you remove every bit of the old gasket as little pieces often stick on and result in the new one not sealing properly.

Use gasket goo to make the seal even more secure. Spread a little of the goo on the block and around the edge of the cover, then place the gasket in the correct position on the block and carefully replace the cover. Replace the nuts and tighten sufficiently, but don't over-do it as this compresses the gasket too much, leading to failure. Clean off excess goo and leave it for a while to cure.

Run the engine for a few minutes at round 1500 to 2000 revs and check to ensure that the gasket is not allowing oil to escape

Walnut and Five Collectible Examples of

by Richard M. Langworth

COLOR PHOTOGRAPHY BY BUD JUNEAU

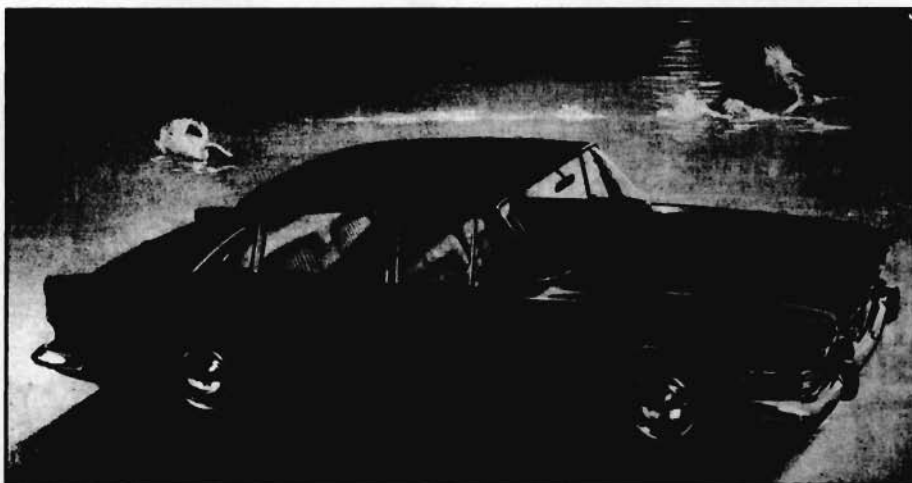
The appeal of "a gentleman's club on wheels," in the deathless words of Britain's William Boddy, has always been strong among the English-speaking peoples. John Bond of *Road & Track*, who waged a long and fruitless campaign against it, said "tree wood has no place in an automobile;" many have argued that cowhide doesn't, either. But the fragrant, visually impressive combination of the two continues to waft expensively toward purchasers of upper-class motorcars — and some lower-class ones, too. Time was when the most ordinary of econo-cars were decked out in manmade approximations (most of them not good) of the "look of walnut" and the "feel of leather."

Car collectors reflect the tastes of new-car buyers of generations past. Indeed it has been said that you become a car collector when you realize you can now buy the automobile you couldn't afford when it was new. So a strong market has always existed for cars finished in "English-Traditional." We examine here five representatives, most of which stood, in their day, at the top of their lines.

These cars are remarkably similar in character and dimension. All of them follow that leather-and-walnut school of design at which the British excelled, back when they were building cars of their own, not a UK version of something designed in Europe or Asia. All are of monocoque, unit-body construction; all seat five in big leather armchairs with fold-down armrests and rear picnic tables; all weigh within 250 pounds of each other; all have the



Above: Jaguar 3.8 Mark II Below: Humber Imperial



same approximate wheelbase and length; all but one are Sixes. All are commonly found with automatic transmission, which is sometimes standard. Despite these similarities, there's much design, engineering and performance variation.

Could there be one here for you? Flick on your reading lamp, fold up your copy of *The Financial Times*, and

sip a glass of Cockburn's whilst we consider an alluring array of English luxury from the 1960s.

1960-67 Jaguar 3.8 Mark II

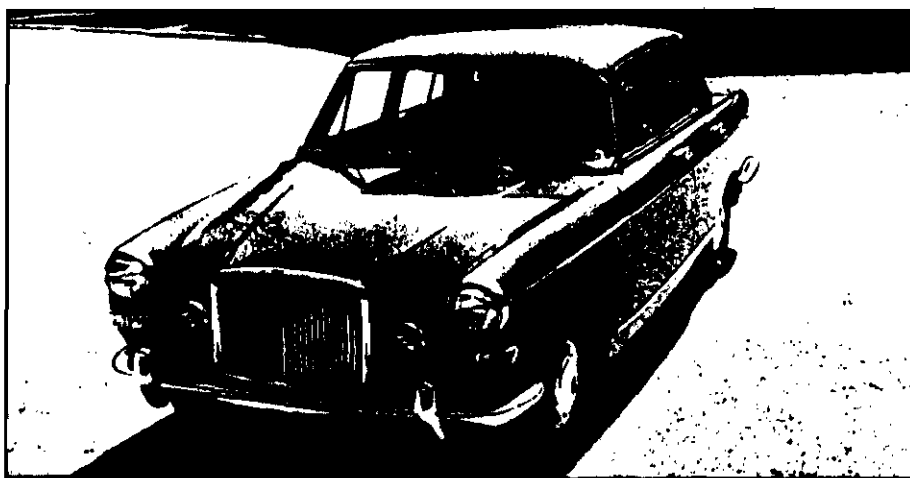
Alphabetically second, but first in just about every other category, is Jaguar's best-known sports saloon, which enjoyed a good long run and

Leather

English-Traditional



Above: Rover P5 coupe Below: Vanden Plas 4-Litre R



sold about 3000 copies a year. Despite its long-stroke engine, already 12 years old when the Mark II appeared, it's the only one with over 200 net horsepower, thus clearly the quickest of the group. It is smoothly styled in the typical Jaguar fashion, well-built, lovely to look upon, and has a very strong collector following. For all these reasons it may also be beyond your

purse, and believe us, it doesn't pay to buy a "restorable" one.

The pretty, close-coupled Jaguar sports sedan line, which began in 1956, used a monocoque bodyshell with a broad glass area, and was powered by the long-running twin-cam XK engine in three displacements: 2.4 (rarely found in the US), 3.4 and 3.8. We focus on the 3.8 because it represents the

top of the line — though this gives it a huge performance advantage over other cars in this survey — and the Mark II because it was built in the '60s — rather more modern looking than the 1956-59 Mark I. (The exterior difference is the Mark I's thick steel window frames; the Mark II's are thin and chrome-plated, much more distinctive.) Numerous extra-cost items were available, including handsome knock-off wire wheels and, in many years, air conditioning.

The 3.8 Mark II enjoyed most of its sales in the US, a steady success through 1967, when it was discontinued in deference to the XJ6. The XJ took a long time to get into showrooms, however, and the gap in the line was not well-filled by the S-type, with its Mark X-like deck and fussy E-type independent rear suspension. (The S-type had 4.2 liters from 1966; the 2.4 and 3.4 were kept in production as the 240 and 340, but not for the American market.)

One reason why the Mark II has such a devoted following is its Olympian competition career. In European rallying it was supreme in its class, but it was perhaps more admired over here for its prowess in sedan racing. With strong factory support, Mark IIs attracted drivers like Bruce McLaren, John Surtees, Graham Hill, Mike Parkes and Roy Salvadori, who raced for equally famous teams: Tommy Sopwith's Equipe Endeavour, Peter Berry, and Surrey dealer John Coombs. It has to be said that they were sometimes bested by big-engined American cars — Ford Galaxie 500's most often, once even by a lumbering Chevy Impala. But those cars, remember, had at least 50% more horsepower. Frenchman Bernard Consten, who drove a Mark II to victory in the Tour de France four times running in 1960-63, was finally beaten in '64 by two Ford Mustangs. (The Tour then went into limbo, not occurring again until Consten helped revive it in 1969. By that time it was owned by Porsche — but times had changed.)

In civilian dress the Mark II is eminently satisfying: beautifully appointed, good looking in and out, more than adequately fast, assembled with care. Even with automatic, it's very lively off the line, and it cruises easily at any speed you could hope to drive in this country. It is blessed with strong club support and a host of parts sup-



Above: Close-coupled 3.8 is most compact of the five cars. Below: Rover P5 coupe



Above: Jaguar 3.8 Mark II Below: Humber Imperial



pliers. But with all this attention it is commensurately expensive. We don't think there are any really outstanding ones left for under \$10,000. Still, when you consider that the \$6000 a 3.8 cost new 20 years ago is equivalent to \$18,600 today, \$10,000 doesn't sound like so much.

1965-67 Humber Imperial

This is a rare car, and you are much more likely to find a Super Snipe — if you can stand the name. The Imperial differed through its raft of standard equipment: Armstrong* Selectaride electrically adjustable shocks; twin-band radio; rear defroster; fog and driving lights; vinyl roof covering; electrically adjustable rear shocks; assist straps, separate heater, reading lamps and a shag throw rug in the rear compartment. While plebian Snipes were assembled by Rootes, Imperials were put together by the Thrupp & Maberly coachworks.

It doesn't match the Jaguar Mark II, but the big Humber does have a competition pedigree — in the toughest of all rallies, the East African Safari. The 1961 marathon — 3300 miles of ugly bush routes out and back from Nairobi — found a Series 2 Super Snipe, driven by Canadian zoologist Lee Talbot, fourth overall behind two works Mercedes and a Ford Zephyr. In 1962, Talbot was first in class and third overall in a Series 3 Snipe three-quarters through the rally, but his unprotected sump was holed and he retired with the engine seized solid.

I owned a Humber Imperial for four years, and so can speak with some experience. I think it is a much better car than it gets credit for being. The immediate impression first-time drivers have is one of smoothness: everything works with silky precision and silence. At 75mph the clock is *not* the loudest noise — you can't *hear* the clock. But the handling isn't up to much (Lee Talbot's Humber must

have been carefully modified) and the Borg-Warner automatic gets confused on hills because of the low-powered engines, shifting aimlessly up and down. You have to live with that.

The walnut and leather-swathed interior we once described as a "mini-Disneyland," what with the gadgets. You can play all day with the Selectaride shocks, which have soft/medium/hard settings controlled from the dash. There are 13 courtesy lamps, eight heaters/defrosters/ventilators, a complex radio with front/rear speakers, four operable vent wings, three fold-down armrests, 72 seat adjustments — even little plastic eyelashes to flick down over the triple warning lights (direction, high-beam, amperes) if they get too bright for you at night.

That's the plus side. Negatives begin with the heavy-handed front end styling: a broad chromium mustache which wraps around at the sides with all the panache of a 1949 Fraser, and far too many headlamps. The rest of

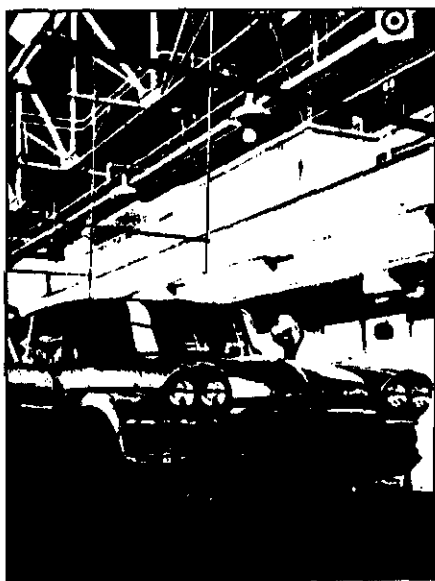
the car is more up-to-date, with squared-off roofline and acres of glass; the deck is crisp and has a Rolls-Royce look, which you don't mind. The body sides are clean, if a bit high and slab-like.

But the front end kills it. The design was influenced by the Loewy Studios, under contract to Rootes, and Loewy never went in for "vintage" styling. Had Rootes insisted on full English-Traditional, tacked on an upright classic radiator with a dummy rad cap, and stuck to just two headlamps, collectors would be scoffing them up.

The chief drawback of the Imperial from the collector viewpoint is its lack of appreciation potential. I bought mine in 1981 for \$2750, spent \$1000 on capital improvements, sold it in 1985 for \$3500. We peg the best one in the world at \$5000 today, but that's really very generous, and the same \$3500 will still net a nice Imperial or Super Snipe.

The Humber is one of the cheapest cars in our survey, which is not necessarily bad. Incidentally, its engine was designed by Armstrong-Siddeley, who knew a few things, and is often described as "bullet-proof." It

Below: Imperial on-the-make at Thrupp & Maberly, London. Vast chromium smile and quad lights were worst styling features. Above right: Installing an acre of burled walnut; note Selectaride shock control.



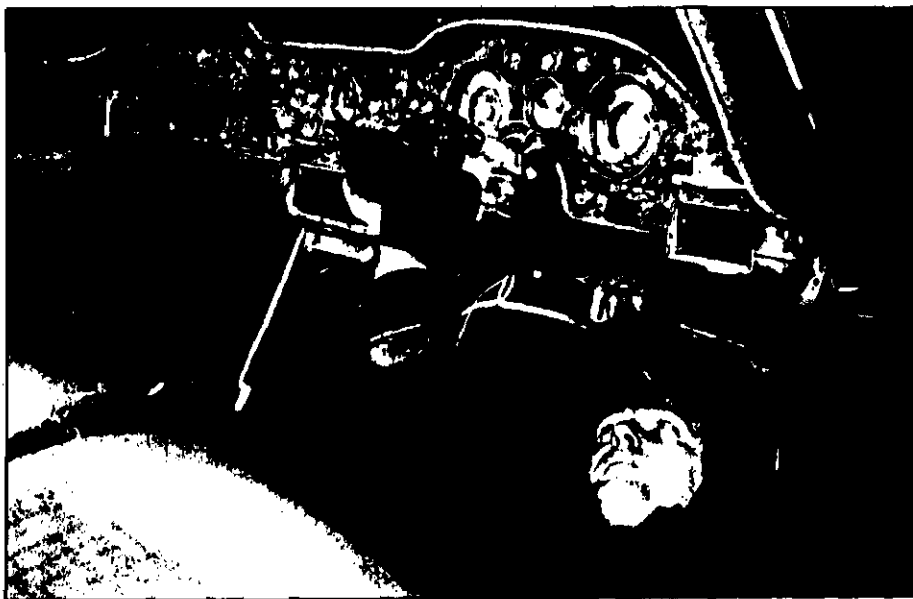
may be thirsty; perhaps it may burn a little oil; but like a Studebaker 289 V-8 or a Triumph two-liter Four, you can't kill it (and, considering how hard it is to get parts, that's a good thing indeed).

1962-67 Rover P5 & P5b

Here's an interesting bit of design tradition: the P5's, last cars built by an independent Rover before it merged with Triumph and then into British Leyland, were designed by David Bache who later designed the radically different Rover 2000 in the 1960s and

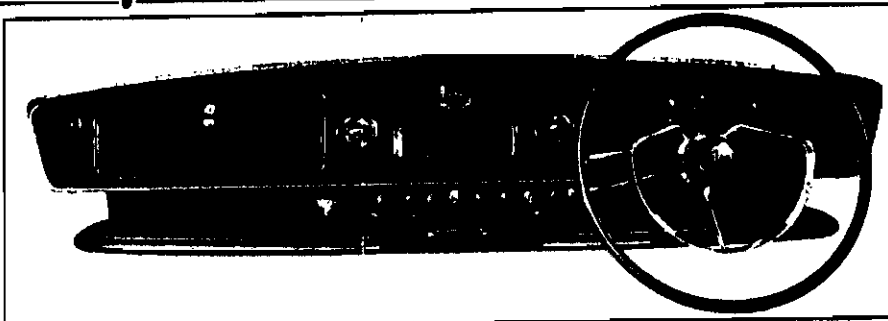
the SD1 line in the 1970s. Yet the only similarity was the badge on their bonnets — and, in some cases, the Buick V-8 underneath.

The Series 1 Rover 3-litre arrived in 1958, the first Rover with monocoque construction, powered by a 112hp Rover 90 engine with overhead inlet and side exhausts. We ignore that one here in the interest of uniformity, concentrating on the 121hp Mark 2/3 of the '60s. The torsion bar front suspension was also new to Rover. By 1962, when the Series 2 appeared, the P5 had disc front brakes, optional power steering, a Weslake-designed cylinder



Nothing fruity about this solid clubland interior on the Rover P5b saloon. There's more headroom here than in the chopped "Coupe" version. Reading lamps were mounted above each door.

Comparative Statistics



Vanden Plas
4-Litre R

MAKE MODEL MODEL YEARS	Jaguar 3.8 Mk II 1960-67	Humber Imperial 1965-67	Rover P5 Mk 2/3 1962-67	Rover P5B 3500 1967-73	Vanden Plas 4 Litre R 1964-68
PRODUCTION	30,141	2,300 est.	30,000 est.	18,536	7,087
LENGTH (")	181.0	184.5	186.0	186.0	188.0
WHEELBASE (")	107.4	110.0	110.5	110.5	110.0
WEIGHT (lbs.)	3360	3200	3640	3600	3570
ENGINE	dohc 6	in-line 6	in-line 6	ohv V8	ohv 6
DISPLACEMENT	3781 cc	2965 cc	2995 cc	3528 cc	3909 cc
BORExSTROKE (mm)	87x106	88x83	78x105	89x71	95x91
COMP. RATIO	8.0:1	8.0:1	8.75:1	10.5:1	7.8:1
BHP/RPM (net)	220/5500	129/5000	121/4800	185/5200	175/4800
PERFORMANCE (Auto. Trans.)					
0-60 (secs.)	9.8	15.5	13.5	11.0	12.0
S/S 1/4 mile: seconds	17.2	20.7	19.8	18.3	18.9
speed	82.0	68.0	67.0	76.0	75.0
Top speed	120-125	100-105	102-108	105-110	104-108
Avg. MPG	13-14	14-15	14-15	15-16	11-13
AVG. PRICE NEW	\$6000	\$5300	\$5000	\$6000	\$6800
TOP PRICE NOW	\$10,000	\$5000	\$4000	\$6000	\$6000
FOR	Perform- ance, styl- ing com- pactness, parts.	Low price, smoothness, quality, gadgets; wonderfully weird	Space, strength, ride; automatic & p.s. common.	Good per- formance; engine parts & service available.	Rolls-Royce snob ap- peal; fine fit and finish; quiet.
AGAINST	Unibody rust, interior & trunk cramped.	A rustier, slow; parts difficult, mechanics don't know.	Slow; ponderous handler; rusts; parts hard to find.	Heavy; ponderous handler; body parts scarce; rusts.	Subject to costly engine problems; lacks sty- ling personality.
CLUB SUPPORT	Excel- lent	Good, not USA	Fair, not USA	Fair, not USA	Low, nil in USA
AVAILABILITY	Good	Rare	Scarce	Rare	Fair
INVESTMENT POTENTIAL	High	Low	Fair	Good	Good
CC'S RATING	★★★★★	★★★	★★	★★★★	★★

head giving 9 more horsepower, and a second model — the "Coupé," which was not a coupe but a four-door sedan with a chopped greenhouse. Power steering became standard in mid-1964, and the Series 3 (September 1965) had the improved Borg Warner Type 35 automatic along with improved seating.

The P5b of 1967 was the first Rover equipped with the ex-Buick V-8, which can be told at a glance by its Ro-style dummy-alloy wheels, which are somehow out of character. The P5b remained in production six years, but it was not sold in America after 1967, owing to Federal regulations; sales were not high enough to justify the modifications. In its later years, after the P6 3500 V-8 arrived, it was known somewhat confusingly as the "Three Thousand Five."

If the old Rover 80/90/100 line was known as "Auntie," the P5 series is "Great Aunt." Announced by a whacking great square grille, its stolid, conservative lines dignified many a Parliamentary coming and going: one even transported Mrs. Thatcher to Buckingham Palace in 1979, when The

Queen asked her to form her first Government — six years after it was out of production! Driving one will remind you what the chauffeurs experienced on state occasions: decorum. Mind you, the P5 will corner with quite unexpected vigo(u)r, nose-diving into the apexes but with little sideways roll; yet all the while it seems to be saying, "You really are making an ass of yourself, sir."

As with all these unit-body vehicles, rust is the most serious problem, and once it has started it is very hard to eliminate. Fenders and rocker panels rot with regularity; on the Coupé, you may also find tinworm around the cowl on the driver's side. Jacking points, door bottoms, inner fender panels and trunk floors are also susceptible.

Both the Rover Six and the V-8 are hardy, long-lived engines, and the latter should be easy for American owners to repair. Spare parts are in good supply in England, but rather less available over here, especially body parts.

There is, however, a big difference in values and investment potential. A

P5b costs up to five times as much as a P5 in England (because so many newer ones are around), and is a good 50% more over here for cars in comparable condition. Low demand has kept prices fairly stable, and \$6000 ought to buy a very good 3.5. Remarkably, road tests indicate that the V-8 is slightly more economical, though not that much faster, except from a standstill. In terms of smoothness, reliability and the parts situation, the V-8 is clearly the better choice.

1964-68 Vanden Plas 4-litre R

A carefully reworked, upper-class version of a mass-market sedan, the Princess was top-of-the-line during Vanden Plas' brief years as a "marque" in its own right. Its basis was the British Motor Corporation sedan series designed by Pininfarina and introduced in 1958 as the Austin A99/A110, Morris Oxford, MG Midgette, etc. Like these others, the early Princess featured tailfins, boxy contours, slab sides and conventional underpin-

nings; ifs with beam axle at the rear. Unlike the rest, it was trimmed and finished at the Vanden Plas coachworks in North London, where plush carpeting, much walnut, leather upholstery, and massive sound-deadening insulation were carefully installed. Graham Robson compared the Princess' concept to GM's of two decades later, when it offered the J-body both as a Chevrolet and a Cadillac.

The Princess ran as a three-liter Six from 1959 through 1964, when it received a four-liter six-cylinder F-head engine built by Rolls-Royce (a relative of the Silver Cloud I engine), along with standard automatic transmission. At the same time — and greatly to the car's benefit — the tailfins and dated two-tone paint jobs were eliminated. Thus the Princess soldiered on through 1968, but in very low volume: next to the Humber Imperial, it is the lowest-production car on our list.

The best thing the 4-litre R has going for it is the Rolls-Royce nameplate. However... you may have noticed that Rolls-Royce never used it. The unofficial word around Coventry at the time was that Rolls took BMC's money for the build rights and went away snickering. Running right, the 4-liter had a boozier's thirst for gas and oil; running wrong, it was characterized by overheating, head warping and daylight-seeking pistons. Repairs

and parts are everything you'd expect for Rolls-Royce engines. Nevertheless, the 4-litre R retains a modicum of popularity among collectors, who seem willing to put up with the vagaries of the powerplant for the sake of its admitted smoothness and quiet running.

Superb quality of fit and finish is the distinguishing mark of the Vanden Plas. The same degree of handwork and attention to detail that marked Rolls-Royce was evident at the now-extinct London coachworks which took special pride in what it did, albeit on what were otherwise mundane production-line cars. Of driving entertainment there is none, and performance is only mediocre, but the undoubted luxury is a plus. If you can find one in superlative mechanical condition you might enjoy it for a good many years.

Conclusions

We have assigned a star rating to these five models somewhat akin to Classic Motorbooks' *Illustrated Buyers Guides*: five stars for the best of the lot, commensurately fewer stars as the pros diminish and the cons add up.

There is no doubt that the Jaguar 3.8 is far and away our first choice and, we are sure, that of the majority of experienced collectors. It's the most

Continued on page 35.



HUMBER

In the absence of an American club we strongly recommend the Humber Car Club of Victoria, Australia, whose affable Des Judd, a CAR COLLECTOR reader, helped me with advice and literally any spare part I needed for my Imperial over the years. A newletter, *The Humberette*, is published regularly. Contact HCCV, c/o Des Judd, 17 Taverner Square, Frankston, Victoria, Australia 3199.

Owners should also join the largest Humber group: the Post Vintage Humber Car Club. The latest address we have is of their events organizer, Ron Campbell, 14 Belle Vue Close, Bournemouth BH6 3QW, England.

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fun to drive, the best performer, the heir to a great tradition as one of the world's semi-grand-marques, and to our eyes, the best looking. It is also, as we've said, by far the most expensive — almost double the price, car for car, than the other four on our list. If you don't write in the top part of your checkbook, the 3.8 is for you.

After that the competition bunches up, and what you find among the Humber-Rover-Vanden Plas group may depend on what you see advertised. All of these cars share walnut-and-leather interior design, and the quality of those components is approximately equal (though the finest burl walnut we've seen is on Humbers). The Rover P5b is the best sub-Jaguar performer, and its American V-8 is a familiar powerplant that will be the easiest to service and to buy parts for here in the US. The six-cylinder engines of the Imperial, P5

and Princess all require a good line of communication with specialists in England. After the P5b, we rank the Humber as a shade more desirable than either the six-cylinder Rovers or the Princess, largely because it is much cheaper on today's market than the latter and more available (if you count the Super Snipe) than the 3-litre Rover. UK suppliers for Rover parts are more numerous than those for either Humber or Vanden Plas, however. But all these considerations are fine lines: which one you end up with depends largely on opportunity.

No member of this English regiment is without its problems. Each car is susceptible to the dreaded tinworm — so much so that it simply doesn't pay to buy one if there's any sign of corrosion. With the exception of the V-8 Rover, all run thirsty engines that tend to burn oil and are expensive to fix — so we might add that mechanical soundness is another important factor.

But each of them packs that unique combination of luxury that only the British have successfully produced in automobiles. And this individuality renders all of them, to one degree or another, collectible cars.

The author wishes to thank Graham Robson, Bud Juneau, Des Judd and the Humber Car Club of Victoria for their assistance and encouragement, and to acknowledge the following bibliographic sources: The Complete Guide to Collectible Cars 1930-1980 by Robson & Langworth, Beekman House, 1985; The Complete Catalogue of British Cars by Culshaw Horrobin, Morrow, 1971; The Classic Jaguar Saloons: A Collector's Guide by Chris Harvey, MRP, 1981; Tiger, Alpine, Rapier by Richard Langworth, Osprey, 1982 (Humber).

The following magazines are also acknowledged with thanks: Thoroughbred & Classic Car, July 1979 (Rover P5); Car Classics, April 1978 (Vanden Plas); Classic and Sports Car, 1987 issues (UK club information); Jaguar Journal, 1987 issues.

Note: When writing overseas car clubs, have a thought to the cost of the heavy package they will probably wish to send you, and enclose two International Reply Coupons (IRCs), obtainable at your local post office for under a dollar.



1967 Humber Imperial *A Pussycat, Most of the Time*

This low-mileage Humber Imperial belonged to the writer for four years, and seemed a combination of familiar faces: the front end of a 1949 Frazer, the slab sides of a Checker Marathon, and the square deck of a Rolls-Royce Silver Shadow. Only the Roller could match its blend of walnut, leather and silence, but my old friend the late Michael Sedgwick said I really deserved the O.B.E. for saying anything nice about it. The big Imp was really a grand old beast, and it never failed to turn heads. The most common question from the public: "Is it Russian?" Incidentally, after the Chrysler takeover of Rootes, there was serious talk about fitting Humbers with a 273 Valiant V-8, which would have have licked their power problem. A prototype was actually built and tested, but it was decided that the body (lower part designed mid-Fifties) was too old-fashioned to retain: 1967 was the big car's last year.

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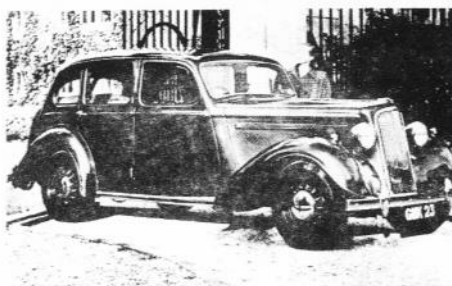
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