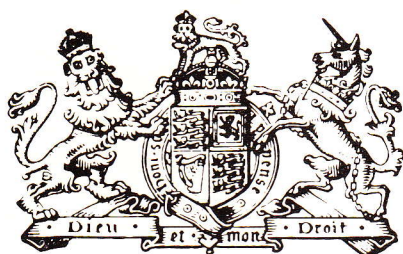


June 1984

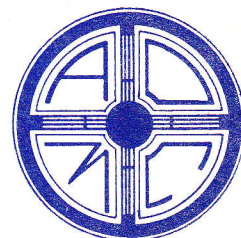
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

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

COMMITTEE 1984/85

PRESIDENT	Bill Holmes	397 7836
VICE PRESIDENT	Lloyd Hughes	877 3208
SECRETARY	Margaret Willimott	435 6354
ASST. SECRETARY	Keith Willimott	435 6354
TREASURER	Peter Sheldon	818 5829
SOCIAL SECRETARY	Cara Brown	870 8109
ASST. SOCIAL SECRETARY	Pat Daly	528 1473
EDITOR	Barry Bosnich	460 4505
ASST. EDITOR	Lloyd Hughes	877 3208
TECHNICAL OFFICER	Tom McAlpine	(051) 27 4755
LIBRARIAN	Paul Carter	568 8437
PUBLICITY OFFICER	Jack Waring	725 9884
MEMBERSHIP REGISTRAR	Nancy Kennedy	789 5119

GENERAL MEETING DATES 1984/85

March 23rd	April 27th	May 25th
June 22nd	July 27th	August 24th
September 28th	October 26th	November 23rd
January 25th	February 22nd (Annual General Meeting)	

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

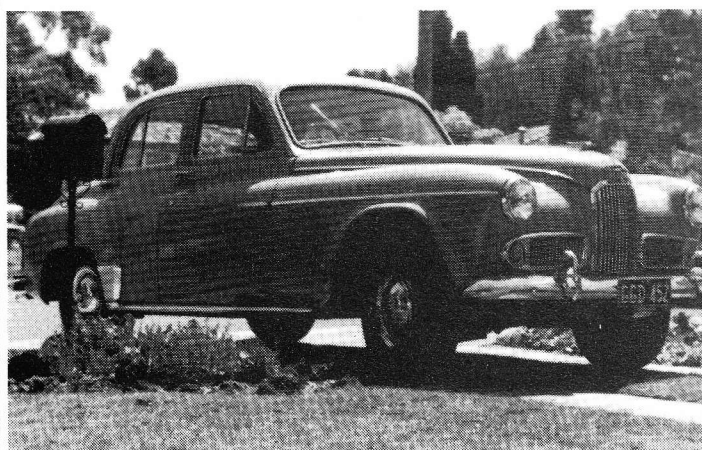
SOME OF OUR CLUB CARS



1. Nancy Batt's Series IV Super Snipe — outright Concours winner 1982.



2. Keith Willimott's Series II Hawk Estate Car.



3. Nancy Kennedy's Mark IV Super Snipe.



4. Ross Bromley's Series III Estate Car from Launceston, Tasmania.

CALENDAR

JUNE 22ND.

GENERAL MEETING. 8.00PM.

DEMONSTRATION OF DILLON "MK.111" WELDER.

JULY 27TH.

GENERAL MEETING.

7.00-7.30PM. HALL OPEN FOR EARLY "CUPPA" &
INSPECT AUCTION ITEMS.

7.30-8.30PM. GENERAL MEETING.

8.30-10.30PM. AUCTION & DEVONSHIRE SUPPER.
\$1 PER HEAD. \$2 FAMILY.

AUGUST 12TH.

SMORGASBORD LUNCH, TALHOF RESTAURANT,
WARBURTON. \$12 PER HEAD. \$6 CHILD UNDER 10.

SEPT. 9TH.

DAY RUN TO MOE.

NOV. 4TH.

CONCOURS D' ELEGANCE. BALLAM PARK, FRANKSTON.
\$1 PER CAR ENTRY TO PARK.

NOV. 17-18TH.

BENDIGO SWAP MEET.

NOV. 30TH.

ANNUAL PRESENTATION DINNER. LA BRETAGNE
RESTAURANT, KEW. 7.30 PM. \$17 SINGLE,
CHILD (UNDER 15) \$10.

DEC. 9TH.

CHRISTMAS BREAKUP. (TENTATIVE).

NEXT GENERAL MEETING:

FRIDAY, JUNE 22ND. 8.00PM.
AT DEEPPENE PARK HALL.

CORRESPONDENCE:

PLEASE ADDRESS ALL CORRESPONDENCE TO:
SECRETARY, HCCV.
23 HIGH ST. WATSONIA. 3087.

DAVID
Dunlop

HUMBER GASKETS
439 70 59

*** NEWS AND NOTES FOR JUNE. ***

TRADING TABLE: DONATED GOODS MAY BE LEFT WITH THE FOLLOWING MEMBERS OR WILL BE COLLECTED ON REQUEST.

HEIDELBERG AREA: PETER DAVENPORT, PHONE 458 2531.
BLACKBURN AREA: LLOYD HUGHES. PHONE 877 3208.
WILLIAMSTOWN AREA: BILL HOLMES. PHONE. 397 7836.
FRANKSTON AREA: BOB KENNEDY. PHONE. 789 5119.

DECORATED CAKE :

RAFFLE: TICKETS FOR THIS DECORATED FRUIT CAKE WILL BE ON SALE AT OUR NEXT MEETING, JUNE 22ND.
30 CENTS EACH OR 4 FOR \$1.
DRAWN AT THE MEETING.

CLUB PRODUCTS FOR SALE:

TEE- SHIRTS: SIZES 12 - 18. PRICE \$7 EACH.
(These are white short sleeved tee shirts with club logo on front).

IF ORDERING BY MAIL PLEASE STATE SIZE REQUIRED AND INCLUDE \$1 EXTRA FOR POSTAGE.

LAPEL BADGES: ENAMEL BADGES IN CLUB LOGO,
PRICE, \$3 EA.

CAR BADGES: HEAVY ENAMELLED BADGES FOR CAR BUMPER OR BADGE BAR.
PRICE: \$10 EA. POSTAGE \$1.

WINDOW STICKERS: WITH ADHESIVE BACKING.
PRICE \$1 EA.

JACKET PATCHES:

THESE SHOULD BE READY FOR THE JULY MEETING.
PRICE HAS HAD TO BE INCREASED TO \$2 DUE TO INCREASED COSTS.

CLUB WIND CHEATERS:

THERE IS A POSSIBILITY OF OBTAINING THESE IF SUFFICIENT INTEREST IS SHOWN.. GREY WITH CLUB LOGO ON FRONT. PRICE APPROX. \$15. ALL SIZES.

PRESIDENTS REPORT

Our Technical Day at Braeside was well laid out, motors and parts from Mark Series were set out for members to see the complete workings inside and out.

Complete cars were also on display. Bob and our Technical Officer Tom did an excellent job of explaining in detail any queries etc. that arose. The venue was an excellent one with plenty of room for the display. The ladies did an excellent job serving pancakes, coffee etc. right throughout the day and a really good day was had by all.

At our last meeting Keith Willimott showed some slides taken at the Dubbo concourse and also slides of the workings of the Royal Melbourne Hospital which was very interesting but also a bit gory.

To Mrs. Wilma Meggs of Echuca who is at present in hospital we all wish her a speedy recovery, to all our other members who may be sick, get well quickly.

The July meeting will be a games and auction night, donations of articles for this night will be very much appreciated.

BILL HOLMES

T.V. RAFFLE RESULT

Congratulations to the winner H.C.C.V. member Mr. Fred Page of Montmorency.

PAINT LISTING

The N.S.W. Registrar is attempting to compile a list of Humber paint colours - some information has been obtained, though somewhat scattered, and is being sorted out.

Members with any information about paint colours, or access to same, are asked to help make this listing as comprehensive as possible by contributing what they can, for the benefit of members now and in the future. It does not matter whether it be "pages and pages" or only a snippet; whether general, or specific only to the model owned; whether from paint books, workshop manuals, or sales brochures - it will all help.

REMEMBER - we are a restoration Club, so this information is important and increases our ability to help our members, and all Humber owners. Please help your fellow enthusiasts!

This appeal for help, and the resulting wealth of information, is not restricted to N.S.W.! We would be grateful of assistance from Humber owners in other states, and once the list is put together, it will then be sent to the Registrar in each state for the benefit of all.

HUMBER C.C. OF N.S.W. P.O. BOX 2072,
NORTH PARRAMATTA N.S.W., 2151

MINUTES OF GENERAL MEETING OF H.C.C.V. HELD ON FRIDAY 25th MAY AT DEEPDENE HALL

President Bill Holmes opened the meeting at 8.20 p.m. and welcomed the 25 members present including new member Peter Thomas (Frankston): Series V.A. Super Snipe.

APOLOGIES:

Cyril & Edna Huxstep;
Nancy Butt;
Bob Bruce;
Gordon Peace;
Syd Humphries;
Ron Forth;
Adelaide Underwood;
Robert Smith;

MINUTES:

Minutes of the last meeting were read and confirmed on the motion of Bob Kennedy, seconded by Des Judd.

CORRESPONDENCE: IN:-

A.O.M.C.: Minutes, new constitution.
A.O.M.C.: Wallan Field proposal.
R. Bromley (Tas.): Club news.
J. Dudley: Resignation, change of address.
J. Myers: Transfer of membership
P. Aston (Doncaster): Car for Sale
Echuca Rotary Club: Steam Rally.

OUT:-D. Powney Kilmore: returned article for library.

M. James: new address (W.A.)
L. Bennett (Qld.): Constitution amendment.
J. Dudley, J. Myers: interstate Club addresses.
D. Shone: Re membership exchange lists.
H. Pama (Wodonga): Club enquiry cards: Badges.
M. Heazlewood (Tas.): info. on Humber Ambulances.
H.C.C.A.: re Dubbo Rally
2 Membership application forms.

NEWSLETTERS FROM: Humber Car Clubs of N.S.W./Qld.: S.A.: Wolseley: Rover:
Daimler/Lanchester: Chevrolet: C.H.A.C.A.: Austin M.V.C.V.

TREASURER'S

REPORT:

Peter reported a credit balance in the bank of \$622, plus \$766 paid in yesterday.
Treasurer's report received: Moved H. Underwood,
Seconded P. Carter.

ACTIVITIES

REPORT:

This was presented by Bob Kennedy who gave a review of the Technical Day at Braeside. This activity was very well received with members benefiting from the information and experience gained. Bob also expressed his thanks to Tom McAlpine for assisting him on the day. President passed a vote of thanks to Bob for his excellent organization of this day.

**LIBRARIAN'S
REPORT:**

Paul advised members that he was willing to assist with phone enquiries where possible. A selection of Technical books and manuals was available at the meetings.

EDITOR'S REPORT

147 Newsletters distributed this month. Paper bags have been purchased for use when the envelope supply is exhausted.

**TECHNICAL OFFICER'S
REPORT:**

Presented by Bob Kennedy on behalf of Tom McAlpine. Several interstate members had been helped with spare parts and advice. Furflex is now readily available from several outlets including Hillman Spares, Blackburn. Cost is approximately \$13-\$15 per door. Bob also has details of a MK IV A available in Port Melbourne for approximately \$100.

**A.O.M.C. DELEGATE'S
REPORT:**

Lloyd reported briefly on the Wallan Field proposal for a permanent motoring venue. Committee members were needed to attend the BBQ and inspection day of June 17th. Lloyd also gave a short outline of the "Red Plate" Permit Scheme.

Peter Davenport moved: Ian Fazackerly seconded that reports as presented be received.

GENERAL BUSINESS:

Red Plate Permit: After some discussion it was moved by Rob Dunlop, seconded Steven Isaacs that the Committee be empowered to purchase a copy of the Red Plate Permit Act and the Regulations when they became available.

Bendigo Tour: All members on tour were asked to attend Sunday morning Tram Tour as a special tram had been booked and members must be guaranteed.

**PRESENTATION
DINNER:**

La Bretagne Restaurant Kew has been booked for Friday November, 30th at an approximate cost of \$17.00 per head.

Payments may be made in instalments. (There is ample off-street car parking).

Windscreen Cards: A new supply is now ready and available for members to distribute to prospective members.

Jacket Patches: Still no word on when these will be ready.

Trading Table: Bill requested donations of suitable goods for the table as this provides a good source of revenue.

"Slick 50": Vic Wilson advised members that he had tried this product in his car and so far it was proving quite satisfactory.

Speaker: A speaker at the July meeting will give a talk and demonstration on the Dillon MK III Welder.

Before closing the meeting at 9.45 p.m., the President thanked Keith Willimott for standing in as substitute speaker for the evening.

After supper Keith provided an interesting talk and slides of the Dubbo Rally and the Royal Melbourne Hospital.

SECRETARY'S NOTES

Following our highly successful technical day held recently, this months meetings' speaker on the Dillon MK III welder should prove a popular choice. Mr. Kerry White will be demonstrating the use and capabilities of the welder and has even offered to practice on small jobs members may care to bring along. Please be prompt so that we can get the business part of the meeting over early.

Speaking of Technical Services, how many members know that T.A.A. offers a series of engineering services to the vintage car restorer? Services available were detailed in the last issue of "Restored Cars" and include electrical, mechanical, instrument repairs, machine shop operations, welding and brazing, plating and heat treatment and various miscellaneous processes. The Supply Manager at T.A.A. (phone (03) 341.3571) is the person to contact.

Something to note at the next meeting is the May issue of H.C.C. of A.'s News Magazine. Some of the cars therein look very familiar, especially the one on the front cover.....a very nice gesture from N.S.W. and neat example of Club co-operation as it should be wrought!

Have you sent your Humber's photo and personal details for inclusion in our Club Photo Album? Some photos recently received were a number from Max Heazlewood (Tas.) of his Mk.II Snipe awaiting restoration, also several of "Ben Casey" (see article this issue) and a beautiful shot of Ian Foreman's (S.A.) restored MK.IV A Super Snipe. This car has an interesting history having been originally owned by Sir Lionel Hardy (Hardy Wines), late father of Sir James Hardy, then it was owned by a jockey who passed away in 1975 and, after being in storage since the jockey's death, was purchased by Ian about 12 months ago. The car is very original and in beautiful condition, complete with Owner's Manual and Log Book. We'll be looking forward to seeing Ian's car, and hopefully Max's too, over here next year.

In the meantime, all you restorers, and Humber lovers, come along to our next meeting and learn how part of that restoration work is carried out.

See you there,

Margaret.

NEWS AND NOTES

- THE MOTORING ENTHUSIASTS LITTLE BLACK BOOK -

This contains details of many firms supplying or manufacturing parts and those specializing in restoration of vehicles of a particular make. Its a gold mine of info. Theres about 1300 listings. The cost is \$11.00 including postage from Giltraps Auto Museum, P.O. Box 128, Palm Beach, Queensland, 4221.

MAX HEAZLEWOOD (TAS.)

Dear Margaret,

It was very pleasing to me to know that at long last the State H.C.C.'s are starting to work together towards a National Registrar of Humber Cars as after all, we are all interested in keeping the Humber name alive.

I have recently taken my 1934 Snipe '80 to Vintage, Veteran, Thoroughbred and Classic Restorations to be fully restored, as I am a dairy and beef farmer, I found I could not devote the time required to work on my car so I decided to have it restored.

I am hoping the car will be finished by January 12th, 1985 as my girlfriend Shirley Corkran and I are getting married on that date and I hope my car will be used as the Bridal Car and Norm Watt's car for the bridesmaids etc. We announced our Engagement on the 31st March.

DOUG SHONE

COOKS CORNER - Edna J. Huxstep

SWEET POTATO RING CAKE

4 tablespoons butter or margarine, half cup sugar, 2 eggs, 1 cup mashed cooked sweet potato, 1 cup SR flour, pinch of salt, half teaspoon ground ginger, half teaspoon mixed spice, 1 cup mixed fruit, 1 tablespoon mixed peel.

Cream butter or margarine and sugar, add eggs one at a time. Mix in potato, flour, salt, ginger and spice alternately with fruit and peel. Mix thoroughly. Bake in well greased ring pan at 190 c (375 F) for 50 minutes. Turn out and dust with icing sugar.

FOR SALE- Vic.

Series V.A.S. Snipe light brown, slight rust in sills upholstery O.K., dash veneer good, reg. 12 months, reverse gear not selecting. Sell urgently for best offer. Car can be seen at Wesburn or Warrandyte.

Janet Cook - (059) 67.1405-

MK IV A S.Snipe, slight R/Left damage, No Reg. or R.W.C., White, Red Int. \$100 O.N.O. Mr. A. Langford, Port Melbourne - 64.3572 after 6.30 p.m.

Understanding science 12 Vols \$50, Purnells history of the Second World War 8 Vols \$50. The book of Kells (Reproduction from the manuscript in Trinity College, Dublin). Published by Thames and Hudson \$75.
Peter Davenport 458.2531

1936 - Hawk - Reg. No. HH 1936
R/W Maroon with White interior W/wall Tyres, Excellent Condition \$3,500.00, Mark Wells "Carronvale Farm", Green's Road off Taylor's Road, Mooroolbark.
Phone 726.4620 A/H - inspect anytime.

Humber S.S. 1963 Series IV, Superb condition, all original, 72,000 miles, Reg. May 1985, \$1750.00. - P.J.Denham 057 92 2371 - Seymour.

WANTED TO BUY (Vic.)

Seats, front and rear 1950 S/Snipe Lawrie Hamilton Phone: 870.6672 Heathmont.

URGENT: 1 D.W.S. Jack, rear bumper and Humber emblem for same and 1 crank hole plug to complete restoration of my 1934 Snipe "80" Humber.
Doug Shone Phone: (052) 34.6387
R.S.D. North Cundare Via Beeac, Vic., 3251

WATCH THOSE WINTER WIPERS by Christopher De Fraga

The break in the autumn weather will show up hitherto unnoticed deterioration in wipers and washers of many cars.

The problems go unnoticed during the summer and autumn with infrequent use. But the sun causes the rubber to lose its resilience and fray at the important wiping edge. And there is a build up of oil and grease on the windshield, which is easily missed. Spray water on the windshield and the problems appear immediately. And it is not usually pure water which is sprayed up by the car ahead. There is often extra dirt in it.

So just when the driver least expects it, the windshield becomes blurred. A series of free safety checks around Melbourne recently found that more than half the cars had dangerously faulty wipers and blades.

The first thing is to replace the wiper blades. Then it is worth cleaning the windshield with proper windshield cleaner. Household detergents will clean the glass most effectively. But they may also do dreadful things to the rubber of the wipers and windshield surrounds of older cars. Paintwork, too, can be damaged by the household detergents.

Cleaners such as Trico's windscreen conditioner will not affect the life of the rubber components or the paintwork's brilliance.

The next step is to use a proprietary additive to the windshield washer bottle to make sure the windshield stays clear. There are several on the market - Trico's anti-smear screenwash is one - and they will clear the day-to-day build up of grime.

WHILE THE BILLY BOILED - NANCY "STOLE THE SHOW"

Interesting things happen at Afternoon Tea Parties. It was my first "trial run" as Social Secretary and I was keen to have things under control in favour of the Humber Car Club. The scene was the home of Ossi and Marie Grande and the occasion - to celebrate with a "cake-treat afternoon tea" the purchase by Marie of a Humber Series V.A Snipe, silver duco and red interior, one owner at 73,000 miles - a well-shod limousine carefully looked over by her "live-wire" husband Ossi. (He had helped me with my Hawk, so I felt a little reciprocal interest in their new machine would be the order of the day). I deemed it wise to take a "backstop" by way of Nancy Butt, a senior member of the Club, to give the occasion the tone it needed.

Nancy drove me to their home, but was keen to leave early as she was going direct to dinner with friends. She was dressed in her elegant best in woven wool turquoise-blue frock designed decidedly for "soiree seduisant", her best beautifully fitted high-heeled shoes, and all the extras to put Alice Blue Gown out of town!. It certainly would look nice at afternoon tea, I thought, and would add that touch of charm to the proceedings.

In due course Ossi arrived back from a job with his workman's van, just as Marie spread out all the goodies and reached for the boiling water stage of the teamaking. He announced that he had just passed a Humber Snipe apparently abandoned near the railway line. The car looked as though vandals had crashed it, and every item on it; all the windows smashed, lights ripped off, bumper bars torn apart etc. Ossi said he wanted to stop but was already running late for the afternoon tea party.

Nancy asked him a few questions and the interest was mutual! I Said, "Why don't you both jump into Ossi's van and go to have a look at it?" They fled out the kitchen door, (very fleet of foot) and left Marie and I becalmed.

Just as well Marie and I had the cuppa eventually, as they did not return until 4.30 pm. Ossi with grease up to his elbows and a smile 10 miles wide, whilst Nancy, still elegant in her "Sweet Alice Blue outfit", listed the parts they "acquired", viz. 1 Starter Motor, 1 Air Hose Cylinder, 1 Radiator, 1 Water Pump, 1 Generator, 1 Girlock Power Brake Booster, 1 Radiator Fan, and all nuts, bolts, screws and brackets.

No "Alice in Blunderland" this lady!!!, and nothing like striking while the iron is hot - made easier by two police vans who cruised past, undismayed because it seemed the elegant lady in turquoise blue was being assisted so ably by you know who!!

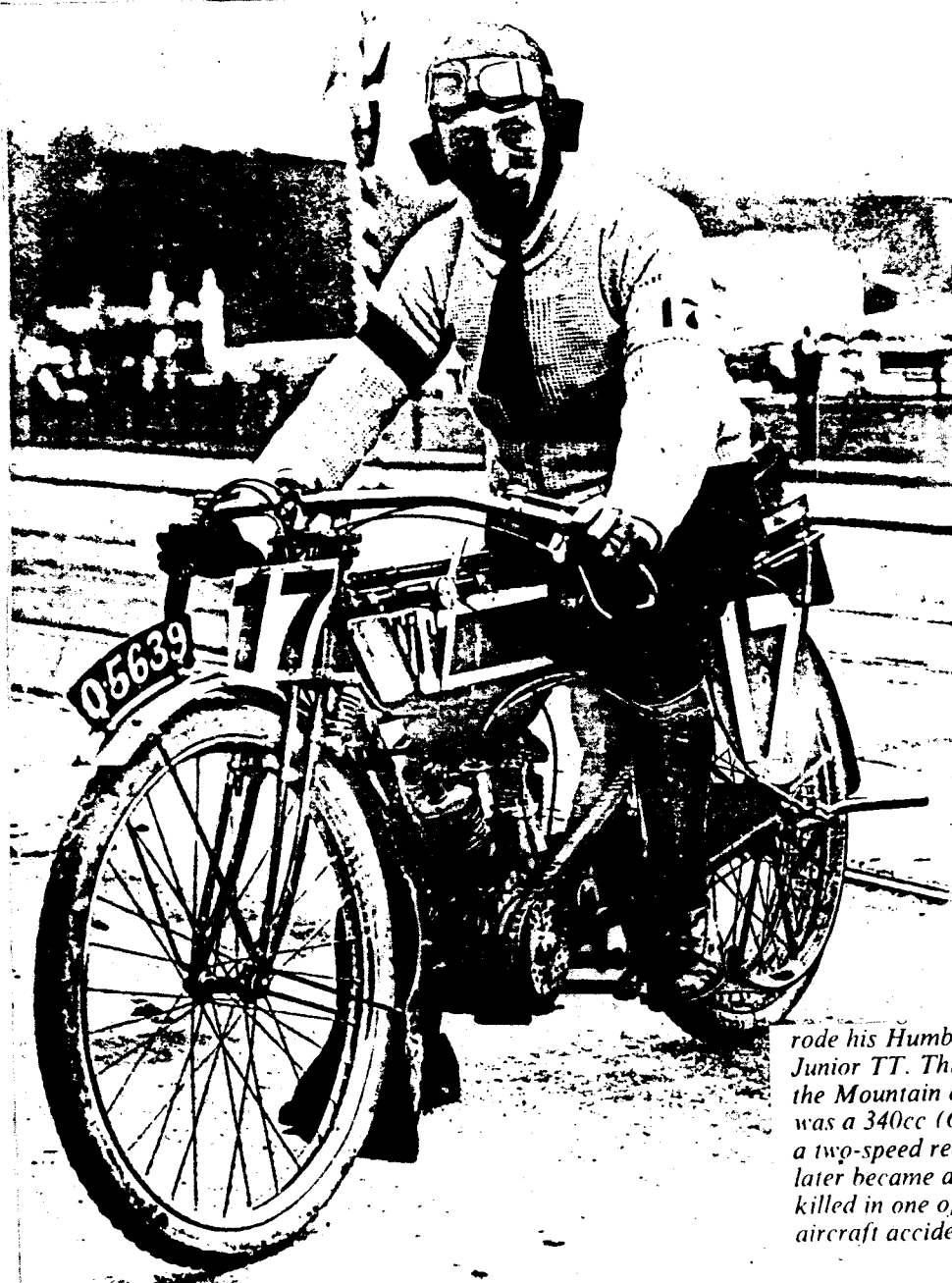
The tea party was a flop, but "behind the scenes activities" suited the parties to a T.

"Keep Humber-landing-it."

Pat Daly (Asst. Social Sec.)

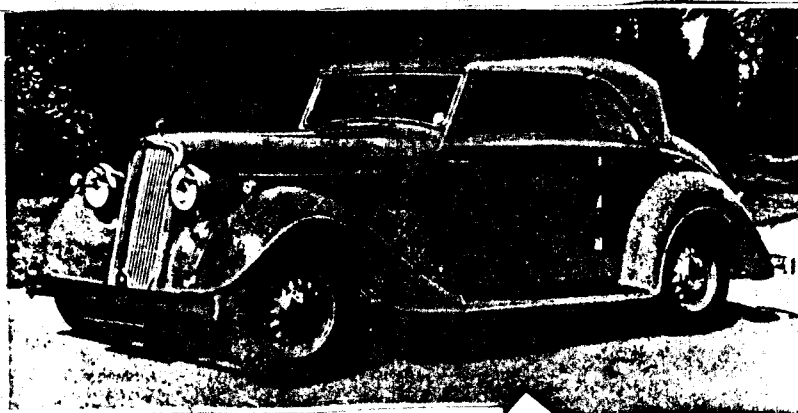


Ross Bromleys Ser II S/Snipe
Fitted With Ser I Bonnet
And Grill



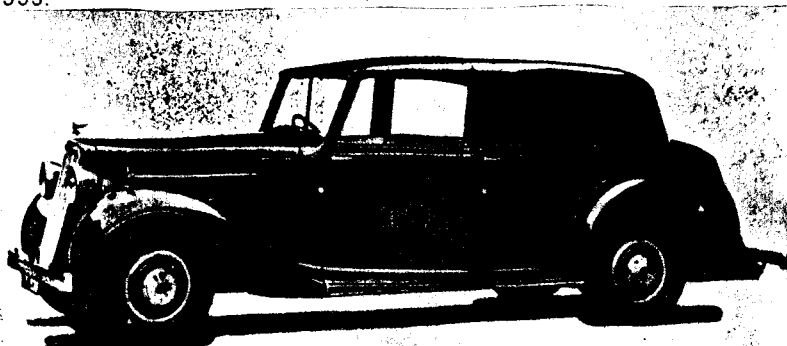
1911, Percy J. Evans
rode his Humber to first place in the
Junior TT. This was the first race over
the Mountain course. Evans' machine
was a 340cc (60 x 60mm) vee-twin with
a two-speed rear hub. Sadly, Evans, who
later became a successful dealer, was
killed in one of the earliest passenger
aircraft accidents

1939



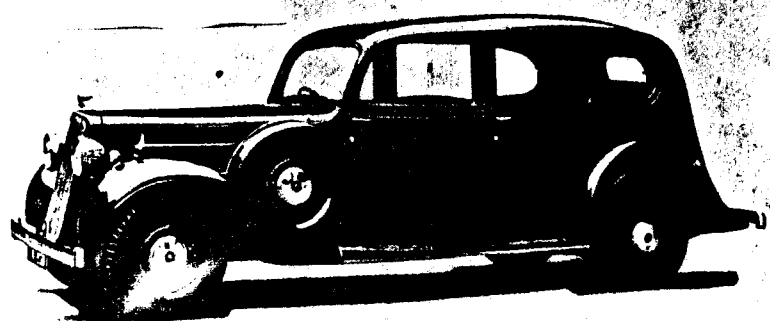
60B: **Humber** Snipe Imperial Drophead Coupé with three-position convertible top. This model sold at £555.

Humber Snipe Imperial



60C-D: **Humber** Pullman chassis had 11 ft wheelbase and 7.50-16 tyres but otherwise its technical specification was much like that of the Snipe Imperial. Shown are two typical examples of Thrupp & Maberly coachwork on this chassis.

60C Humber Pullman



60D Humber Pullman

72D: **Humber** Sixteen, Snipe and Super Snipe for 1939 were all similar in appearance. All had 9 ft 6 in wheelbase and 6.00-16 tyres. Main difference was under the bonnet where the six-cylinder side-valve engines were of 2576.5-, 3180.9- and 4085.7-cc cubic capacity. All had 120-mm stroke, bore being 67.5, 75 and 85 mm respectively.



72D Humber Snipe



73A Humber Pullman

73A: **Humber** Pullman had same 4085.7-cc six-cylinder engine as Super Snipe and Imperial but 11 ft wheelbase. Shown is a Limousine by Thrupp & Maberly.

THE BEN CASEY SAGA.

We called the MARK II or III Humber Snipe Ambulance "Ben Casey" as I'm Not sure how to tell if it is a boy or girl, I thought Ben Casey was pretty appropriate. Some of us I suppose don't have names for our cars but we always have. All the way back to a 1940 Dodge (A Yank Tank) but anyway back to Ben Casey.

I tried to buy Ben about nine years ago but the old fellow who owned it said he would never sell it, it is too bad because it would have been in a lot better shape then. But thanks to Bob Kennedy we now have the Ambulance "though it took some getting back to Melbourne."

First we had to find Mr Willis's address as we only had his phone number when we arrived in Yass. So we set out to find a phone Box "An Adventure In Its Self". We went to the post office but all the phones had the money containers ripped out, so we went looking else where but all we found was more of the same thing.

So we decided to call in and see the friendly & Helpful local policeman. "But I'm Not Sure About That Last Statement Either" We asked him about a telephone and he sent us in the direction of the Tourist Information Bureau, even though he had a phone sitting right there in front of him on his desk.

Finally we managed to call Mr Willis and he came down to his secondhand shop, the Ambulance was down the back or maybe the side, but the main thing was it was there.

You couldn't see the rear of Ben because he was covered with creepers and he was resting on this bridge that looked like it was going to collapse at any minute with a large hole in front of it which had a six foot drop.

So we decided that we would have to move Ben out the front way onto the Highway but first Mr Willis had to remove all his valuable junk from the back of Ben.

"ONE MANS JUNK IS ANOTHER MANS TREASURE"

It all must have been in the back of Ben for ten or more years, but he put it all into cardboard boxes for storage. "Probably for another ten years".

Meanwhile we cut, pulled and ripped the creepers & Blackberries of the old boy. (Ben not Mr Willis) then we had to find two wheels which were missing from the front but never fear Mr Willis also had a Mark 2 sedan sitting around the back which had been wrecked beyond belief but still had its wheels on, but they were flat.

So we ran across to the garage to have them pumped up and to our amazement they stayed up, so we went back and put them on Ben Casey.

Now there was one more problem we had to put it on the trailer and the only way we could do this was to put the Car & Trailer across the Highway and use the winch to pull Ben up onto the trailer.

After a few words of abuse and a few word of encouragement from the N.S.W. Motorist we had Ben Casey on the trailer and ready for the trip back home.

TO BE CONTINUED:-

Ron Forth.

ROAD TEST

Humber Super
Snipe Series 5

THE tradition of fine workmanship found in the earlier model Snipe has been continued in the current series V. Comfort, always a feature of the Humber range of vehicles, is readily apparent whether pottering around the city or on open road touring.

FOAM rubber beneath the pile carpeting, supplemented by plastic sound-absorbing material on the engine firewall, reduces mechanical noises transmitted to the body interior to a hushed whisper.

Opening the rear quarter windows slightly creates a draughtless extractor effect, which wafts away tobacco fumes, while moving the four small windows and the fresh air inlets to their widest settings allows a minor gale to blow through the car.

A warm air heater is fitted as original equipment. A quiet, single-speed fan increases the air flow when the vehicle is travelling slowly.

Although the external body ap-

from

NRMA engineers, by special arrangement with "The Open Road"

pearance suggests a limited amount of passenger room, such is not the case. Excellent leg and head room is a most commendable feature. Fore and aft adjustment of the bench type front seat is accomplished quickly by lever, but rake alterations entail use of tools. Specially treated PVC material has the appearance of leather. It gives a "two-way stretch," improving travelling comfort and resist-

CONTRIBUTED BY -- LLOYD HUGHES.

PRICE £2132. Six-cylinder OHV engine rated at 29hp RAC develops 137.5bhp at 5000rpm and 167ft lb torque at 2600rpm.

Body conservative in appearance but very roomy. Courtesy lights on all doors and boot lid. Luxurious padding of the contoured seats assists to give a superlative ride. Wide pull-down centre arm rests in both seats. Standard equipment includes picnic trays for rear seat, electric clock, screen washers, power steering, power brakes, heater. Engine noise is muted by large areas of sound-absorbing material.

Borg-Warner 3-speed automatic transmission, type "DG," gives smooth, effortless drive. Normally starts in second gear unless accelerator fully depressed. Ingenious and positive intermediate hold mechanism actuated by selector lever. Brakes vacuum servo assisted, operating on front discs, and drums in rear give powerful true line stop.

Performance

SPEEDO at 6.770 miles. Test run, 474 miles. Weather, fine and humid.

ACCELERATION: Through gears, 0/30mph, 8.1sec; 0/40, 9.1; 0/50, 12.5; 0/60, 16.0.

FUEL CONSUMPTION: Overall, with all tests, 18.36 mpg; constant, 35mph, 26mpg.

TEST LOAD: Driver only.

SPEEDS: In gears: 1st, 31 mph; 2nd, 59; top (not tested), 100.

As the model assembled in New Zealand is more powerful than the test car, these figures are conservative. Other figures, however, refer to the New Zealand model.

Road handling manners of the Snipe were impeccable in most conditions.

Tyre squeal, however, was easily provoked and the noise was directly proportional to speed on the radius of the road curve. Tyre squeal and the rear-end break-away, which made its presence felt on wet roads when turning sharply, may be reduced by using radial ply tyres.

Mounting of the front licence plate is far too low. It should be relocated to prevent damage on gutters or rutted roads.

Large discs (of 11½" diameter) on the front are combined with 11" drum brakes on the rear to give virtually fade-free retardation.

Overall, the road test of the Humber Super Snipe left us with memories of a luxury ride, more power than most people would

ing permanent creasing of the trim.

The wide, folding central arm rests divide the seats into four arm chairs, at the same time providing stability for passengers on curves. Large pockets in both front doors provide adequate space for maps and other paraphernalia, and there is a deep lockable glove box. The doors open wide, appealing to the not-so-young.

A foam-padded lip on the fascia serves a dual purpose: it helps to protect occupants from injury after a sudden stop, and prevents annoying reflection of the instruments in the screen at night.

Speedometer error on the test car was approximately 10 per cent, fast over the 30-60mph range, but the mileage recording trip meter was dead accurate on a 20-mile check.

Cigar lighters are fitted for the convenience of both the driver and rear seat occupants. Further amenities include two separate walnut-capped picnic tables in the rear of the front seat, which fold up to form a neat, trim panel when not in use.

The tool kit is somewhat austere by comparison to that supplied in some of the car's competitors, although the crank handle is an unusual addition for a vehicle equipped with automatic transmission. Owners of vehicles with this type of transmission should never attempt to start the engine with the crank handle unless the gearshift quadrant is in the park position.

Gear changing is unobtrusively effected by the well-proven Borg-Warner three-speed automatic gearbox. Low gear can be held by moving the gear lever to the "L" mark should full engine braking be required, as when descending steep inclines, particularly when towing a caravan.

Because the engine power output is quite high the Humber capably starts from rest in second gear,

though the action of the torque converter when the "D" range is selected. Hunting between top and second speeds in traffic, an annoying feature of some automatics, is eliminated in the Snipe by pressing the gear lever toward the dashboard. An audible click indicates that the second speed hold has been engaged. This gear, due to its free-wheeling action on over-run, provides no engine braking.

Chrome-plated top piston rings have been used for a number of years by the Rootes Group in its various products, and their use in

the oversquare Snipe engine should give an extended period between major overhauls by reducing wear.

Various attempts have been made in the past few years to reduce the power absorbed by the radiator fan and to quieten the roar at higher engine speeds. Some success has been achieved by Rootes by using a two-bladed fan which, on our test run, gave no sign of allowing the engine to overheat.

A water-heated cast aluminium inlet manifold prevents icing in hot weather and helps vaporise the fuel in colder climates as well as providing better warming-up period operation. Fuel economy is automatically benefited.

Our overall petrol consumption of 18.36mpg, including all tests, was improved to 20mpg on a long run. In these circumstances the 16-gallon fuel tank should give a generous 300 miles or better when touring.

H.C.C. Tas.

Due to lack of response the trip to Port Arthur has been postponed. A trip will be made to Hobart in the summer months. After much thought it has been decided that a day trip to Devonport on Saturday the 28th July will take place, we will be going the Bass Highway.

Anyone who wants to do the trip can meet at Prospect just west of St Pats School on the main road at 9 o'clock and will leave there at 9.30.

We will be going to the Devonport Bluff at this stage. If there is somewhere else in Devonport we may be able to go, it can be decided when we all meet there. The time of arrival at the Bluff should be between 11-11.30 am. Hope to see a good roll up of Humbers and people.

I have had one quote about T shirts. We can have done what was decided at our last meeting. The price per T shirt is \$6.50. But it will cost the club an extra \$70 for the art work and screening process to be done.

I have also been in touch with T shirt World in George Street, Launceston, they quote way over that price. The chap in there also pointed out to me that there was another way out of it and much cheaper. We can have a screen made up which will cost the club about \$30, members who want a T shirt can go in and buy either a T shirt or windcheater from his stocks and have the club motif printed on it all at one time. I don't know how much the print onto T shirt is at this stage, I am waiting for a final quote. I will be in touch with him in the next few days.

I also had a trip to Devonport and Burnie over the long weekend to the Lee's and Heazlewoods. I started off in the Ser III Wagon and got as far as Hagley, when my diff let go. Don't know what happened as yet, have to have it checked out. In the end the family and I had to do the trip in the wife's (Datsun 200B). I haven't had so much ribbing for a long time.

Brian Lee, Max Heazlewood and myself have just finished wrecking the second Ser IV Snipe ambulance. We managed to salvage quite a few good parts.

That is about all for this month.

Anyone wanting to put anything concerning Humbers, in our newsletter, like troubles they may have had and found an easy way out of repairs etc. can write to me care of 7 Magnet Street Launceston Tas 7250.

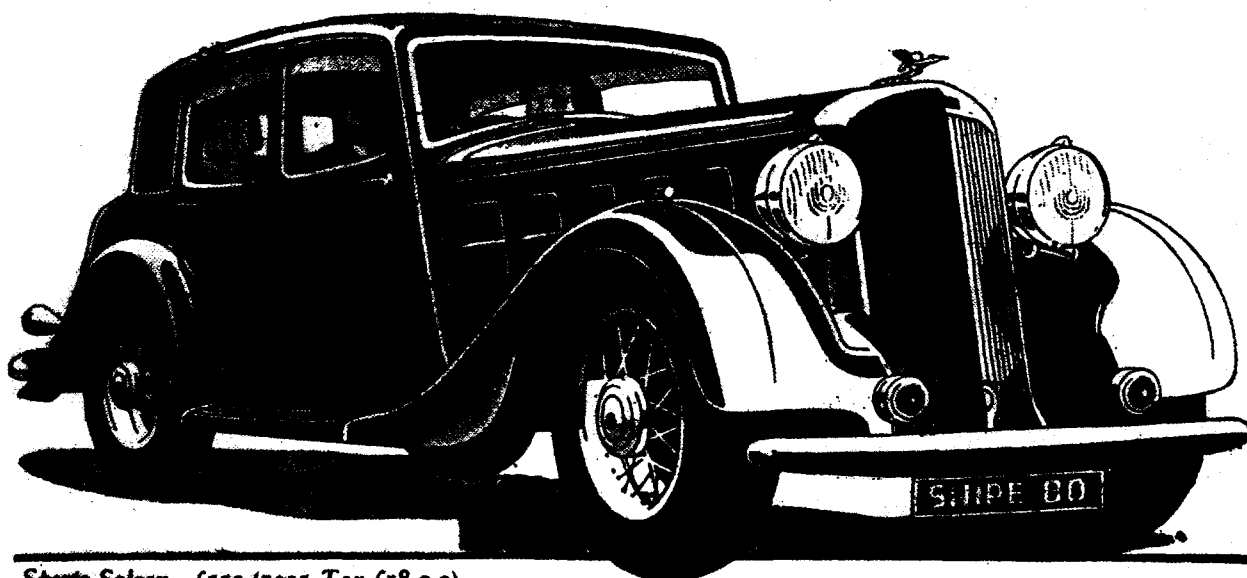
Over the last few weeks the following books have been donated to the club.

Workshop Manual MKII and III Humber Pullman Imperial, Snipe & Touring Limousine. W.Man. Ser. I S/Snipe. Ser. 1 S/Snipe and Imperial. W/Man Automatic Trans Issued 1964. Manhour Schedule Humber Cars Issued 1957. Parts List S/Snipe 1958, 3 copies. W/Man Auto Trans 1957. W/Man Hawk MKIII, IV & V.

I have been in touch with a chap at Bessant Motors of Launceston who is keeping his eyes open for more manuals for our Library. I have some handbooks which I have picked up over the years. H/Hawk Ser I. Humber Ten MKV. S/Snipe Ser II, III & V.

Ross Bromley.

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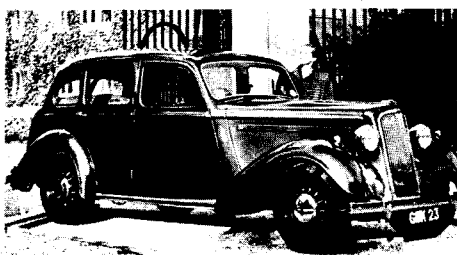


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