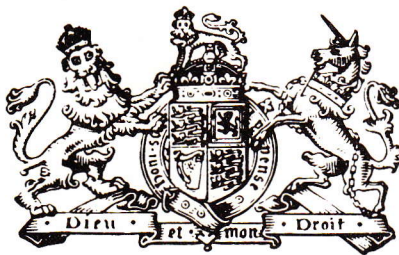


June 1986



By Appointment to
The Royal Family

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

Affiliated with the Association of Motoring Clubs



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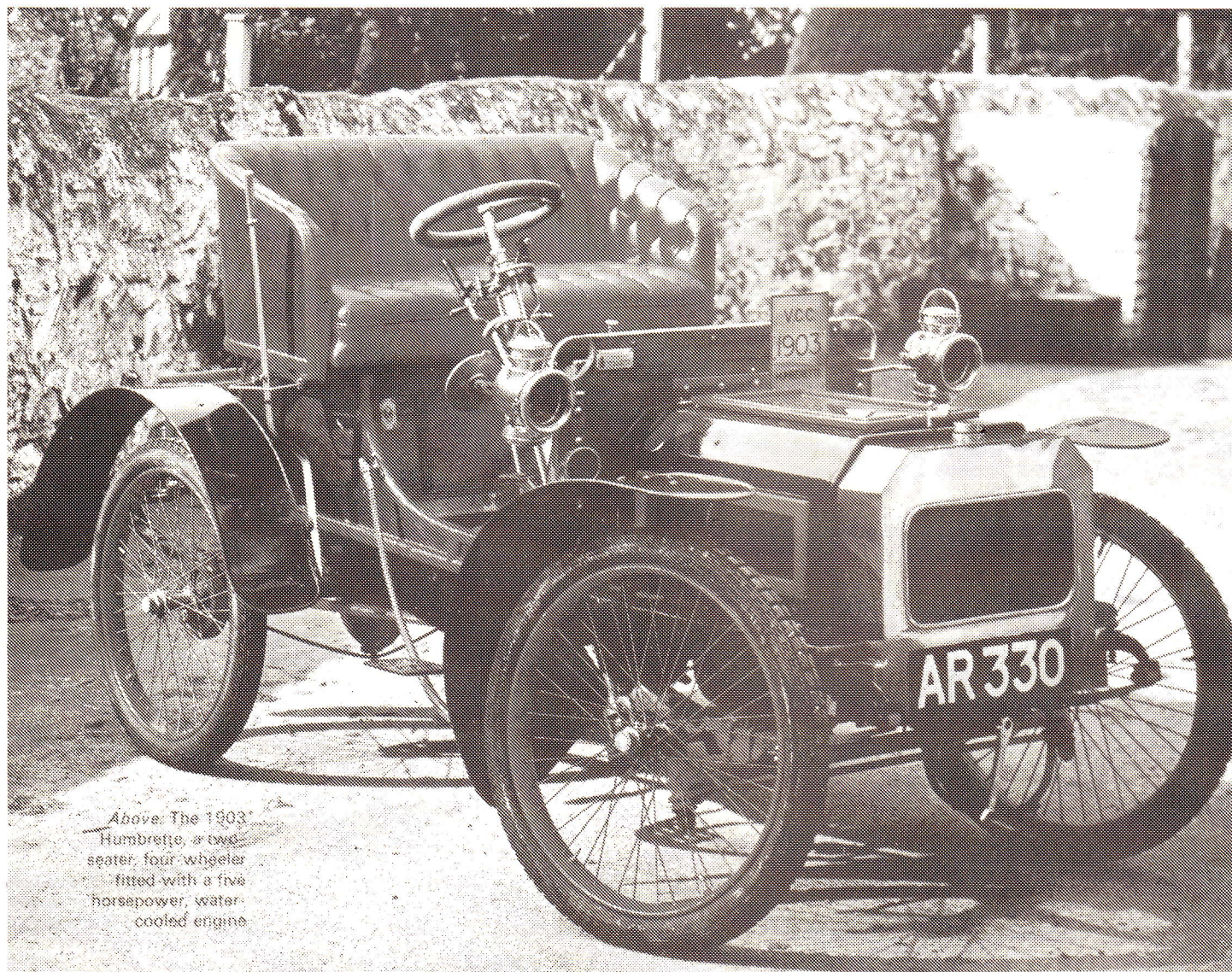
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Above: The 1903 Humbrette, a two-seater, four-wheeler fitted with a five-horsepower, water-cooled engine

CATERING

by

"Saucy Dish"

(LA TROBE UNIVERSITY)

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

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

JAN WILLIMOTT
470 5568

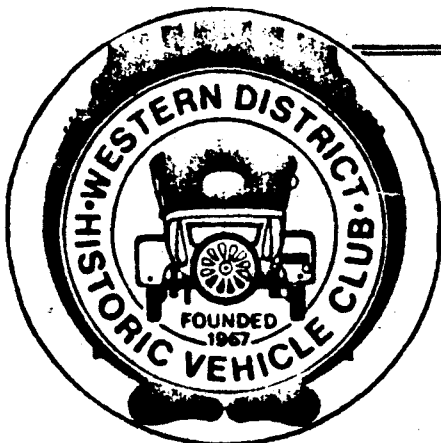
- JUNE 27TH. FRIDAY EVENING, 8.00PM. GENERAL MEETING. DEEPDENE HALL.
(SPEAKER & DISPLAY:- DARRYL CLARK; EARLY MODEL KITS.)
- JULY 13TH. TEN PIN BOWLING DAY WITH CHEVROLET CLUB.
(SEE "NEXT SOCIAL OUTING", FOR FULL DETAILS).
- JULY 25TH. *** NO GENERAL MEETING THIS EVENING. ***
- JULY 27TH. SUNDAY. GENERAL MEETING AND SOCIAL AFTERNOON.
MEET AT HALL 12.00 MIDDAY FOR BYO LUNCH,
MEETING COMMENCES 1.45PM, FOLLOWED BY VARIETY ENTERTAINMENT,
(INCLUDING "BUSH MAGIC" BY CHAS. SPEED.).
- AUGUST 2-3RD. WESTERN DISTRICT HISTORIC VEHICLE CLUB, TWO-DAY RALLY.
GEELONG. COMMENCES MIDDAY SATURDAY.
- AUGUST 10TH. CHACA. SWAP MEET. CHIRNSIDE PARK SHOPPING CENTRE.
(MELWAY MAP 37.G4.)
- AUGUST 17TH. WARBURTON RUN WITH CHEV. CLUB.
SMORGASBORD LUNCH AT TALHOF RESTAURANT, EAST WARBURTON.
ADULTS \$14.00 per head, CHILDREN U.12 \$7.00 per head.
- AUGUST 22ND. GENERAL MEETING. 8.00PM DEEPDENE HALL.
- SEPTEMBER 5,6,7TH. MELBOURNE CLASSIC CAR SHOW, EXHIBITION BUILDINGS, CITY.
- SEPTEMBER 14TH. ROYAL AGRICULTURAL SOCIETY PARADE, CITY STREETS.
CLUB CARS REPRESENTED IN STREET PROCESSION.
- SEPTEMBER 26TH. GENERAL MEETING. 8.00PM. DEEPDENE HALL.
(SPEAKER:- JOHN DYMOND FROM PENRITE OIL CO.)
- OCTOBER 18TH. STANDARD/VANGUARD CLUB HOSTS COMBINED CLUBS DINNER DANCE
AT ELTHAM NORTH HALL. COUNTRY AND WESTERN THEME.
- OCTOBER 24TH. GENERAL MEETING. 9.00PM. DEEPDENE HALL.
- NOVEMBER 15-16TH. BENDIGO SWAP MEET & HCCV. COUNTRY SOCIAL GATHERING.

*** NEXT SOCIAL OUTING***

TEN PIN BOWLING DAY.

- WHEN: SUNDAY JULY 13TH.
- WHERE: CAMBERWELL BOWL, CAMBERWELL RD. MELWAY MAP 59 J1.
- TIME: 11.45AM FOR LUNCH AT SNACK BAR.
12.45PM TO COMMENCE BOWLING AT 1.00PM.
- COST: \$2.20 PER GAME. PLUS SHOE HIRE (APPROX. \$1.00)
- PARKING: LARGE CAR PARK AT REAR OF BOWL.
- NOTE: BRING A CUSHION IF YOU WANT TO VIEW THE BOWLS ONLY - SEATS ARE RATHER HARD!

**** MINUTES FOR THE MAY MEETING OF HCCV. INC. WILL BE HELD OVER FOR PUBLICATION IN
THE JULY ISSUE OF THE HUMBERETTE



GEELONG

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

WEEKEND ITINERARY

SATURDAY 2nd AUGUST 1986

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

SUNDAY 3rd AUGUST 1986

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

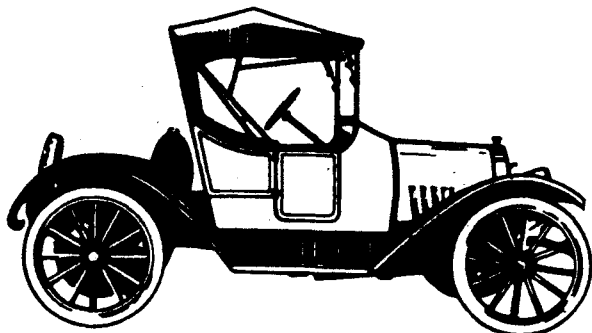
Entry Forms and Enquiries - DOUG RICHES THE RALLY DIRECTOR W.D.H.V.C.
P.O. BOX 44 BELMONT, VIC., 3216.
PHONE: 052-484055

TROPHIES AWARDED IN THE FOLLOWING SECTIONS BY POPULAR CHOICE VOTING

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☆ Classic ☆ Post Classic ☆ Commercial ☆ Motorcycle ☆
☆ Car I Would Most Like To Own ☆

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

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

THE HUMBER CAR CLUB OF VICTORIA INC.

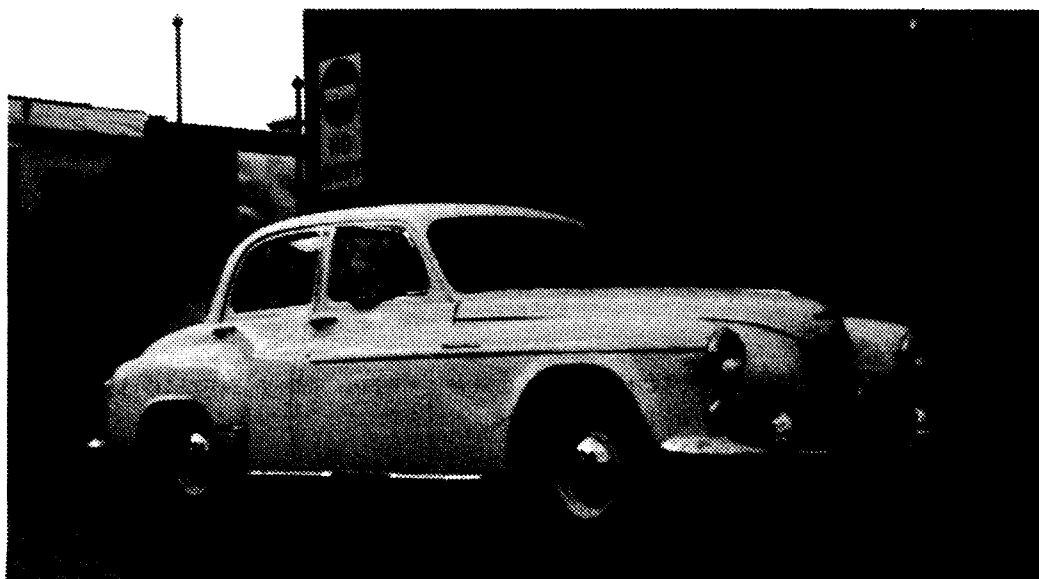
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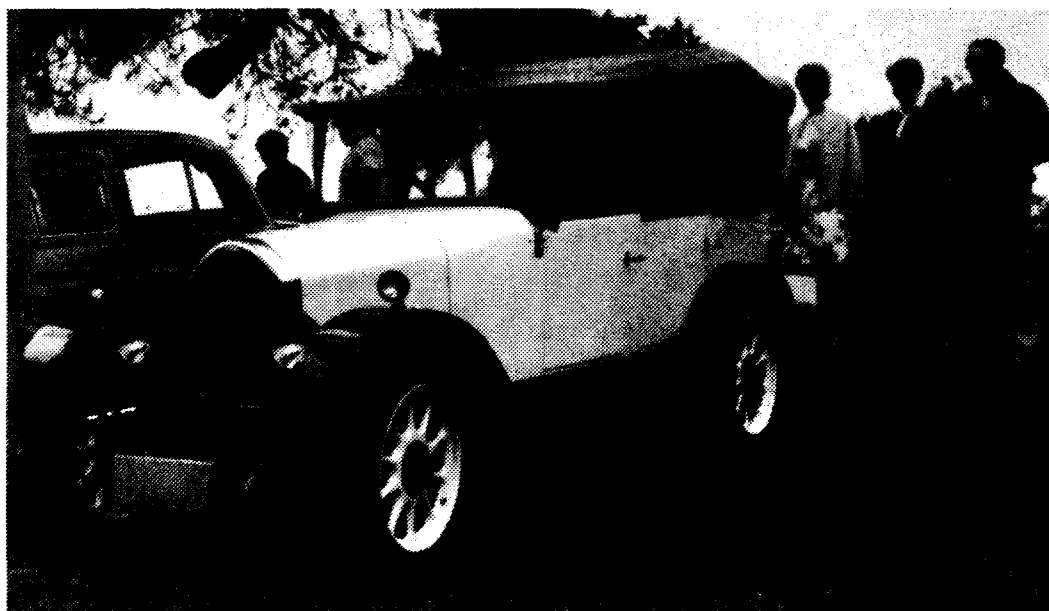
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THE HUMBER CAR CLUB OF TASMANIA

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



Brian Fox - Wangaratta - MK 4A S.Snipe.



Lloyd Hughes's 1926 9/20 Tourer.

PRESIDENT'S REPORT (Kennedy's Klangers)

It's up!! Our Club 'Honour Board' of past and present Presidents. Mounted onto the Club wall, it looks very good indeed. The board was donated to the Club by the Forth family. I would like to pass onto Ron Forth and family the Club's thanks and appreciation.

Hopefully the next meeting will be packed out by members viewing the board and it may surprise some members how few names are on the board after ten plus years of the Club's life. Maybe your name will be on in later years, who knows?

As you all know the count down is on for the 1988 National Rally. We have started a special fund for this event. Some may say, 'Worry about it later' but that attitude is a bit like hiding your head in the sand.

From now till the '88 Rally there is a fair amount of arranging to do in readiness for the big event. To list a few for you, I'll include some that I can bring to mind while I'm writing this report: trophies, regalia, reconnaissance of areas, lots of phone calls, letters and also deposits on accommodation, all this and more so if you can help in any way as we go along the path of preparation, please do. I mentioned the Rally fund before is vital for the running of the Rally. Some members have already donated to it or given items for sale at our trading table with instructions for the money to go into the Rally fund. Our Club 'money man' Rob Dunlop has this money in his books as Rally funds so that we can keep up with how much we have.

STOP PRESS

STOP PRESS

As many of you know, I advertised one of my 1926 Humber 9-20 Roadsters in a magazine called 'Unique Cars'. I used a free ad for cars built before 31st December, 1930. I didn't think anymore about it. Well I would know like to report that I have sold the car through that ad to a gentlemen living up in the Northern Territory.

So for the people laughing at the price I put down, maybe they should turn their heads before they make too much of a fool of themselves.

By the time you read this report, the Queen's Birthday weekend at Warrnambool will have past. Chas Speed has put a huge effort into organising the weekend for the Club and although I have yet to attend the outing, one thing I already know is that it will be a fantastic weekend. Well I must be away now to pack for the run and looking forward to the next meeting at Deepdene Hall.

Bob Kennedy.

WARRNAMBOOL RALLY - QUEEN'S BIRTHDAY WEEKEND

Thanks to Chas Speed's magnificent organisation and to the hospitality of the Warrnambool and District Historical Vehicle Club, the Queen's Birthday Rally was an outstanding success.

The twelve Humbers attending attracted much attention throughout the weekend whilst Chas Speed's two Series Snipes and Keith Willimott's Mark I Sceptre featured in local newspaper articles.

Friday evening saw Humbers converging on Warrnambool from as far afield as Moe, Melbourne and Wodonga. On Saturday the cars, drivers and onlookers gathered at the centrally located modern Tourist Information Centre to reminisce on motoring bygones. From there it was onto the local Clubrooms for a complimentary B.B.Q. lunch with the Warrnambool Club and their Austin 7 Club guests. These intrepid little vehicles were en route to Mt. Gambier which, with great optimism, they hoped to reach that evening. We wished them luck as they 'sped' on their way.

Our destination that afternoon was the Tower Hill Game Reserve - the Humber convoy this time being led by a Warrnambool Club member in his distinctive, fully restored, golden yellow 1910 Wolsely. At this ancient volcano site, (which first erupted some 7,300 years ago) we soon discovered why we had been so well fed at lunchtime! Those extra sausages were rapidly burnt up by the energetic band of climbers ('encouraged' by the agile Chas) who negotiated the steep incline to the top of the Tower Hill! Magnificent views all round proved a just reward for the undaunted.

Dinner at the R.S.L. Club Saturday evening was also shared with the W.D.H.V.C. Bob Kennedy soon found himself in his usual role of spruiker (or should I say 'ticket seller par excellence'!) and sales of raffle tickets for the R.S.L. Club experienced a rapid upturn!! Maybe he'd also had a few lessons in salesmanship from Chas.

Sunday morning we had an opportunity to look closely at Warrnambool's early history via the re-created Flagstaff Hill Maritime Village. Here we saw the famous (and fabulous) Loch Ard Peacock displayed. His five foot high Minton's porcelain peacock was washed ashore intact in it's casing from the wrecked Loch Ard Sailing Ship. Originally bound for the Melbourne exhibition of 1880, it eventually was shown, 100 years late, in the Melbourne Centenary Exhibition of 1980.

Following lunch at Flagstaff Hill, our next port of call was the impressive and wonderfully laid out gardens surrounding the Fletcher Jones factory - it's hard to imagine now that they were once the site of an ugly quarry.

Leaving the Fletcher Jones Gardens, our tour took us to History House, a quaint and eminently explorable old cottage packed with trivia, trinkets and trappings of bygone days plus two 'eager to explain it' old gentlemen from the Warrnambool Historical Society.

After all this activity we fully appreciated the afternoon tea supplied by Chas at his Estate Office. Again we had the opportunity to mix with W.D.H.V.C. members and to accept the invitation of their President, Roy Begelhole, to view his collection of vintage and classic Citroens, Whippets, a Willy's Overlander and several other items of ancient extraction.

Sunday finally came to an end with those of us still 'on deck' meeting at the local Clubrooms for an evening of rally films, fun and magic provided by no less than our own Ron Forth (behind that quiet image lies a wealth of extraordinary hidden talent) and the ever active Chas. It's no wonder Chas Speed sells real estate - he just has to be THE GREATEST story teller, yarn spinner, poet, comedian and magic maker that the bush has ever produced! Tho' I'll admit, he hasn't yet conned me into attempting the raw egg in a beer glass trick. Perhaps we'll get him to demonstrate it at the July Sunday afternoon meeting.

Monday dawned, grey and drizzly, amid a flurry of activity to get up, clean up, pack up and line up behind Chas by 9.00am. Our final farewell to an action packed rally was a guided tour along the picturesque coastline following the Great Ocean Road accompanied by Chas in his Series IV Snipe plus Jack and Nancy Gore from W.D.H.V.C., we visited the Bay of Islands, Peterborough, London Bridge, Port Campbell, Loch Ard Gorge (where the peacock was discovered), the Blow Hole and then to Camperdown to visit Harold Lamb's Buggy and Carriage Museum before making our own way home.

Thanks to Chas Speed and the Warrnambool and District Historical Vehicle Club for a magnificent weekend.



WARRNAMBOOL RALLY PARTICIPANTS

Bob & Nancy Kennedy & Peter:	Series V S.Snipe Estate
Barry & Dianne Bosnich & family:	Series II S.Snipe
Ralf & Leila Chalmers:	Series III S.Snipe
Ron & Eleanor Forth:	Series V S.Snipe
Bob Bruce & Marge:	Series VA S.Snipe
Bill & Joan Holmes:	Series II S.Snipe Estate
Lloyd & Pam Hughes:	modern
Geoff & Jill Webb & family:	Series VA S.Snipe
Keith & Margaret Willimott & Pam Batten:	Mark I Sceptre
Hank Pama, Malcolm & Fiona:	Series V S.Snipe (customised sports)
Tom & Lyn McAlpine, Heather & George:	Series VA S.Snipe
Ray & Von Willman:	Series IV S.Snipe
Chas Speed:	Series III S.Snipe

LIBRARIAN'S REPORT

Our library continues to grow! We are grateful to Ralf Chalmers for his donation of a MK 3 and 4 Hawk parts catalogue, also an interesting little sales booklet for same.

Also Murray Roberts has done it again! This time donating a service book for Singer Gazelle & Vogue. Our thanks to both these members.

The Club has purchased a copy of 'Tiger Alpine Rapier' sporting cars from the Rootes group by Richard Langworth. The library is proving very popular at present with quite a number of members availing themselves of workshop manuals etc. But don't forget they are borrowed on a month to month basis so if you don't return on time you may deprive someone else from using a particular book.

A full library list is available on request.

Keith Willimott.

TECHNICAL REPORT

In the past it has been mentioned not to over tighten wheel nuts as you can overstress the studs. Well an incident inside the engine bay recently could also be put down to overtightening. A Club member was driving along when his oil filter fell off. On checking the filter plus the threaded part of the aluminium casing on the side of the motor, found they had parted. This was the oil filter system fitted to the Series 5 and 5A Super Snipes and after fitted by owners to some of the early Series Snipes.

So if you service your own car fitted with the screw on throw away 29 oil filters, please read the instructions before screwing the filter on.

FOR SALES

Series V.A. S.Snipe, 74,000 miles, dual L/P and petrol, mech and body good, reg Jan '86, R.W.C. \$2,800 o.n.o.

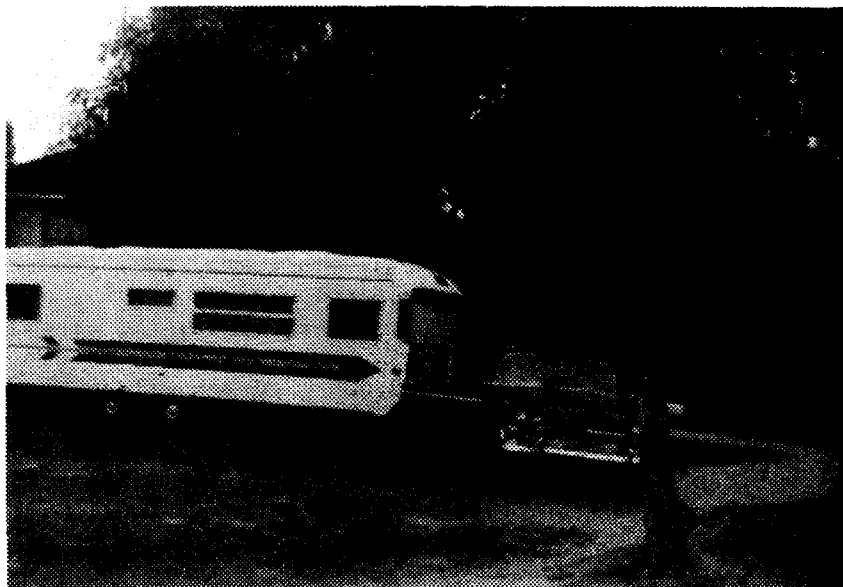
MK 3 S.Snipe, mech good, resprayed, brakes renewed, interior needs work, \$1,600, (photo in April newsletter).
John Hosking, Ph: (004) 43 2354, Bendigo.

Humber Vogue, 1964 Series 3, manual, few dents on body but overall good condition inside and out, moonstone and grey, new s/motor, generator, dist cap, brake and clutch overall, reg, no R.W.C., price negotiable.
Lisa Beaument, Ph: 428 1491, Richmond.

Wal Henningson's Melbourne to Perth trip 5000 miles return. Towing trailer, only trouble was burnt bearings in diff. H.C.C.S.A. supplied diff from Series V as well as special diff compound to get back to Melbourne.

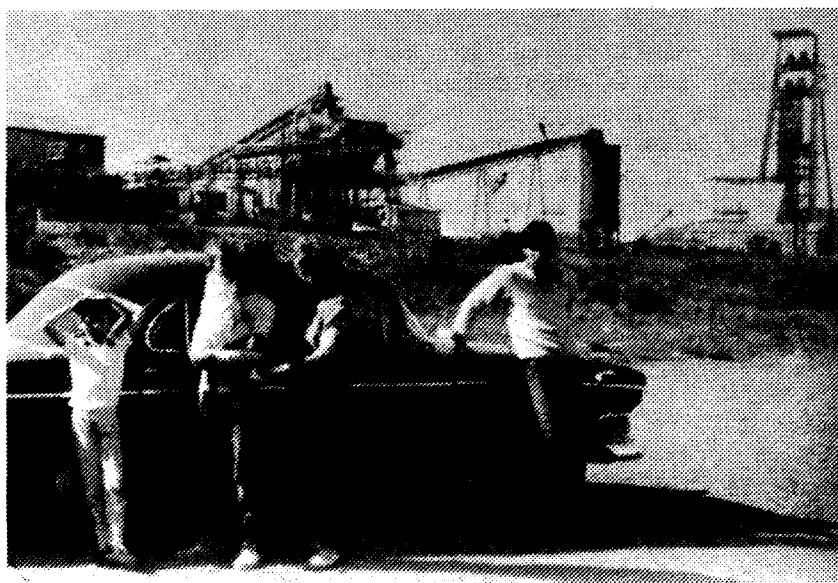


1963 Series IV S.Snipe,
96,000 miles, two owners.
'A right royal work horse'.



First tryout - unsuccessful.

On the road again per trailer.



Henningson family at Kalgoorlie
en route to Perth.

The Editor,

I feel I must answer the various points that Des Judd (good to hear from you Des) has broached in his letter in the April issue of "The Humberette" concerning "Humber Values".

Firstly, let me say that I agree wholeheartedly with Des' comments concerning Members and non members apathetic attitudes towards their Humbers. Too many people think their cars to be infallible, never need servicing, never have to buy spare parts for it, etc. Image is a very important thing to any Club, especially ours being a minority group and not in amongst the "Trendies" of the classic car movement. This image is only as good as the attitude of it's Members, the Humber Car Clubs are not alone on this point. Not everybody can afford to run Concours cars, but there is no excuse for not keeping it in fine mechanical fettle, polish alone won't keep your Humbers on the road. This fact was born out at Forbes recently where I was surprised at the number of people who were strutting around thinking their cars were great, the give-away was when they started their engines, my God!!, they were like chaffcutters! My own Ser.V, although far from Concours condition still purrs after 263,000 hard won miles, simply because regular servicing and parts replacement when necessary are carried out. Anybody can do an oil change or change a filter, if you don't know how for God's sake, ask someone, or use the extensive Club library to borrow a workshop manual for your car, after all it was set up for you the Members to use. Our Librarian Keith Willimott will be only too glad to assist.

Most definately I do not like to see Bombs used on a Club run, if your car is not up to scratch, please leave it at home and travel with some-one else. Fair enough to have a "Work Hack" but don't use it on runs, gives the public the wrong image.

Point 4 of Des' letter has hit upon a very relevant point concerning public exhibition of our cars. Once again this point was brought home at Forbes Rally, it was dry as a chip, 39Deg. and no shade, no real facilities and zero public exposure. Personally I would have chosen Parkes which is just up the road.

Points 6,7,8, well Des I'm afraid you are right out of your tree old son, there are laws governing deceptive practices, not to mention the irreparable damage it would cause to our Marque. These sort of plans usually backfire and end up advantaging no-one. As far as the used car trade goes I treat them with the disdain they deserve. Any-one who usually wants to trade in a Humber usually wants to buy some Jap Crap or other lesser breed of wheeled conveyance. Yes dealers usually read Wheels or Modern Motor, akin to reading Post or People, both garbage. Any-one who would lower his standards to these levels should be drummed out of the Movement, say no more.

Neo-Humbers!!, Des you're daydreaming, who in their right mind wants to see a bunch of chopped and rodded Humbers hooning about, being driven by a bunch of pea brained wallies!

You have to stop and think of production numbers when dealing with Humbers, they were always very small. We have precious few now without all and sundry cutting and shutting at random. Would you like to see your Ser.V cut and shut with velour interior, fluffy deck matt and steering wheel cover, with hanging dice from the rear view mirror, if you have any taste at all, any appreciation of the finer things in life like Humbers, no!, go wash your mouth out with soap! If you wish to see such disgusting perpatrations materialise, go pick on a "Yank Tank" !!, it's what they deserve with few exceptions.

Now I am not totally against modifications, some modifications are necessary to keep our cars on the road or to improve their usability, but it should remain as much as possible within the parameters of Humber Parts. A case in point was the very well executed modified Ser.IV S.Snipe that appeared at Forbes (should have been there Des) It was tastefully done the exterior was not altered in any way, except for a change of tail lights and a couple of pseudo vents, tinted windows all round, wide wheels which did not detract from the overall look of the car and also sported a highly non standard Ser.V engine with twin exhausts that were not loud. Now overall this car was a very well put together package

Des' final point I agree with entirely, it really is time we all sat up and decided to do something about Humber History. As Des says it will need a concerted effort from all of us if we claim to be true Humber enthusiasts. There is plenty of material around, it just needs collating together and publishing by an interested party(S). This in itself could be a problem.

The very nature of the Clubs world wide means limited editions. Personally I would be prepared to pay up to \$100 if the book was of commensurate Quality.

Max Heazlewood.



HUMBER

*National Rally
Forbes 86*

Hi Members,

Continuing on from last month; After the fun and frolics of the Saturday night, we walked back to the motel with Keith and Margaret Willimott, in a reasonably straight line I might add, for a well earned rest ready for the Big Event of the weekend, the National Concours.

The day dawned clear, bright and hot (this was getting monotonous, it was 30Deg. by seven o'clock!). I looked out the window and what do I see, a bunch of bums sticking out of Humber boots, Cor!!, talk about keen! So it was skoff down breaky and join the pollish platoon, quick whizz 'round (we had done all the hard work the day before) and check over the mechanicals. Our fuel line repairs had held up well, the oil consumption had dropped considerably (the first leg of the trip it was quite high) but the radiator coolant was beginning to look rather scungy (a good flush job for you Bob). All was in readiness by 9.30 am, the Concours deadline was 10.00am so we made our way to the Lachlan Vintage Village, the scene of the "Big Event".

Cars were beginning to arrive at a steady rate as we were being marshalled into a separate area for the Concours contenders by HCCA Club official Steve Rowlands. We were one of three contenders for the Mark Class title, our keen competitors being Tom Kayser of the Queensland Club with his very well prepared Mark VI Hawk (I'm glad I had the opportunity to talk with Tom, a very keen Humber enthusiast) and Roger Foote representing the NSW Club with his Mark V Hawk (it was a last minute thing with Roger as he had blown a wheel cylinder seal the day before). In the Series Class, representing the NSW Club, was John Schubert with his sparkling Ser.V S.Snipe, Bill Holmes, our own Club rep. with his superb (there's no other word for to describe Bill's Ser.II Estate, such dedication) Ser.II S.Snipe Estate. It was a real pitty that there werenot more cars entered in the differant Classes, as this would have provided better competition I feel, I mean you can't get a true consensous. I daresay there are other Humber just as good out there who did not enter. For the Light Car Class (Vogues and Sceptres) from Queensland, Lawrie Bennett and his beautifully prepared Ser.II Vogue (some people refer to Vogues with a Mark prefix but I've always thought of them to be Series and the Sceptres to be Marks, what do other Club members think, I would be interested to know the correct terms.) Brian Scriveners Ser.II Vogue representing the NSW Club (this car was the subject of an extensive renovation hardly an original part on it!! I'm going to hurt a few feelings by saying that personally I would not spend that sort of money on a Vague.) Showing the flag for our own Club, was Keith Willimott and that crowd pulling Mark I. Sceptre looking very sleek in it's deep green livery, the only colour for this sort of car I'm biased you see, considering my share of elbow grease that went into it's preparation, great job Keith.

Now it was starting to really warm up in more ways than one, the main parking areas were filling up nicely and it was out with the deck chairs and umbrellas as there was not a bit of shade anywhere except for a couple of scrawny trees. As the Temp. approached 39Deg. it was becoming unbearable, the cars were so hot you could have fried eggs on them with all those dark colours about and the catering facillities left a lot to be desired.

Concours judging was performed by Harold and Joan Wicks—from the CVVTMC of Sydney, a very experianced team, very thorough and considering their ages, did a remarkable job in the heat. Each car had to remove a hubcap and place it on the ground near the wheel (checking for grease smudges, I said they were fussy. Then it was time to don the white gloves to check for underbonnet dirt and it was supprising how much of that was about.....PTO/.....

The piece of canvass was stretched out under each car in turn and with mirror in hand they (the Judges) proceeded to check out the undersides. While all this was going on most Members took the opportunity to adjourn for lunch. I'm afraid quite a few people don't really understand the importance of Concours, it's more than just a quick wash and polish and wipe the tappet cover, rather a display of the owners dedication and obsession to winning the coveted title of the "Best Humber in the country". It's a deadly serious business, you ask the contestants, people have been killed for less!!

The tension in the air was beginning to match the heat, even the drinks were warm, the view I had from the back of a truck while taking photos was a field filled with shining big opels, magnificent, Hey!!, how'd that Mark 10 Jag. get there, oh, belongs to the judges, grumble, grumble, taken one of the only two trees, mutter, mutter.

Forty eight Humber assembled in all, I would have liked to see more but logistics restricted numbers, well I mean it is in the middle of nowhere. Reps. from each of the Clubs were invited to assemble for an interclub discussion, I did not attend as I considered our interests would be looked after by Vic. reps. A Forbes Forum report will appear in a later edition of the Mag. Besides we (Pam & I) never came all this way without an opportunity to check out the place so we headed off in the MarkIV for a leisurely cruise around town, back to the motel and a loll in the pool with my favourite Fosters of course, AAHHHH!!, lovely, oh and Pam and Carly of course, he,he.

Sunday evening arrived abruptly (no twilight up here) and time to don the glad rags and head back to Lachlan Vintage Village but this time in the dining room, air-conditioned no less for a slap up meal (literally) and the awarding of the prizes that everybody had worked so hard for, well some of us anyway.

Firstly a short speech from each of the Club reps., some very entertaining comments being made followed by the awards. For the furthest distance travelled to Rally..... Max Heazlewood, I was dumbstruck, this was completely unexpected but most appreciated I can assure you, a handsome trophy it is to. The observation Run was won by Colin-Anderson of the Vic.Club, good one Colin. Peoples Choice trophy went to Tom McAlpine of Vic.Club, a most deserved win (this car was my choice), I really admire that car. This was followed by a trophy for The Best Hard Luck Story which went to Steve Rowland of HCCA (NSW). Poor Steve, he blew three head gaskets travelling from Sydney in his MkI S.Snipe. Had a chance to talk to his wife Pip, who is HCCA Registrar, lovely person.

Now for the main Concours awards, these were presented by Steve Rowlands HCCA, MOC for the evening and HCCA President Mike Stoneman. I must congratulate the NSW Club for the superb trophies, a lot of thought went into these, thank you. First Place in the Mark Section was one by Bob Kennedy's MkIV S.Snipe and the award was accepted by yours truly, it was getting to be a bit difficult to juggle these trophies and a camera at the same time. First Place in the Series Class went to Bill Holmes, good work Bill. First Place in Light Car Class went to Brian Scrivener of HCCA. The top award of the Rally went to Brian Scrivener again with the Grand Champion trophy. Pride of Ownership Certificates were awarded to everyone who entered. After much discussion and merriment, proceedings wound down around midnight and it was time to head back to the motel. It had been a most successful and eventful weekend with five of the eight trophies going to our Club. NEXT MONTH: The Rally wind up and our unscheduled and extended tour back to Frankston.

***** Max.

Peter Croft, one of our Hobart Members informs me that he has sent seven X-Ply tyres to BARRY PARKER TYRES of Ulverstone to have them recapped (in Melb.) for \$45.00 each. Barry also has available Bridgestone X-Plys in 6.70 X 15 X 6 Ply (new) at \$75.00 fitted.

These are superior to the Firestones we have been using from N.Z. My advice to you is save all your good old casings and have them recapped, far better than paying \$90 to \$110 for radials that are unsuited to our cars in the first place. Remember, the Hawk and Snipe suspensions were never designed to cope with the stresses placed upon them by radials.

Contrary to popular belief it is false economy, you are only hastening the day for an expensive suspension rebuild. This information is for Members who care about their cars.



A super fine Super Snipe VA from NSW.

National Rally



Merv & Gwen Footes Ser.V Imperial beside
Barry Bosnich's Ser.II Super Snipe.

Tom McAlpine's superb MKI.S.Snipe Vic.

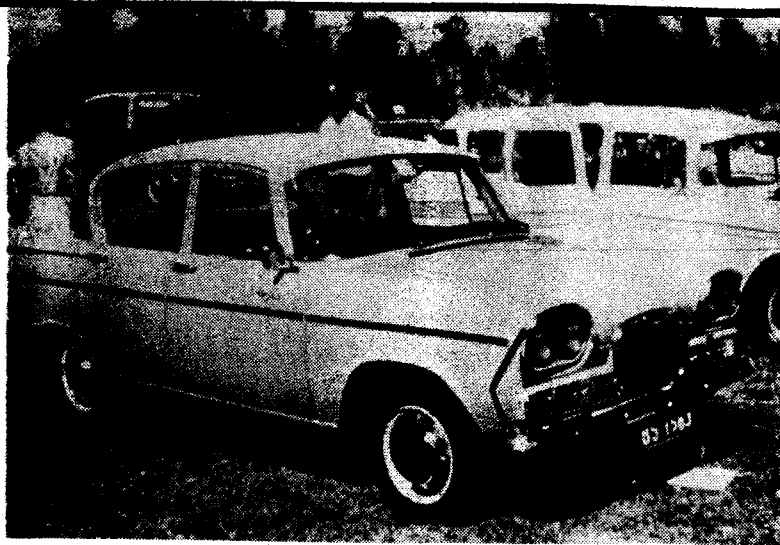


Tom's MKI. S.Snipe from 'tother end.



Forbes 86





The much tauted Grand Rally Champion, Brian Scrivener's Ser.II Vogue at Concours Venue.



HCCV/TAS. stalwart Bill Holmes checks off a few last minute items before judging.



Yours Truly standing with a sense of pride beside the MkIV S.Snipe which eventually won the Mark Class.



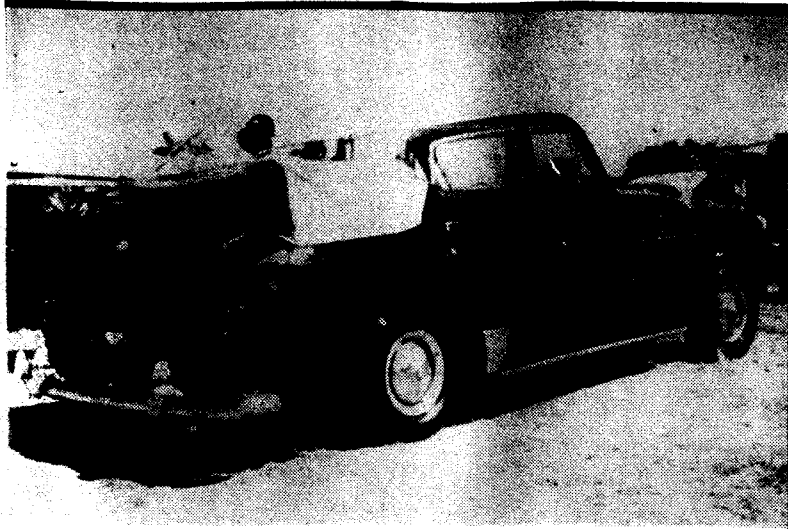
The splendidly prepared MkVI Hawk of Tom Kayser from Qld. I'm suprised he did not place higher, he certainly deserved to.



A view to the interior of Tom's MkVI Hawk, a model of how an interior should be presented.



Margarett & Keith Willimott with their MkI. Sceptre which placed second in Concours points.



For a car that has had virtually nothing done to, Mike Stoneman's Royal Tour Mk.IV Cabriolet looked stunning in the shimmering heat.....



..... A very handsome car from any angle, you must agree. Complete with Royal Crest on the grille.



This very sporty looking Mk.I Sceptre finished in Gunmetal Metallic belongs to Jack and Val Stunnel of HCCA (NSW).



Bill Fenney, HCCQ (Qld.) arrived in majestic style in this very regal looking Mk.III Super Snipe finished in Royal Blue with black mudguards.



Although this car recieved some derisive comments from some quarters, I considered this Ser.IV S.Snipe to be tastefully modified. And in better fettle than some cars.



Our intrepid Leader Bob Kennedy dispensing with his "Throne Room" memoirs before preaching to the assembled deciples.



At the Concours Awards presentation dinner, Tom Kayser (Qld.) shares a joke with M.O.C. for the evening, Steve Rowlands (HCCA) and HCCA Club President Mike Stoneman.



Steve Rowlands steadies HCCSA President, Chas Grimes as he prepares himself for a few words of wisdom and Mike Stoneman is full of attention, or is he camera shy?



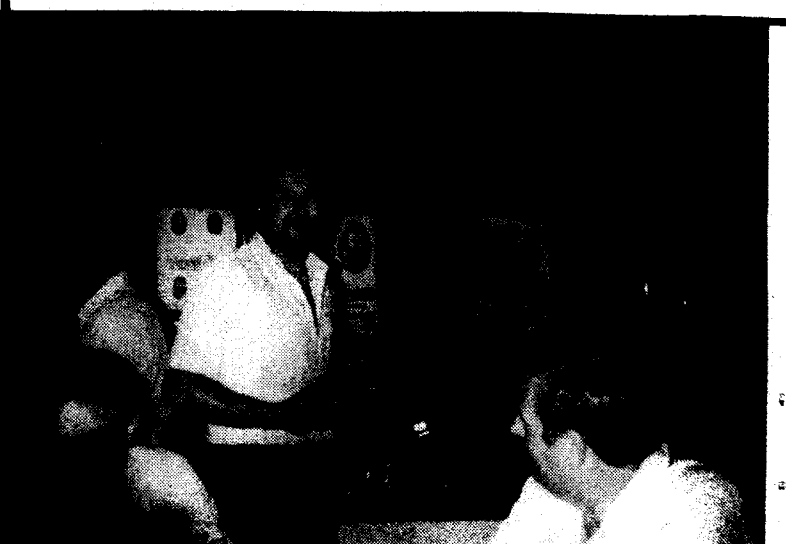
Mike Stoneman presents the Perpetual Grand Champion Shield to Brian Scrivener who had already taken out First Place in the Light Car section



After only just missing out on Grand Champ. Bill Holmes had to contend with First Prize in the Series Class, not such a hard pill to swallow eh Bill?



The Peoples Choice award going to Tom McAlpine for his Mk.I S.Snipe, proved to be a very popular choice indeed.



Yours truly looking a little star struck after receiving an unexpected award for travelling the furthest distance to the Rally, along with the trophy for the Mark Class on behalf of Bob Kennedy and myself.

Fifties Grandeur

The Tickford-bodied Humber Super Snipe tried to restore the elegance of by-gone days to post-war motoring. Brian Palmer went to see one and Jules Sherwood took the photographs

VERNON COX's passion for Classic cars has blossomed late but spectacularly. Though he has been active on the Classic car scene for only a few years, you are quite likely to find him popping up on a whole variety of car club stands at various shows around the country. Usually, too, you will find one of his superb early post-war British cars nearby.

His collection is growing steadily and includes not one but two Austin Atlantics — an open-topped version for when the sun shines and a fixed-head for less clement weather. In another garage resides a Jaguar MkV, a real low-mileage beauty this one, but 1985, for him, was quite definitely the year of the Humber. To be precise, a 1950 Humber Super Snipe Mk11A Tickford Convertible Coupé.

You could say that fate led Vernon to this car, or maybe the car to him, for it was in 1981 that newly-enthused Vernon was searching the country for a Ford Pilot. A series of unsatisfactory attempts to find the right one had him feeling somewhat despondent until one day, while leafing through a well-known publication which carries advertisements for everything including the kitchen sink, he spotted one that stood out: *For Sale Humber Super Snipe Convertible*. Odd, thought Vernon, Humber never made a convertible.

Vernon has a love for the unusual in motor cars, so you can imagine his fancy was well and truly tickled by this. He set off to Westcliff-On-Sea to inspect this fabulous creation. Well, it existed all right, so he was wrong on one count but he was technically correct because Humber didn't make the coachwork: that was down to well-known Newport Pagnell-based coachbuilders, Tickford Limited. To Vernon must go the credit for realising that this was quite a rarity and for having the imagination to envisage what a superb motor car it could become once again.

As found, the Humber looked an abomination. It had been painted a curious duck-egg blue, which did nothing for the car except match the overspray on the hood which had itself seen somewhat better days. This was set off by a virtual absence of chrome trim, a missing headlamp and rear wing spats, a distinctly tatty interior and a curious mixture of wheels painted alternatively blue and red to go with a new batch of whitewall tyres. Having a stronger stomach than I, Vernon quickly concluded the deal and brought the sorry spectacle home. He then did what anyone might do in the circumstances — locked it away in the garage for two years!

Vernon runs a busy electrical business, so demands on his time are many. What he really needed was a specialist he could trust to do the work he wanted, to the standard he wanted. In the meantime, he amassed a great deal of in-

formation about the car. The model had a short life, being catalogued between August 1949 and July 1950. Nonetheless, approximately 100 of these special-bodied Convertible Coupés were made at the Tickford works, which represents a sizeable order for those days.

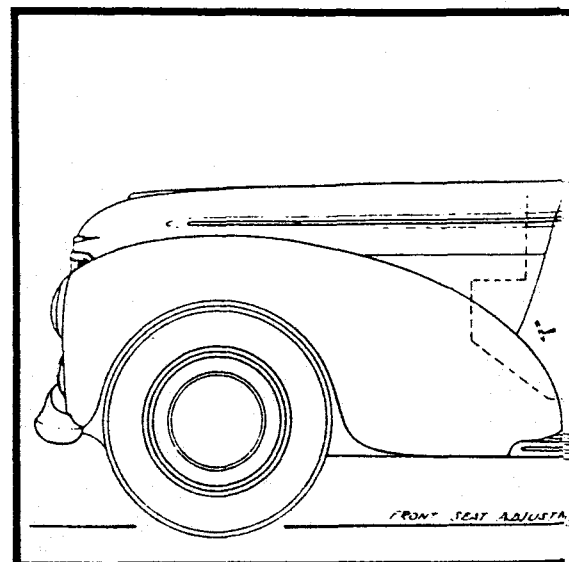
Such bespoke motoring did not come cheap in austerity Britain. If the basic price could be kept under £1000 the purchaser did not incur the dreaded double purchase tax. The Tickford Humber, superbly flouting this ceiling by £280 brought in the full wrath of the Exchequer and 66.6% tax which left the stunned first owner with the princely sum of £8.8s.10d. change from his cheque for £2000. It comes as no surprise, then, to find he was the managing director of a Sheffield Steel Foundry, Wm Cook & Sons, one S Renfield.

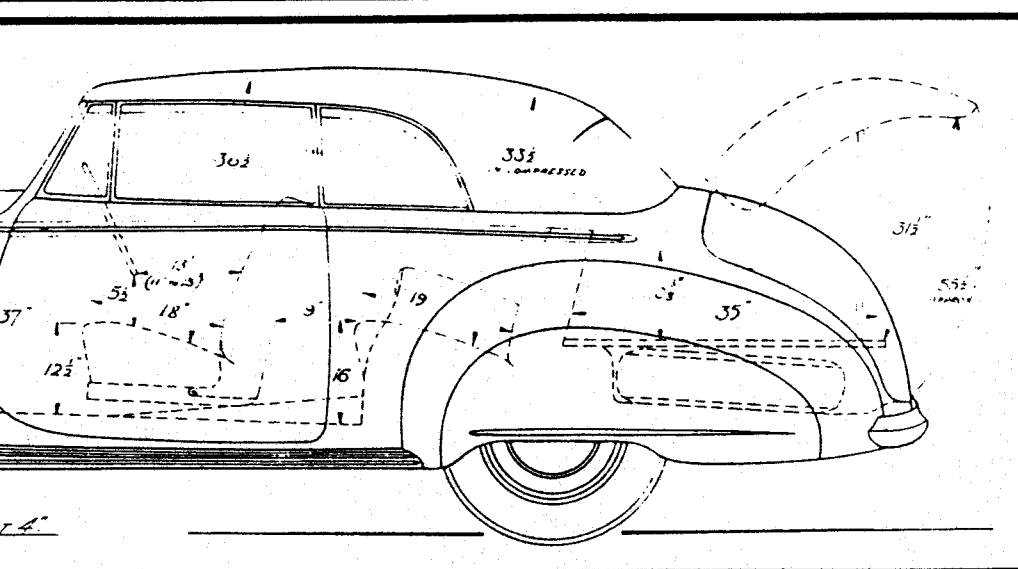
What Mr Renfield got for his money, or, most probably, his company's money, was a distinctive coachbuilt conveyance enough to make any steelworker doff his cap. The beautifully fitted three-position hood was a Tickford speciality which left him snug in wet weather — the outer covering being 'tropically-proofed' mohair! The interior boasted a wool cloth headlining; during April's occasional showers he could enjoy the fresh air with the hood in the *de ville* position to protect him and what matter if 'Smithers' the chauffeur got a dowsing? During the English high summer, the owner and his *memsahib* could motor down to Torquay in some style with the top fully open.

Jewelescent

The Humber was offered with a choice of four colours which included the Jewelescent Green currently favoured on MWE 908 and, naturally, the finest buff hide was specified. Carpets featured felt underlay, while figured Walnut fascia panels distinguished this from its cheaper cousins. Otherwise the specification wouldn't match up to that on a Metro City X today: "twin tail lamps incorporating twin stop lamps operated by brake pedal pressure", and: "twin reversing lamps operated by gear change lever", coos the catalogue; "independent illumination for rear number plate", "concealed instrument lighting", "Lucas dual windscreen wipers", while we are assured that trafficators are "self-cancelling" and "controlled by switch on the steering wheel". Still, the cigar lighter establishes that the owner was worth more than 20 Woodbines, which he needed to be because the heater and radio were optional extras, so perhaps there wouldn't have been change from £2000.

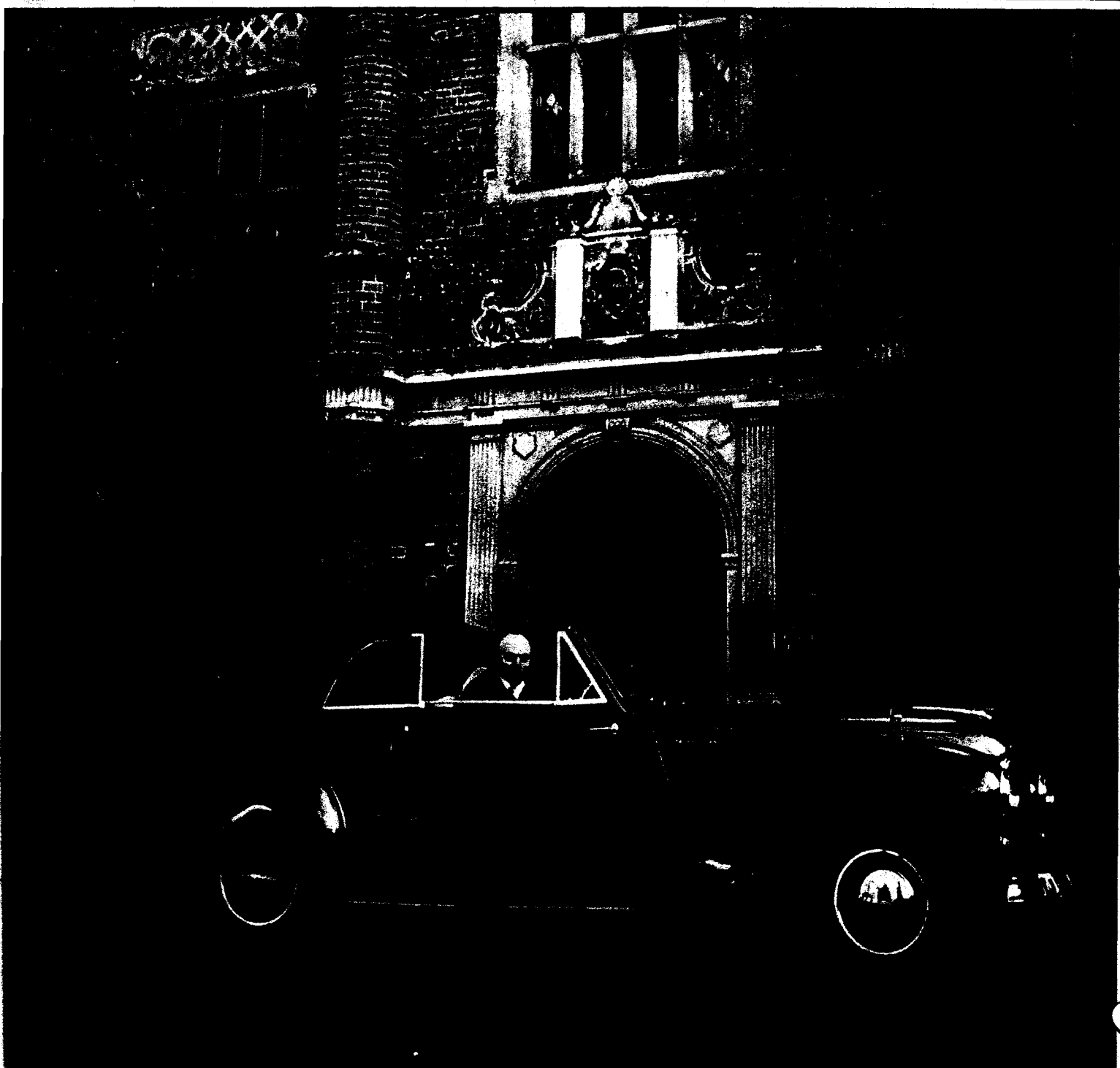
So much for the Humber in its heyday — what to do with the festering hulk in the garage? Again fate intervened. While talking to



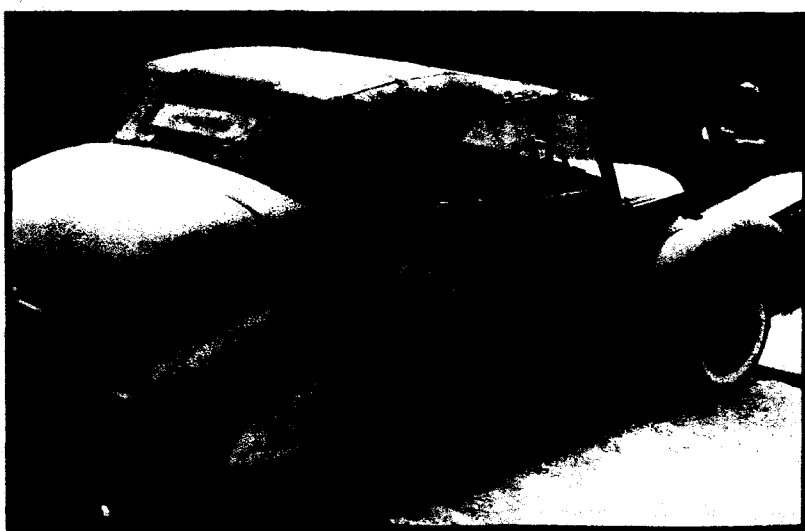


Above, elegant in any setting. Left, original Tickford design drawing shows generous accommodation. Below, leather and walnut interior luxury





Before and after. The resplendent Humber, with owner at the wheel, pictured outside Great Fosters, Virginia Water (Courtesy, the Hotel management). Few could guess its potential from the sorry mess as first seen, below. Now a rare car has been restored for all of us to enjoy



Fifties Grandeur

Sunbeam Alpine Owners' Club members at a show, he was recommended to John Timms of the Contract Paint Co, Barton Stacey near Winchester. John specialises in Sunbeam Alpines but restores a wide range of Classic vehicles. So popular is he that he had to tell Vernon that he could not touch his car for another year. When he finally got round to it, Vernon set him the task of finishing it in under nine months for the Humber to make its debut at Motor 100.

The results speak for themselves and John was sufficiently proud of his work to come up and meet me to talk about his restoration. What had been the main problems with the Humber, I asked? "The size!" quipped John, for truly it is mammoth compared with the later Rootesmobiles he usually deals with. But though it all looked ghastly, John had to admit that the car was fundamentally sound. Aluminium door skins and steel door shuts had led to electrolytic corrosion and much of the timber structure had suffered despite Tickford's green 'tropical' wood preservative.

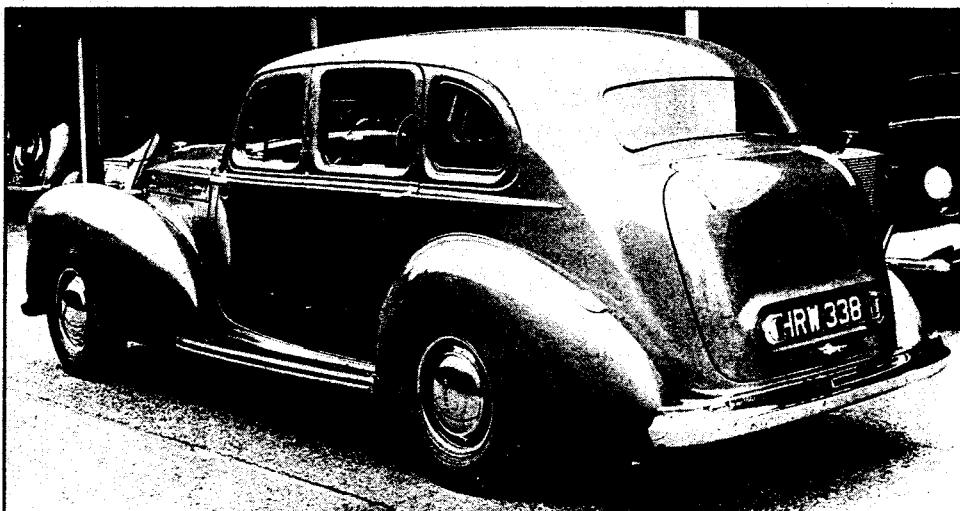
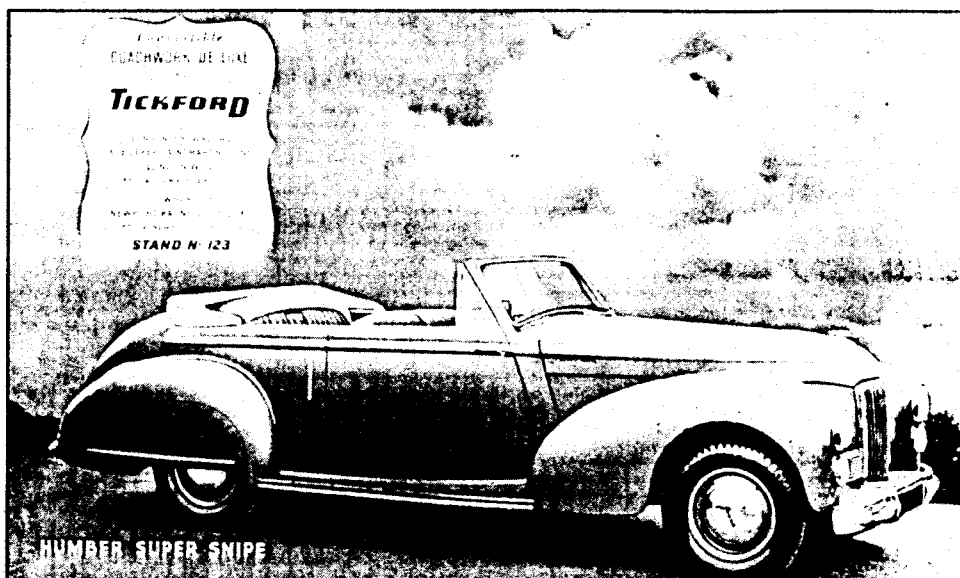
"RSJs" for chassis

Interestingly the standard Humber steel floor plan was perfect — rare on any open car — while the chassis was likewise impeccable apart from one faulty cross-member weld. This was not surprising really as Vernon describes the chassis rails as "RSJs". So for the body it was simply a case of stripping and making good. The luxurious hood was in tatters but sufficiently complete for a pattern. Beneath some 'leopard-skin' seat covers the leather, on which a previous owner had not dared to sit, was dry and cracked. Vernon ordered a complete retrim and new hood, a job entrusted to G Foss & Co of Andover, with superb results.

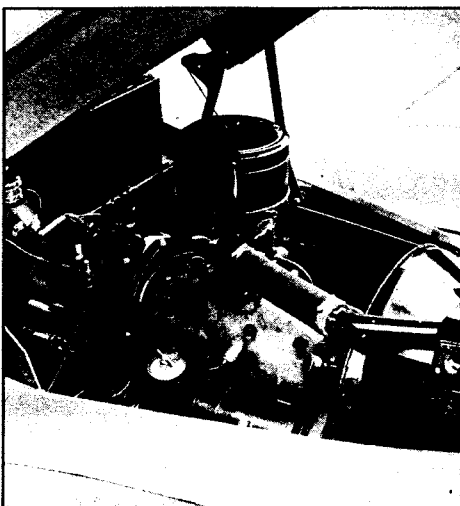
When Vernon bought the Humber, its milometer displayed 67,000 miles. Could this be genuine, or had the clock been round many times? A complete strip of engine, gearbox and back axle revealed minimal wear so clearly this was an honest low mileage example. All mechanical parts, having been inspected, were cleaned and reassembled. The car, against all odds, was ready to take the Tickford stand at Motor 100 last May. It took second in class at a local show and then another second at our own National Classic Car Concours at Brands Hatch, where standards are as high as the competition is fierce. But perhaps the finest accolade of the year came Vernon's way at the Post Vintage Humber Rally: First in Hawk/Snipe Class, Member's First Choice, Master Class for Best Restoration and then, to cap it all, Car of the Show.

I must say the Humber is a credit to all involved. I was even more pleased to be allowed to slip behind the wheel because I know the car is Vernon's pride and joy. The engine, at 4.0 litres and with only 100bhp at a modest 3400rpm, may not be overly powerful but its side valves and six cylinders make for silky smoothness. Like many cars of the period which were often quieter outside than in, this one is near silent outside. Humber was also a pioneer in this country, before the war, of rubber 'Cushioned-Power' engine mountings.

The Humber has a four-speed column gear-change which, to my great surprise, worked smoothly and without the feeling some give



Top, in open form from original catalogue. Centre, period shot of Super Snipe Saloon shows that Tickford body is different from scuttle back. Engine is 4-litre side valve affair developing 100bhp



that you are knitting a great metal cardigan. Another Humber speciality from pre-war days was its 'Evenkeel' independent suspension by transverse leaf spring. This gave a pleasant ride, free of the pitch which could affect other systems. The Burman recirculating ball steering, though, required a light hand lest it became 'over wandery', and it is fairly low-geared with a 40ft 6in turning circle. The overriding impression is of smoothness and flexibility (you can throttle back to 4mph in top gear and pull away without fuss) and certainly the rear passenger would have been able to complete his *Daily Telegraph* crossword without disturbance.

Only 19 of these hand-built cars have been traced by Vernon who would like to hear of any more or of the early history of the car. Letters can be forwarded. Model collectors may be interested that ModelAuto of PO Box MT1, Leeds LS17 6TA, are preparing a model based on this car with a choice of three hood positions. In the meantime look out for Vernon's Humber on the rally and show circuits this year. His love of the unusual has brought a fine car back into circulation for us all to enjoy.

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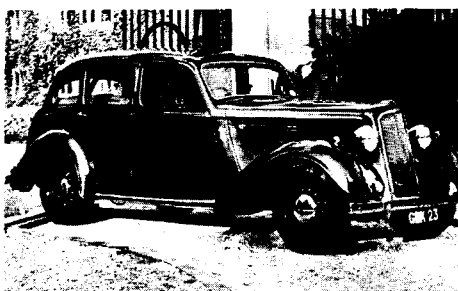
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