June 1987

The HUMBERETTE

CAR CLUB
HUMBER
VIC — TAS

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

THE HUMBERETTE IS REGISTERED BY AUSTRALIA POST AS A PUBLICATION No. VBQ 0274

CALENDAR

June 26th	General Meeting, Deepedene Hall, 8:00pm (following the business meeting there will be an address by Mr. Bob Geermans from the Radsoc Radiator Co.).
July 12th	Club Monthly outing to be decided at June meeting (volunteer organizer for this outing required due to Events Director temporary migration to the "Land of Joh".
July 19th	Chrysler Swap Meet, all makes at Warringal Village, Heidelberg (corner of Rosanna Road & Burgundy Street), 9:00am onwards.
July 24th	General Meeting, Deepdene Hall, 8:00pm. Speaker from Shell Oil Co. OR 3M Paints & Lacquer Finishes.
August 2nd	Sunday Smorgasbord Luncheon; venue to be decided.
August 24th	A.O.M.C. Delegates Meeting, 8:00pm, Monday.
August 28th	General Meeting, Deepdene Hall, 8:00pm.

FORWARD PLANNING

October 10th	Standard/Vanguard Dinner Dance, Eltham North Community Hall, 7:30pm.
November 8th	Annual Concours D'Elegance, Deepdene Oval, 11:00am.
November 14th & 15th	Bendigo Swap Meet.
December 11th-13th	Melbourne Classic Car Show, Exhibition Buildings.
January 1st-5th 1988	Bicentennial Car Display.
Easter 1988	National Bicentennial Humber Rally, Swan Hill, Application Forms Available from Rally Secretary, 23 High Street, Watsonia, 3087.

PLEASE NOTE:

All events listed above are authorized events for all Club Registered "Red Plate" vehicles. You should always carry your Club Newsletter as official proof of an event when driving your "Red Plate" vehicle.

A REMINDER:

Chocolate Sales - Money from the sale of the Chocolate Bars and Continental Almonds is due at the June Meeting. Please hand money (in the envelope supplied and note your name and amount) to the Club Treasurer at the meeting or forward by cheque to the Club address.

Thank you to all who assisted in this campaign, your help is greatly appreciated. There are still five cartons of Chocolate Bars and two Continental Almonds available for anyone who wishes to compete in the Chocolate Prize Winning Stakes. The current leading seller is in front by a short 1/2 box with two other contenders well ahead of the remaining field. Remember, the top six sellers receive prizes!!

Steep grades

If descending very steep long gradients L can be selected, providing the speed is not above 30 mph, then the retarding force of the engine is a definite help to the brakes.

We don't want to imply that the brakes were below par on this vehicle; in fact, they were the reverse. We found them to be the best we have tested since the full-scale tests have been inaugurated by the RACV.

The high efficiency is apparently due mainly to the modern disc type on the front. The hand brake is very effective in operation. The lever is also conveniently placed between the driver's door and the right-hand end of the front seat and can be operated easily without undue physical strain with the right hand.

The seating, front and rear, is well upholstered with form moulded seats and cushioned with foam rubber, resulting in relaxed comfort for driver and passengers. The front seat has a good range of adjustment and a comfortable driving position can be selected to suit people of varying sizes.

Arm rests

When two people only are carried in front or rear seats, arm rests can be pulled down from the centre of the squab, giving real armchair comfort. Head and leg room for passengers is quite adequate.

Combined arm rests and door pulls are fitted to all doors. The floors are covered with pile carpet with resilient rubber underlays. This is apparently why, to a large degree, the vehicle is insulated against road rumble. Wind noise is relatively absent even at speed. These two items tend to make a long journey less tiresome.

A very effective heater and demister, with blower, plus a built-in fresh air ventilating system, is fitted as standard equipment. Incorporated in this system are individually adjustable air ducts, one each side for driver and front-seat passengers. These ducts can be regulated for volume and direction of the air to suit their own personal requirements.

All doors are fitted with extra safe "child-proof" locks. These are operated by a circlip located on the inside of the striker wheel of the door lock, to prevent the doors becoming accidentally unlocked by touching the inside lever.

The controls for the heater, situated on the panel, are illuminated. We found the heater control very stiff to operate. It apparently required attention on the test car. The glove box and the spacious luggage boot are both fitted with lights. There is a cigar lighter in the front for smokers through the same fuse as the roof lamp, glove-box light, interior light and horn relay.

It would be better if the cigar lighter had a fuse of its own, because due to the heavy current it draws and if other circuits happen to be switched at the same time the total current through the fuse can be greater than a normal fuse can carry.

The facia panel has burr walnut finish, and is safety padded. The panel is equipped with a full range of easily read instruments and warning lights. The warning lights are for flashing turn indicators, headlight high beam, generator ignition light and to show that the choke is still out.

Instruments supplied are electric clock, speedometer with a decimal reading trip indicator and a total mileage odometer, fuel, engine temperature, and oil pressure gauges, also an ammeter.

Other equipment supplied are automatic reversing lights and twin windscreen washers.

The self-parking electric wipers, which effectively clean a large area of the screen, are silent in operation and can be operated at either of two speeds, chosen according to the switch position.

The only controls to be operated by the feet are the accelerator, dip switch and brake pedal. The brake pedal has a rather large platform fitted to place the foot on, so that either foot can operate it. This means that the car can be held on a hill with the left foot on the brake pedal. After releasing the hand-brake, the right foot can manipulate the accelerator pedal when ready to move off, with both hands on the steering wheel for safer control.

The bonnet cannot be opened without first releasing a catch from inside the car. The tool kit is of a greater range than usual and includes a starting handle. The lifting jack supplied is operated by a built-in crank handle, fixed at the top. It is plugged into sockets, approximately midway along the lower edge of the body on each side of the vehicle. To use the jack there is no need to get down on the knees and the jack can be operated whilst in a standing position.

Summing up, we consider that, due to the lavish equipment supplied, plus its distinctive appearance, this vehicle should have a high appeal to the real connoisseur. It is a delight to handle with its powerful, smooth-running motor, and will carry up to six adults with relatively little fatigue on long journeys at high cruising speeds if required.

TECHNICAL DETAILS

ENGINE: 6 cylinder OHV water cooled. Develops 125 BHP at 4800 RPM. Compression ratio, 7.5 : 1. Capacity, 2965 cc. Position mounted, front.

GEAR BOX: Automatic. Selector lever mounted on steering column.

FINAL DRIVE RATIO: 4.55 : 1. Road speed per 1000 RPM engine speed, top gear 18.6 MPH.

BRAKES: 4 wheel hydraulic with disc brakes on front wheels. Handbrake lever mounted on floor at right of driver and operates rear wheels through independent mechanical linkage.

SUSPENSION: Front, independent suspension with coil springs and telescopic hydraulic shock absorbers. Rear, semi-elliptic leaf springs with telescopic hydraulic shock absorbers.

ELECTRICAL SYSTEM: Fuses, electrical circuits protected by fuses.

CAPACITIES (Imperial): Fuel tank, 12½ gallons. Cooling system, 25 pts. Crank case, 15 pts. Gear box, 15 pts. Rear axle, 1.75 pts.

ADJUSTMENTS: Spark plugs, 0.025 in. Distributor points, 0.016 in. Valve tappet clearance inlet, 0.014 in. (hot). Exhaust 0.014 (hot).

EXTERIOR DIMENSIONS: Wheelbase, 9 ft. 2 in. Overall length, 15 ft. 8 in. Overall width, 5 ft. 10½ in. Overall height, 5 ft. 1 in. Kerb weight, 29 cwt. 103 lb. Ground clearance, 7 in. Track, front 4 ft. 8⅞ in.; rear 4 ft. 7½ in.

WHEELS AND TYRES: Tyre size, 670 x 15. No. of plies, 6. Pressure, front 24 lb. sq. in.; rear 24 lb. sq. in.

PRICE: £1999 (including sales tax)

R.A.C.V. ROAD TEST DETAILS

MAKE AND MODEL — Humber Super Snipe Automatic

TEST RESULTS

Weather conditions: Fine.
Weight of vehicle laden as tested: 34 cwt. 3 qrs.
Type of fuel used: Premium grade.

ACCELERATION

Speed M.P.H.	Gear used and time in sec. Automatic gearbox	From stationary to varying speeds in seconds	
10-30	4.4	0-30	6.2
20-40	5.8	0-40	9.8
30-50	11.8	0-50	14.1
40-60	12.3	0-60	18.8
50-70	14.0	0-70	26.2
60-80	17.2	0-80	37.2

Standing quarter mile 22.0.

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

Pedal load in lbs.	Efficiency	Equivalent stopping distance in ft.
25	29%	104
50	60%	50.2
75	81%	37.3

FUEL CONSUMPTION AT STEADY SPEEDS ON LEVEL ROAD

Speed	M.P.G.
30	24.9
40	24.7
50	23.6
60	21.2
70	17.8

SPEED AND DISTANCE CORRECTION

Car speedometer	10	20	30	40	50	60	70	80
True speed	8	18	28	37	47	57	67	77

Odometer Reading .. Accurate

TEST VEHICLE SUPPLIED BY COURTESY OF:—
Rootes (Aust.) Ltd., Fishermen's Bend, Port Melbourne.

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1987-88

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

Janet Willimott's Series 3 Vogue. Storm Grey and Moonstone.

Dianne Hardy with her Series II Automatic at Point Roadnight. "Vogue 1" Blue Plates were bought from person in nearby street who had them on a Hillman he was selling. The vehicle was generally in good condition when purchased and apart from brake overhaul, most work has involved detailing; new carpet, clock, overriders, door weatherstrips, etc.

PRESIDENT'S REPORT (Kennedy's Klangers)

Well an interesting month has just flown by, two of the main events were an auction at a town called Huntly (not far from Bendigo) and the other was the Vintage Drivers Club Swap Meet.

The auction at Huntly was held on 28/5/87 and Nancy and myself attended because of two items in the auction. These two items were a 1908 Humber 6 Cyl Car and a 1914 Humber V Twin Cyl Motor Bike. On arrival, we were surprised at the amount of people in attendance; a large number of them were inspecting the remains of the Humber car.

I joined the crowd to look at the car and whilst looking, I met up with Allan Duncan from Korumburra who has three or four veteran Humbers. Allan knew the car very well. It first was made up as a racing car, one of two made then, for some years it lived as a racing car then was sold. The new owner took the body off and replaced it with a car body off a Pierce Arrow. It lived with this body for many years where finally it ended at Huntly being used as the driving motor for a saw bench. To carry out this task, the chassis was cut in half, thankfully the diff, springs, cut rear of chassis and other bits were not thrown away so when it came up for auction, all the mechanics were at least there.

The bidding commenced at $1000.00 then $2000.00, jumped to $6000.00 and then onto $15,000.00. One of the veteran Car Club members from Melbourne bought it. I had been informed that he was very willing to bid higher for the car as he intends to rebuild the car with it's racing body, this will be a long restoration.

The 1914 Humber bike bits consisted of part of the motor, gearbox, rusty tank, wheels and some frame components. I was told the lot went for $2,500.00.

Next on my list was the Swap Meet at the Melbourne Show Grounds put on by the Vintage Drivers Club. I must confess that this year I was disappointed as it seems to be getting smaller each year that I attend. After 3 3/4 hours, my friend and I had been around three times and most of our time was spent talking to old friends who were there. I did pick up a couple of parts while there but as a lot of people said, the variety of old gear was not there compared with recent years and some of the other Swap Meets that we have attended this year. Maybe the Swap Meet at Chirnside will bring out some goodies.

I'll be having a couple of stalls at the C.H.A.C.A. Swap Meet on the 16/8/87. As you know this is under cover, well lit and plenty of parking so I hope to see you there, if only for a talk under the club banner.

By the time you read this, the outing to Moe that Tom McAlpine and Lyn have put quite an effort into this weekend will have past and I would like to say thank you to both of them. Anytime we visit this area, we enjoy ourselves immensely.

At the last General Meeting (24/5/87) a snapshot of a Humber powered racing car was on show. This Australian made racer was fairly successful in its day. The car was made by a Mr. Maslin who now lives at Cootamundra in N.S.W. I have spoken with the gentleman on several occasions over the last few years and he told me that when he is in Melbourne again, he would be happy to talk to the club about the car and at the same time provide the car to inspect.

Well I must sign off now and I hope to see a lot of members at the next club get-together.

Bob Kennedy

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SECRETARY'S SECTION

Hello once again, It is now June and we are half way through another year. The days are short and often cold and wet, All of which makes it unattractive to drag oneself away from television to go on a weekend club drive. But those who do make the effort usually enjoy themselves, so why not give it a go. Margaret goes to a lot of trouble organising these trips, and it must be a little disappointing to see only the same few faithfull faces each time.

As secretary, I receive magazines from a number of other motoring organisations. The list is usually mentioned in the minutes of the last meeting. There are often interesting items that I was not aware of, and others that others may not be aware of. One recent item in the A.O.M.C. newsletter referred to the practice of not renewing the annual registration on a vehicle for several months, especially during the winter months, and then receiving a rebate on the third party insurance. This facility, which I did not know about, has been withdrawn, and although it is still possible to delay renewal for 364 days without handing in the plates, the full amount of registration and insurance will have to be paid. This applies to any vehicle registration due after 1st Febrary 1987. Another matter concerning the Motor Car Traders Act, is a change which may make it illegal to sell an unroadworthy vehicle. There is still some uncertainty about the details of this legislation, and the A.O.M.C. is following this up with the Minister and the Shadow Minister.

Another item reported in the A.O.M.C. newsletter, that may interest some members in the restoration phase of their vehicles life, is a rust converting primer from ICI Australia. It goes under the name of Corrotech RCP and it is claimed that it transforms surface oxidation (rust) into an impenetrable organic compex. It does not contain free mineral acid or lead. The description of its use indicates that it would be of great use to car restorers, and I shall certainly be getting in touch with ICI to obtain prices and suppliers.

I note that in the Rover Car Clubs there is discussion going on between the Victoria and NSW clubs over the provision of spare parts. Some attempt is being made to combine their efforts to improve the situation for the older Rover models. Such a move could possibly be contemplated between the Humber clubs of Australia if there was some way of co-ordinating it all. I suppose that for the moment we shall have to rely on Hillman Spares and Bob Kennedy. In NSW the Humber club operates a spare parts system and has a spare parts officer and a shed for storage. The club buys old Humbers as wrecks and sells the parts to cover the costs.

Recently I asked whether any members knew of the production numbers for the different models of Humber. Barry Bosnich sent me an extract from a collectors book which lists some numbers as follows:- Ser. I/II Snipe - 7500, Ser. III Snipe - 7257, Ser.IV Snipe - 6495, Ser. V Snipe - 3000, Ser. V Imperial - 1200, Ser. VA Imperial - 1125. No figure was given for the Ser. VA Snipe which I thought was only assembled in Australia. That is why there are no workshop manuals for it. Further information would be welcomed on any of the other Humber models. Whilst on the matter of records, I am endeavouring to compile full details of the Humber cars at present in Victoria. A large amount of information came in on the recent renewal forms, thankyou, but there are still a large number of gaps. The following members could help by sending me details of the engine numbers, colours, and registration numbers of their cars:- Barry Bosnich, Bob Bruce, Wilson Bunton, Bill Contoyannis, Frank Copping, Michael Fitchett, Ian Foreman, Ron Forth, Brian Fox, Lloyd Hughes, Bob Kennedy, Les Lindorff, Tom McAlpine, Ian McCorkelle, Kevin Mildern, Leo Mull, Max Schey, Stan Spackman, Frank Stockwin, Peter Tapp, Jack Waring, and Ray Wright. This will help to fill in some of the gaps. For instance, does anyone in the club own the black MK II Snipe, Reg.No RK 1957, seen around Dandenong recently.

Now a brief comment on a car engine problem. It concerns mainly the Series III Vogue, or any other engine with an aluminium alloy head on a cast-iron block. There is a tendency for the aluminium to corrode around the water passages, and leave insufficient metal for the head gasket to seal properly. The cause of this corrosion is electrolytic action between the dissimilar metals of the head and the block. The way to prevent it is to ensure that the inhibitor concentration in the cooling water is maintained at the correct level and that the head and the block are electrically bonded with a good size earthing strap. To fix a badly corroded head requires surgery of an expensive nature.

Enough for now, goodbye until next month. Arnold Goldman

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THE HUMBER CAR CLUB of VICTORIA INC.

Established 1975

23 HIGH STREET, WATSONIA, VIC.3087

MINUTES OF GENERAL MEETING
HELD ON SUNDAY 24th MAY 1987 AT DEEPDENE HALL

The meeting was opened at 2:00 pm by the President, Bob Kennedy, who welcomed a full hall of members including country members Roy and Wilma Meggs from Echuca, and Ken Rowlinson from Bendigo. Also present were visitors Ray Webster, Peter Tapp and Glen Kenny. Ray and Peter became members before the end of the afternoon. Ray owns a Mk IV Hawk and Peter has a 1955 Snipe and a 1953 Hawk. Glen Kenny is also a motor enthusiast, owning several old vehicles including a Lagonda, but hasn't risen to the heights of Humber ownership yet.

APOLOGIES were received from the Dunlop family, Roy Pepprell, Des Judd, Nancy Kennedy, Ossie & Marie Grande, Tom McAlpine, Lawrie Hamilton, Dave Denner.

MINUTES of the previous meeting as printed in the May 'Humberette' were accepted as a true record on the motion of G.Webb, seconded by P.Davenport.
There was no business arising from the minutes.

CORRESPONDENCE:

IN: Avon Tyres Motorsport (Vic) re range of tyres available to members suitable for Humber vehicles at wholesale prices. C.Woodford offerring car for sale. Vintage Drivers Club acknowledging our interest in the 1988 V.D.C. Spectacular. R.Chrystal of Jumbunna applying for membership. A.O.M.C. asking for update of our delegates. H.C.C.TAS. informing us of their intention of printing their own magazine from July 1st. Jack Brand donating $250 to the National Rally fund. Robert Whittle asking for assistance in obtaining parts for his Ser. V Snipe. Nina Densley (Secretary of H.C.C.TAS.) with a cheque for $20 in payment for extra pages in the 'Humberette'. P.Burren of Mt.Eliza offerring a car for sale. J.Nieuwenhuizen of Nth.Carlton asking for club information and application form. Ross Hambly wanting to exchange or buy a chrome bird for Snipe bonnet.

Exchange Magazines: Chevrolet Car Club, C.A.H.A.C.of Aust., A.M.O.C., Austin Motor Vehicle Club(Vic), Rover Car Club of Aust., Humber Car Club of Aust.

OUT: C.Woodford acknowledging offer of car for sale. Anthony Hall welcoming him to the club. Robert Chrystal welcoming him to the club. Jack Brand acknowledging his donation to the club. Doug Riches with information on club and an application form for membership. State Bank, Eltham asking for Term Deposit funds to be credited to cheque account.

Corrspondence accepted on the motion of B.Bruce seconded by H.Underwood.

TREASURER'S REPORT:

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

Balance at 24th April	$1397.05
Receipts	$1919.82
Expenditure	$1063.92
Current balance	$2252.95

Plus $3120 on term deposit.

Report accepted on the motion of F.Pieterson seconded by A.Goldman.

BUSINESS ARISING. Secretary to write to secretary of Tasmanian club setting out details of requirement if they wish to continue to receive the Humberette.

EDITOR'S REPORT: Presented by B.Bosnich

189 magazines sent out this month. Photos are required of members' cars for use in the magazine. With 160 members we should be able to get 12 different pictures a year for several years.

EVENTS DIRECTOR'S REPORT: Presented by M.Willimott

National Rally bookings have been made at the Highway Motel for 20 rooms. Pioneer Caravan bookings may be available for 5 day bookings in next few weeks. The Tech. School has been booked for display on the oval.

R.Tobin in USA has sent the club his old number plate from his Imperial. It is a New Hampshire plate with the letters HUMBER.

Details of the next outing on 7th-9th June were provided. Details are provided elsewhere in the magazine.

Only 4 Humbers were present on the outing to Williamstown. The Rootes Group outing was well attended even though the day was rather muddy.

The chocloate drive is underway, and all chocolate must be paid for by the end of June. Proceeds are to go towards the cost of our club hosting the 1988 National Rally at Swan Hill next Easter.

TECHNICAL OFFICER'S REPORT: Presented by B.Kennedy.

Bob reported an article read recently on a Series IV Snipe fitted with a Ford V8 motor and 4 disc brakes. It was reported as having reached 140 mph on an English motorway. It was also reported as having dreadful handling characteristics at this speed. So be warned.

Instances have been seen recently of modifications to car wiring using modern small cross-section cables. Always use the size equal to the original in the Snipe which is suited to the 35 amp fuses used. Modern cars often have a larger number of smaller size fuses and can therefore use smaller cables. Take care or the cable can become the fuse and start a fire. Avoid cheap jumper leads, they have trouble carrying the large current drawn by the Humber starter. When considering changeover to an alternator have it done professionally or you could be in more trouble than the RACV will take care of by the roadside.

AOMC: J.Waring had nothing to report not having received any notifications of meetings.

LIBRARIAN: Series V manuals are proving to be popular amongst members, and any spare copies would be welcome.

CARS FOR SALE & WANTED:

Details of incoming letters to be passed to B.Bosnich for next magazine.

J.Waring offered a Ser.I Hawk wiring loom.

R.Whittle and F.Pieterson both want a power steering unit for a Series V snipe.

B.Bruce wants interior light cover and an overdrive unit for Vogue.

B.Kennedy has parts for most models.

B.Parkinson has 2 Ser IV Snipes and is willing to sell one of them for a reasonable offer.

GENERAL BUSINESS:

Speaker for the June meeting is not available and will be deferred to later in the year.

Cheap oil is available from Jewel Stores. $4.98 for 4 litres.

N.Watts reported that the Hall Committee is still deliberating on the matter of insurance. It could be $18-20 per night or if we take out our own it could be down to $107/annum. Still to be resolved. The next meeting is June 4th. Roy Meggs suggested that we should insure in the club name. Bill Holmes asked what incorporation covered for the club. Geoff Webb answered that it limited our liabilities under common law to the limits of the club's assetts.

The meeting was closed by the President and a brief demonstration of some of the causes of, and cures for, vibration was given by Arnold Goldman. Several questions were answered concerning areas of potential problems in motor vehicles.

Arnold Goldman
Hon.Secretary

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SOCIAL NOTES

Greetings all! Our Sceptre has been doing some distance running of late and is currently being introduced to the vagaries of the Sydney metropolis layout; not to mention the local interpretation of some well known traffic laws! I am fast learning how "Victorian" good old Melbourne town is! Next week we head off for the Gold Coast - at least the time zones are the same at this time of year!! (And of course it goes without saying that Humber owners remain constant wherever you might be). Our glove box contains the Humber-Aid Directory just in case we need to seek a friendly set of wheels.

The Queen's Birthday Trip to Moe and Walhalla proved most successful despite the fact that only two Humbers left the Dandenong meeting point on Sunday. When we gathered at the Moe Folk Museum, the Humber line up included one Series and Mark Super Snipe, one Sceptre, one Vogue Sports and three Hawks (two Marks and one Series Model). It was nice to see Bob & Joyce Chrystal in their MK VI Hawk and to welcome new members Casy & Jean Morgan in their lovely 1951 Hawk Sedan.

The Walhalla trip was a journey back in time (roads included!), however the old historic gold mining town was well worth a visit. I didn't manage to climb as far as the mountain top cricket pitch but I did develop a great admiration for the early pioneers who originally found the place. A further interest in Walhalla was the variety of veteran and vintage cars visiting the township during the V.D.C. Weekend Rally at nearby Rawson.

A surprise presentation was made to Tom McAlpine during this outing. Tom's MK I Snipe "Henrietta" had been recipient of the "Most Popular Post War Trophy at Rootes Day" earlier in May but had left for Rome before results were announced. Congratulations Tom and a big thank you to yourself and Lyn for your hospitality during our Moe visit.

Humber driving skills were under test in several ways during the "Rootes Day" motorkhana. All the Rootes cars successfully negotiated the "Rally Trail" en route to Arthur Butt's (Singer Club) property near Melton. It was quite a thrill watching the various Rootes models; Sunbeam Alpines, Tigers (including Norm Withers impressively painted machine), Talbots, early model Singer Tourers, Humbers plus a few "foreigners" attempt the ultimate trial round the motorkhana paddock. Congratulations to the drivers young and old who successfully completed the course. Our thanks are due to the Singer Owners Club who organized this annual event.

The A.O.M.C. meeting last month covered a number of items of importance to the older car movement. Next months Humberette will contain a full report of this meeting. In the meantime, if you are in a R.T.A. office, I suggest you collect a brochure on the changes to categories of Drivers Licences, recently changed from 4 to 11 categories. The new categories may affect you if you regularly pull a trailer or boat etc, with your car or drive a mini bus type vehicle. Good news also for the "Red Plate" registered vehicle, the new 2/7ths scheme should come before the Spring session of Parliament and this will allow unlimited weekend driving for "Red Plate" vehicles.

Don't forget the Radsoc Radiator speaker at the next meeting. Any plates of goodies towards the supper would be most welcome.

Margaret

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FREE FREE FREE

Two Vogues '64 models. I'm yours for nothing! One new motor, auto; one manual in Clayton.
Contact: Graeme Lyons, Ph: (A/H) 543 4310 (R.K).

FREE FREE FREE

Mk 4 S/Snipe. Please take me away? Poor body, mechanical good, just out of registration.
Contact: Mrs. N. Watson, Frankston, Ph: 783 7818 (R.K.).

FOR SALES

Series 3,4,5A Snipe parts. Large amounts of them, all going very cheap, collected over many years, all must go!
Contact: Ph: 789 2741 or 551 1601, Dingley, (R.K.).

1963 Series 4 S/Snipe, moonstone, A1 mechanical, excellent inside and out, five new tyres, twelve months reg, $1,500.
Contact: Fred Pieterson, Ph: 781 5169, Frankston.

VA S/Snipe, green with grey interior, fair condition, reg July '87, $2000 o.n.o..
Contact: A. Gill, Ph: 725 6713 (after 5:00pm).

1964 H/Sceptre, metallic blue, blue upholstery, much mechanical work done, 95% restored, no reg, $2,500 o.n.o.
Contact: R. Stirling, 3 Dunstan Street, Wodonga, Ph: (060) 24 7825.

S/Snipe VA, six months reg and r/w, 120000 mls, $1,600 neg.
Contact: S. Palley, Geelong, Ph: (052) 43 6383.

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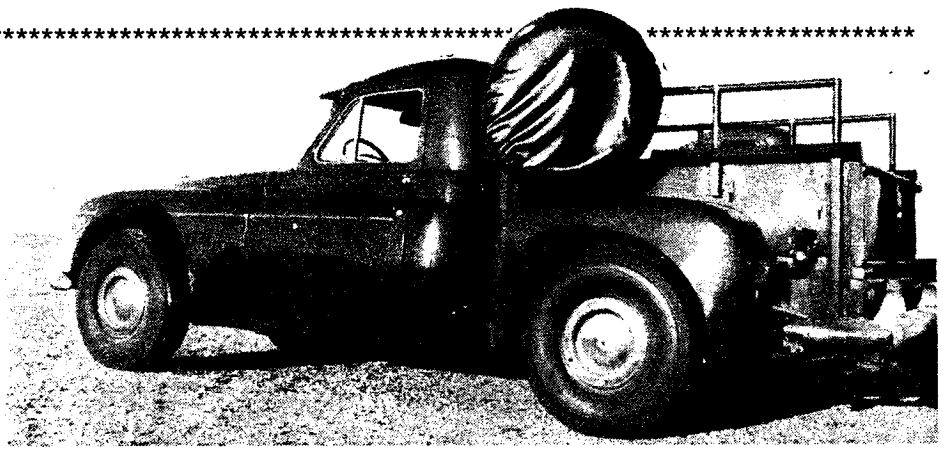
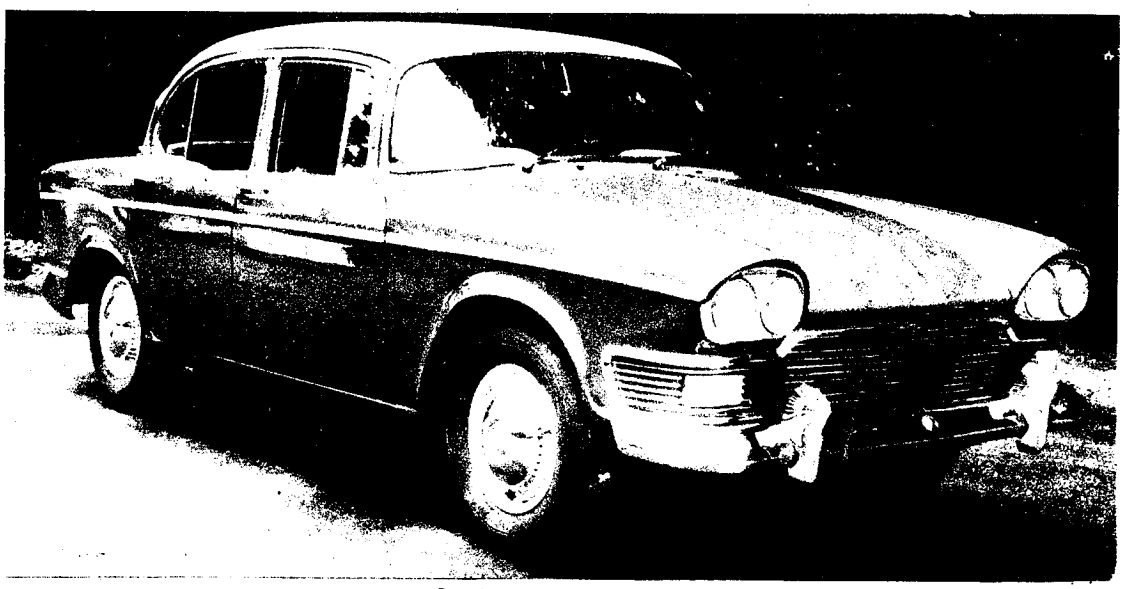
1954 Humber Pick-up based on the Humber Super Snipe owned by Khaheen Alghanem. Apparently these vehicles were produced in the UK primarily for export, the cab, bonnet and front wings being the same as on the saloons. The rear bodywork is thought to have been supplied and fitted by Carbodies. Only around 500 of these vehicles were produced with the main customers being the middle-east oil com panies. In par ticular, the Kuwait Oil Company used them quite extensively for visiting desert oil-installations. Khaheen's vehicle has been extensively restored, though as one might expect from a middle-east environment, rust was not the major problem. Apparently the biggest snag was rubber and leather deterioration. In his search for parts, Khaheen has found two further pick-ups that are still extant, one is thought to be beyond hope, but the one in the photograph is thought to be saveable.



Khaheen Alghanem's Humber Super Snipe Pick-up. The Rootes companies have a long history of exporting to the Middle East, next time you see an Iran street scene on the news, see how many Hillman Hunters are in the background!

Another Super Snipe Pick-up in the desert. Despite its appearance, this vehicle is thought to be savable.



● *The Humber Snipe.*

NEW FEATURES IN HUMBER SNIPE IMPROVES COMFORT AND SAFETY

The dignified lines of the Humber Snipe haven't been changed in the new model, the Mark III, but it has many new features to improve the safety of the vehicle and the comfort of the driver and passengers.

Unnecessary embellishments such as exaggerated tail fins and chrome decorations have been overlooked.

The main improvements are functional. There are twin headlights for better road illumination and night safety, wide side windows and wrapped-around front and rear screens for better all-round vision, comfortable suspension with good road-holding, and modern disc brakes on the front.

The vehicle as supplied to us for testing was equipped with Borg-Warner type fully automatic transmission. The interior generally was fitted out in such a manner which could be described as luxurious. For a distance of over 270 miles covering all types of roads and travelling at speeds of up to 70 mph, the car averaged 22.5 mpg—quite a creditable performance when it is taken into account that the total all-up weight was nearly 35 cwts. at the start of the run.

High speed

Maximum top speed was not attempted because this class of high performance will attain maximum speeds of greater magnitude than the highways will carry with safety.

For the purpose of compiling the test figures speeds of up to 80 mph were attained for short distances and the general feel of the vehicle was such, that the figure quoted by the makers of 100 mph would not be at all over optimistic.

The riding quality and general stability of the suspension is of a high order giving a comfortable ride over surfaces ranging from good and indifferent to really bad.

The steering is light and responsive, with an absence of road shocks at the steering wheel. The excellence of control is no doubt mainly due to the efficient type of recirculating ball type steering box.

Gearbox

The automatic gearbox is very smooth in operation and relieves the driver of more strain than is realised by the average motorist who has not used this type of transmission.

The selector lever is situated to the left of the steering column, very similar to the manual gearbox type of control lever. A pointer indicating the selector lever position is situated on a quadrant above the steering wheel centre and within easy view of the driver.

The positions indicated by the pointer are P, N, D, L, and R from left to right in that order. P for parking and for use at all times when the car is left unattended. N for neutral. D for drive, for all normal forward driving. L for low, to be used for ascending or descending very steep gradients and for starting from rest when towing a caravan or trailer. R for reverse. The starter will not operate with the control lever in any position other than P or N.

In "park" (P) position the transmission is in neutral and the engine may be idled indefinitely.

The transmission is locked to prevent the rear wheels of the car from rotating. This means that the car will not move when it is on a gradient, but it is advisable when parked on a hill to use the hand brake to avoid overloading the mechanism.

The P position should be only selected when the car is stationary. There is an interlock mechanism which prevents engagement of the parking pawl at speeds above 3 to 5 mph should the lever be accidentally placed in this position when the car is moving.

The vehicle can be safely towed indefinitely providing the speed does not exceed 35 mph whilst in neutral.

Maintain it

If the unlikely rare case of a mechanical fault occurred in the gearbox then the ordinary precautions would have to be taken as with any other type of transmission and that is, the vehicle would have to be rear-end lifted or the tail shaft removed before towing.

We will at this stage reiterate previous statements we have made in these reports and that is, we believe that the danger of break-down with the automatic type of transmission is less than is so with the conventional type of gearbox and clutch providing the simple maintenance schedule as laid down by the makers is carried out.

It is practically impossible to overload or subject the mechanism to driver abuse, even by accident, in the same way as the conventional transmission sometimes suffers.

The orthodox clutch mechanism is especially vulnerable to abuse, even in the care of a relatively good driver, when caught in a difficult situation.

With the engine running and the selector lever in the D position, the car will start from rest, reaching its maximum speed simply by depressing the accelerator pedal.

The various ratios in the transmission automatically comes into and out of engagement according to road conditions and acceleration position.

Acceleration

If light throttle is used the car will start from rest in low or first gear, and the transmission will change into second between 20 and 30 mph, then subsequently into direct or top gear between 30 and 56 mph depending upon the amount of throttle opening as controlled by the driver according to the amount of pressure applied to the accelerator pedal.

If the driver requires extra acceleration, for instance, to pass a slow moving transport vehicle on an up grade, it is only necessary to push the foot pedal hard down beyond the full throttle position.

This operates the "kickdown" causing the transmission to change from normal top gear to second if the speed is below approximately 54 mph, or it will change into low gear when the road speed is below 26 mph.

After the hazard has been passed and the pressure on the pedal has been released the box will again automatically change up to the normal gear it requires for that particular portion of the road.

Incorporated in the box is also the "hold control." This control is actuated by depressing the selector lever when in the D position. This will prevent the transmission changing into direct top gear unless the road speed exceeds 45 mph.

This feature is particularly useful when ascending a long hill in D and transmission has automatically changed itself down to second gear, then a sudden obstruction, such as a sharp blind bend, is encountered.

The necessity for lifting the foot from the accelerator pedal would normally cause a change up to direct drive, followed by a return to second when the accelerator is again depressed. This control eliminates the gears from "hunting" unnecessarily under the above conditions.

The car will remain in the intermediate gear as long as the driver needs it, up to the normal maximum speed for this gear.

For normal driving conditions the selector lever should be returned to the normal D position when the transmission will regain full automatic control.

On test we were rather disappointed to find on hills that with this control in the "hold" position, as a possible extra help to the normal retarding force of the brakes, the retarding force of the engine appeared to be the same as in D or in hold position.

Contributed By: David Barker

Steep grades

If descending very steep long gradients L can be selected, providing the speed is not above 30 mph, then the retarding force of the engine is a definite help to the brakes.

We don't want to imply that the brakes were below par on this vehicle; in fact, they were the reverse. We found them to be the best we have tested since the full-scale tests have been inaugurated by the RACV.

The high efficiency is apparently due mainly to the modern disc type on the front. The hand brake is very effective in operation. The lever is also conveniently placed between the driver's door and the right-hand end of the front seat and can be operated easily without undue physical strain with the right hand.

The seating, front and rear, is well upholstered with form moulded seats and cushioned with foam rubber, resulting in relaxed comfort for driver and passengers. The front seat has a good range of adjustment and a comfortable driving position can be selected to suit people of varying sizes.

Arm rests

When two people only are carried in front or rear seats, arm rests can be pulled down from the centre of the squab, giving real armchair comfort. Head and leg room for passengers is quite adequate.

Combined arm rests and door pulls are fitted to all doors. The floors are covered with pile carpet with resilient rubber underlays. This is apparently why, to a large degree, the vehicle is insulated against road rumble. Wind noise is relatively absent even at speed. These two items tend to make a long journey less tiresome.

A very effective heater and demister, with blower, plus a built-in fresh air ventilating system, is fitted as standard equipment. Incorporated in this system are individually adjustable air ducts, one each side for driver and front-seat passengers. These ducts can be regulated for volume and direction of the air to suit their own personal requirements.

All doors are fitted with extra safe "child-proof" locks. These are operated by a circlip located on the inside of the striker wheel of the door lock, to prevent the doors becoming accidentally unlocked by touching the inside lever.

The controls for the heater, situated on the panel, are illuminated. We found the heater control very stiff to operate. It apparently required attention on the test car. The glove box and the spacious luggage boot are both fitted with lights. There is a cigar lighter in the front for smokers through the same fuse as the roof lamp, glove-box light, interior light and horn relay.

It would be better if the cigar lighter had a fuse of its own, because due to the heavy current it draws and if other circuits happen to be switched at the same time the total current through the fuse can be greater than a normal fuse can carry.

The facia panel has burr walnut finish, and is safety padded. The panel is equipped with a full range of easily read instruments and warning lights. The warning lights are for flashing turn indicators, headlight high beam, generator ignition light and to show that the choke is still out.

Instruments supplied are electric clock, speedometer with a decimal reading trip indicator and a total mileage odometer, fuel, engine temperature, and oil pressure gauges, also an ammeter.

Other equipment supplied are automatic reversing lights and twin windscreen washers.

The self-parking electric wipers, which effectively clean a large area of the screen, are silent in operation and can be operated at either of two speeds, chosen according to the switch position.

The only controls to be operated by the feet are the accelerator, dip switch and brake pedal. The brake pedal has a rather large platform fitted to place the foot on, so that either foot can operate it. This means that the car can be held on a hill with the left foot on the brake pedal. After releasing the hand-brake, the right foot can manipulate the accelerator pedal when ready to move off, with both hands on the steering wheel for safer control.

The bonnet cannot be opened without first releasing a catch from inside the car. The tool kit is of a greater range than usual and includes a starting handle. The lifting jack supplied is operated by a built-in crank handle, fixed at the top. It is plugged into sockets, approximately midway along the lower edge of the body on each side of the vehicle. To use the jack there is no need to get down on the knees and the jack can be operated whilst in a standing position.

Summing up, we consider that, due to the lavish equipment supplied, plus its distinctive appearance, this vehicle should have a high appeal to the real connoisseur. It is a delight to handle with its powerful, smooth-running motor, and will carry up to six adults with relatively little fatigue on long journeys at high cruising speeds if required.

TECHNICAL DETAILS

ENGINE: 6 cylinder OHV water cooled. Develops 125 BHP at 4800 RPM. Compression ratio, 7.5 : 1. Capacity, 2965 cc. Position mounted, front.

GEAR BOX: Automatic. Selector lever mounted on steering column.

FINAL DRIVE RATIO: 4.55 : 1. Road speed per 1000 RPM engine speed, top gear 18.6 MPH.

BRAKES: 4 wheel hydraulic with disc brakes on front wheels. Hand-brake lever mounted on floor at right of driver and operates rear wheels through independent mechanical linkage.

SUSPENSION: Front, independent suspension with coil springs and telescopic hydraulic shock absorbers. Rear, semi-elliptic leaf springs with telescopic hydraulic shock absorbers.

ELECTRICAL SYSTEM: Fuses, electrical circuits protected by fuses.

CAPACITIES (Imperial): Fuel tank, 12½ gallons. Cooling system, 25 pts. Crank case, 15 pts. Gear box, 15 pts. Rear axle, 1.75 pts.

ADJUSTMENTS: Spark plugs, 0.025 in. Distributor points, 0.016 in. Valve tappet clearance inlet, 0.014 in. (hot). Exhaust 0.014 (hot).

EXTERIOR DIMENSIONS: Wheelbase, 9 ft. 2 in. Overall length, 15 ft. 8 in. Overall width, 5 ft. 10½ in. Overall height, 5 ft. 1 in. Kerb weight, 29 cwt. 103 lb. Ground clearance, 7 in. Track, front 4 ft. 8⅞ in.; rear 4 ft. 7½ in.

WHEELS AND TYRES: Tyre size, 670 x 15. No. of plies, 6. Pressure, front 24 lb. sq. in.; rear 24 lb. sq. in.

PRICE: £1999 (including sales tax)

R.A.C.V. ROAD TEST DETAILS

MAKE AND MODEL — Humber Super Snipe Automatic

TEST RESULTS

Weather conditions:	Fine.
Weight of vehicle laden as tested:	34 cwt. 3 qrs.
Type of fuel used:	Premium grade.

ACCELERATION

Speed M.P.H.	Gear used and time in sec. Automatic gearbox	From stationary to varying speeds	in seconds
10-30	4.4	0-30	6.2
20-40	5.8	0-40	9.8
30-50	11.8	0-50	14.1
40-60	12.3	0-60	18.8
50-70	14.0	0-70	26.2
60-80	17.2	0-80	37.2

Standing quarter mile 22.0.

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

Pedal load in lbs.	Efficiency	Equivalent stopping distance in ft.
25	29%	104
50	60%	50.2
75	81%	37.3

FUEL CONSUMPTION AT STEADY SPEEDS ON LEVEL ROAD

Speed	M.P.G.
30	24.9
40	24.7
50	23.6
60	21.2
70	17.8

SPEED AND DISTANCE CORRECTION

Car speedometer	10	20	30	40	50	60	70	80
True speed	8	18	28	37	47	57	67	77

Odometer Reading .. Accurate

TEST VEHICLE SUPPLIED BY COURTESY OF:—

Rootes (Aust.) Ltd., Fishermen's Bend, Port Melbourne.

● DUST FLIES as the Humber Hawk (above) gets the gravel treatment. The motor remains cool, however, for air scoops on either side of the grille feed it with a constant supply of air.

JOHN TROWELL COMPARES THE . . .

Holden and the Humber Hawk

Any discussion on the relative performances of present-day cars inevitably ends up with the question: "Yes, but will it out-perform a Holden?"

It would seem that Australia's own car has become a standard of comparison for anything that can be said to fall in the "family car" category.

Many claim that the Holden reigns supreme in the under-3,000 cc. class for family cars. Some have low initial cost in mind, while others are just prejudiced.

Let's see how Britain's latest challenge to this field, the new o.h.v. Humber Hawk, measures up, for example. This car is well over £300 dearer than the Holden, and one of the purposes for this survey is to see if the extra money is worth while. For instance, how many extra jobs will the Humber perform and will it prove more reliable?

Perhaps the best way to make a comparison of this kind is to take the respective cars, feature by feature.

First, are there any advantages in the Humber, being a four-cylinder, against the Holden's six?

When the Holden was first designed for the Australian market the manufacturers decided that Australians, after long association with American cars, were sold on the six-cylinder engine as a power unit. On the other hand, the British manufacturer insisted that for the family car the four-cylinder engine is a much more economical proposition from the point of maintenance.

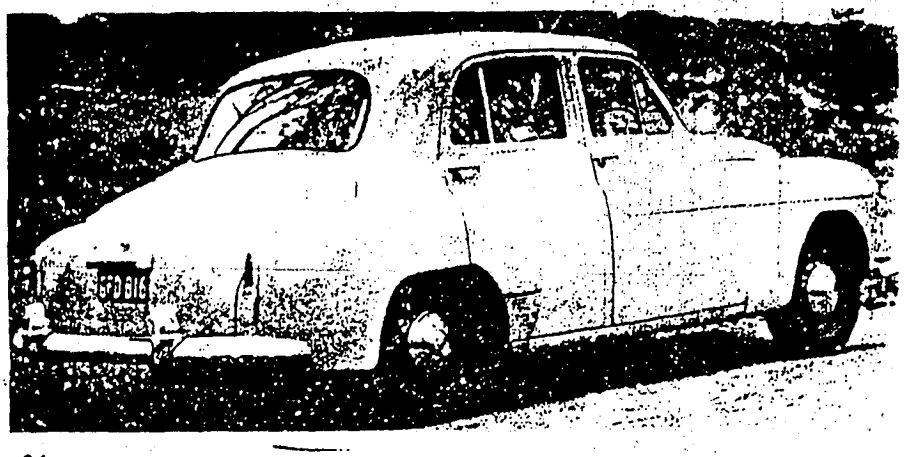
The old adage that the four-cylinder power unit can not be made to run as smoothly as the six is fading as engineers perfect the operation of the modern engine. When driving the Hawk, the uninitiated could not tell, frankly, whether he was behind the wheel of a six or a four.

There is ample pulling power low down in top gear and the power unit does not "snatch" if sudden demands are made at 10 m.p.h. If high speed is required, the Hawk will build up to its maximum smoothly and with a minimum of fuss.

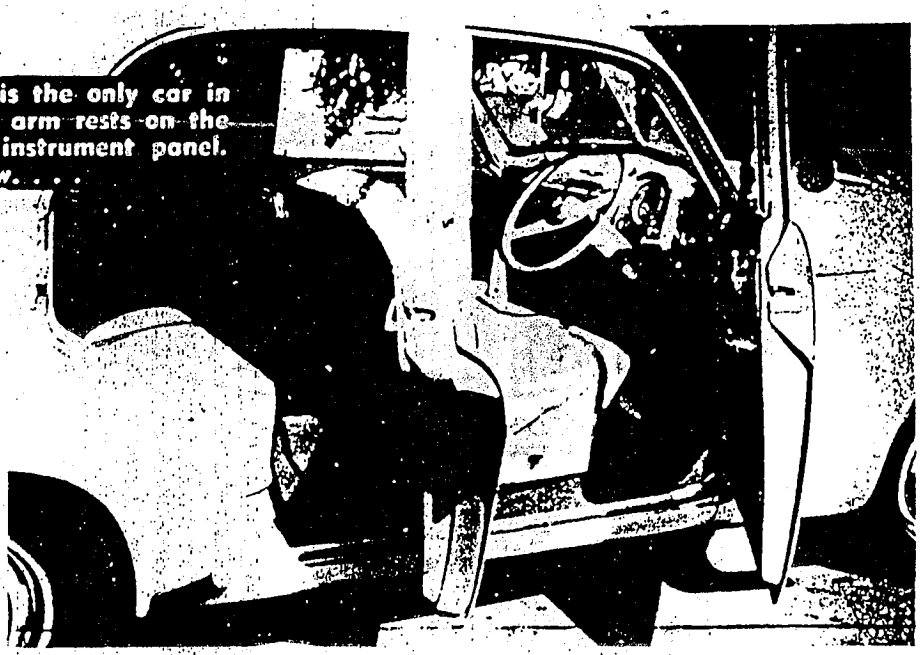
As far as capacities are concerned, the Holden measures 2,200 cc. and the Hawk 2,267 cc. As you can see, the latter is greater in swept volume by a mere 67 cc., not much when there is another 8¼ cwt. of car to be dealt with.

The Holden uses square engine design to keep piston speeds down, and the stroke is only 79.4 mm. The Hawk is long in the stroke, with 110 mm., so what are the advantages here with such a contrast in engine design?

When it comes to hill climbing ability and the power to hang on in top gear when under load, the bouquet must go to the Hawk.



● NEW TAIL-light treatment has completely changed the Hawk's rear appearance. Ample rear vision is provided by the larger back window.



● **RIGHT: HOLDEN "Special" is the only car in its price range that is fitted with arm rests on the doors and chrome trim on the instrument panel. Here's the interior view. . . .**

Then there is flat-out bursts in the intermediate gears. The Hawk will give a greater feeling of power when the maximum speeds in the respective gears are approached, whereas the Holden starts to feel a little flat.

During the recording of my acceleration runs through the gears, the Holden's times from 0-60 m.p.h. were increased by seconds if the car were left too long in either first or second gears.

The maximum in first gear in the Holden was about 30 m.p.h., and in second gear 50 m.p.h. For best results in acceleration I whipped the gear lever from first at 26 m.p.h. and from second at 48 m.p.h. Most Holden owners will agree that this is a car that does not take kindly to over-revving.

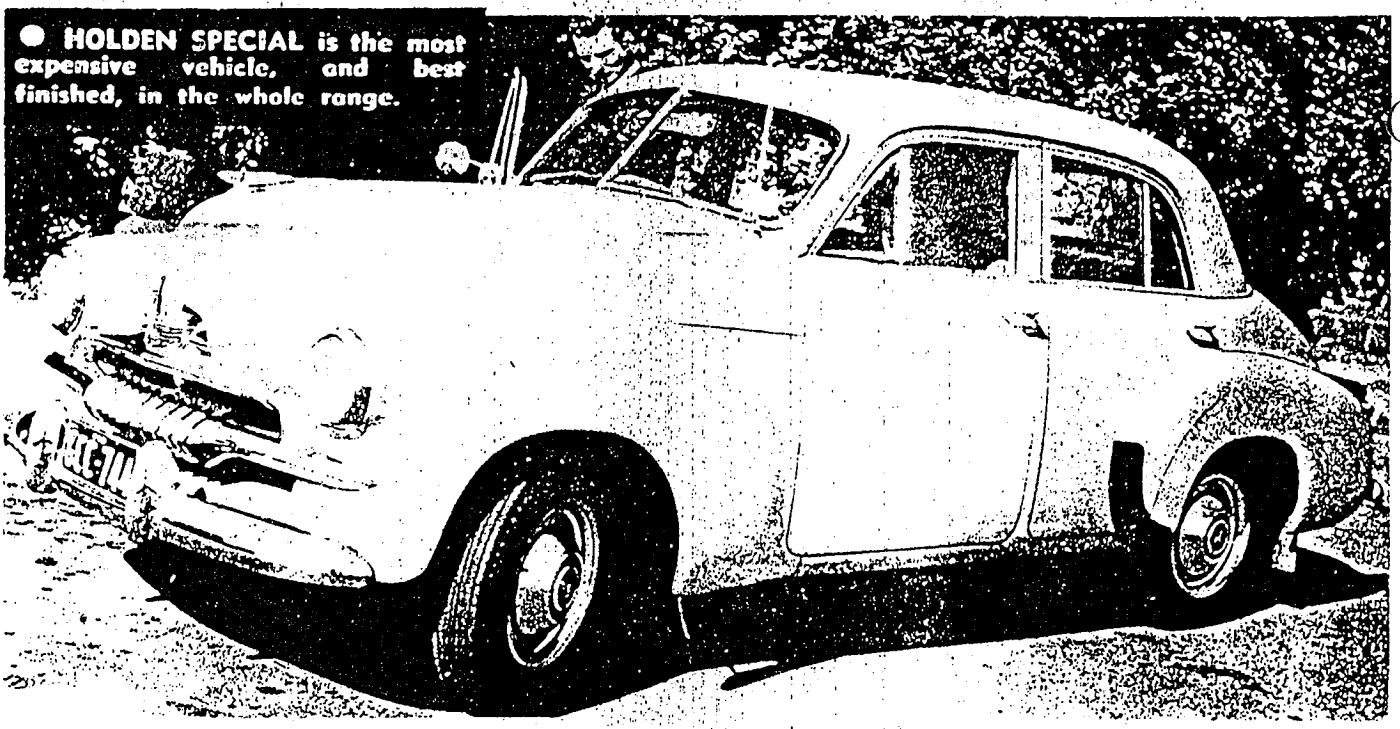
With the Hawk, just out of curiosity, I let the revs. build up way past the advertised maximum just to see how the motor would respond to this treatment. All the way the engine kept pulling.

Efficiency is an interesting feature of any engine. In the Holden manifolding, etc., has been purposely restricted in the interests of economy, and one of the first moves by tuners, working on the Holden engine, is to enlarge the ports considerably.

The Holden's maximum power output is behind that of the Hawk; in all, a difference of 10 b.h.p. with both engines spinning at 4,000 r.p.m. The Hawk is again ahead with regard to maximum torque — 100 lb. ft. for the Holden and 119 lb. ft. for the Hawk. Surprising, isn't it?

Why is it, then, that the Holden is seemingly behind in efficiency? It is not really.

● RIGHT: HAWK'S interior is both pleasant and comfortable, with arm rests on all four doors and in the centre of the front and rear seats. Trim is in leather.



● **HOLDEN SPECIAL is the most expensive vehicle, and best finished, in the whole range.**

The Holden and the Humber Hawk

for the manufacturers have kept the Holden engine from working too hard so that an owner can expect a reasonably long life from the component parts. The square design keeps down the piston speed, and, theoretically, the the Holden could be cruised indefinitely at a much higher speed than the Hawk without any of the mechanical components coming under stress.

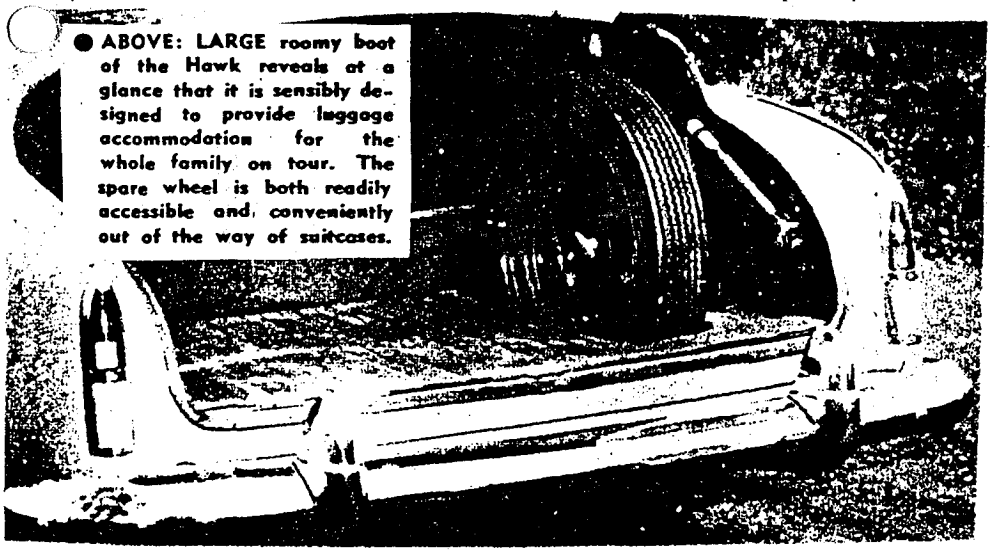
Rootes' designers rely on the tolerances built into the Hawk engine to prevent excessive wear taking place with the motor held at high revs. for long periods of time — hence a motor which is more expensive to produce.

In the Hawk, a fairly high performance was the aim and to ensure an adequate 0-50 m.p.h. time the engine had to be kept down in weight, yet return a good fuel consumption. In practice, with two cars of similar weight and gearing, long stroke engines seem to be more economical than their short stroke counterparts. The Hawk is not quite as economical as the Holden because greater demands are made on the motor with the relatively heavy body.

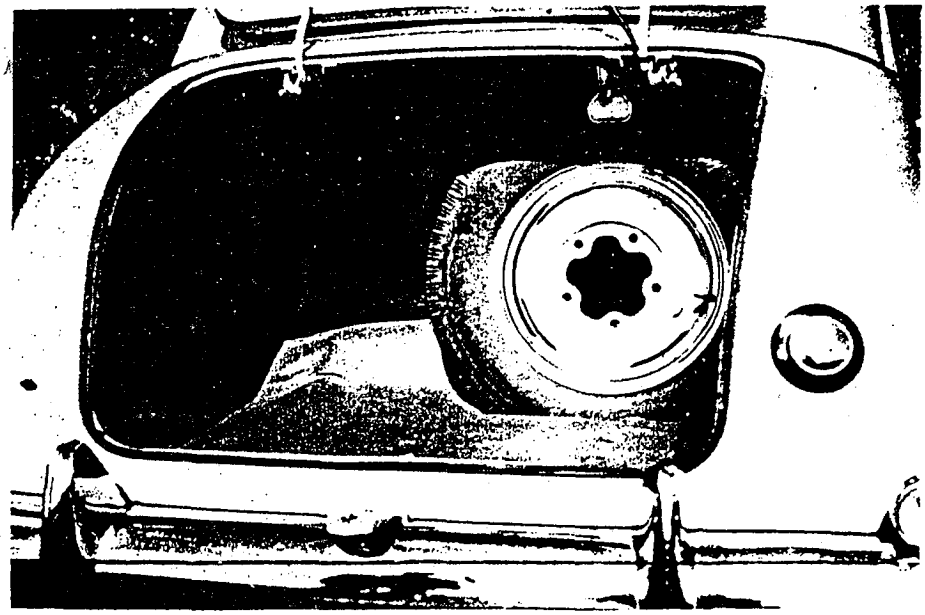
How do the transmissions compare?

Here we have the old argument — three-speed gearbox versus four-speed. The three-speed box is much cheaper to produce, and with its four-speed box we have another illustration of why the Hawk is more expensive.

For preference, in both city and country driving, most owners choose the four-speed gearbox. For anyone who enjoys driving and maintaining a good average on a long run there is no substitute for that third intermediate gear. So, on a point-to-point run involving a fair amount of hilly work the Holden would be hard pressed to keep up with the new Hawk. This is, of course, provided that both cars are perfectly standard.



● **ABOVE: LARGE roomy boot of the Hawk reveals at a glance that it is sensibly designed to provide luggage accommodation for the whole family on tour. The spare wheel is both readily accessible and conveniently out of the way of suitcases.**



● **ABOVE; MOUNTED flat against the back of the luggage compartment, the Holden's spare wheel takes up a minimum of space. The locker lid stays in position without the aid of a strut—a handy device. The boot is roomy.**

For ease of gear-changing, there is not much to choose between the two cars. The Holden is fitted with an excellent synchromesh arrangement and the gears can be "whanged" through in lightning fashion. The position of the gears is quite conventional, with first and reverse nearest the steering wheel and second and top nearest the instrument panel.

Changing from the Holden into the Hawk, one has to stop and think for a second, as the gear positions are reversed. First and second are near the instrument panel, with third and top against the steering wheel. To engage reverse a knob at the end of the lever is pulled out and the movement is away from the driver and down.

One need not be confused by this arrangement of the gears, as this new model proved first class in the synchromesh.

There is no spongy feeling in the mechanism and the short movements from gear to gear were conducive to fast changes.

For all conditions except a really steep gradient, it seemed quite the natural thing to start in second gear. In this ratio the Hawk moved away briskly without any protest. This ability to pull at low engine speeds should endear the car to those who like to make as few gear changes as possible.

Both Holden and Hawk are fitted with a light-to-operate smooth clutch. Women drivers will find that there are no points for criticism on this score.

The Hawk used for the test was not equipped with the optional overdrive on top gear, a boon to motorists keen on saving both engine revs. and fuel.

On the open road most drivers would be surprised at the speeds at which they can cover the ground with overdrive selected. The car will bowl along in a fine, easy fashion, and those who judge speed by engine sounds will be completely at a loss.

I was interested to note that at 1,000 r.p.m. in top gear the Hawk returns a speed of 17 m.p.h., which in overdrive is raised to 21.8 m.p.h. This means that there should be a theoretical increase of 19.4 m.p.h. over the 81 m.p.h. top speed, if maximum revs. in this gear can be reached. In practice, such factors as wind resistance keep the maximum speed in overdrive down to about 85 m.p.h.

Which car has the better steering?

The Holden and the Hawk are equipped with steering giving similar specifications, but a totally different feel. Both cars require the same number of turns of the wheel to go from lock to lock, both turn in 37 feet. However, the Hawk steering feels much more alive and the Burman variable-ratio and self-centring action are very pleasant in operation. In my opinion the Holden steering is inclined to feel rather dead.

Has the Hawk better all-round vision?

To keep the cost of the Holden down, the manufacturers have retained the same body shape, now, for a number of years. Although not dated in overall concept, such features as the large wrap around rear window and one-piece curved windshield have not been incorporated in the design.

The Hawk, on the other hand, has been going through a process of development, and for 1955 the car is fitted with an even larger rear window. The side windows are deep and there is a curved one-piece windscreen fitted. Yes, the Hawk has the better all-round vision.

From the driver's seat neither car shows both front mudguards, but the Hawk has its bonnet sloping away at the front in such a way as to give an excellent view of the road immediately in front of the car. The steering wheel is set a little high for short persons and could be in a position to cut their line of vision. Short people will also

3

find that the Holden seating position, too, is on the low side.

How is interior space?

On all counts the Humber Hawk is larger inside. A glance at the comparison chart will show that the Hawk has a wheelbase longer by 2½ inches and is longer overall by 9 inches. In overall width there is a surprising difference of 5 inches in the Hawk's favor. The fact, too, that the Hawk is fitted with the much shorter four-cylinder engine has allowed more space for the occupants. An outstanding feature is the ample leg room front and rear.

Is the extra price of the Hawk justified by interior appointments and general finish?

Naturally, it is here that the manufacturers have based their sales appeal. I'm afraid that in this department the Hawk is out ahead of the Holden. Cost is the big factor. For its price, however, the Holden is a well-finished car. It is at this stage that we must not lose the perspective of the comparison; we must remember that we are trying to find where the extra money has been spent.

Equipment inside the Hawk is better than any other car in its class and coupled with the fact that everything is conveniently placed, is hard to fault.

Arm rests are placed in the centre of both seats and on all four doors. The seats themselves are attractively pleated and covered in real leather. With the Holden, arm rests are available only in the "Special."

A comprehensive array of instruments is grouped in the centre of the Hawk facia panel, but because of reflections of light they are not as easily read as if mounted in front of the driver. The Holden has a good instrument layout, directly in front of the driver, but warning lights only are provided for oil and ignition.

Is there ample luggage space?

The Hawk, due to its longer tail, offers the greater luggage space, 17 cubic feet in all. The Australian car is nevertheless fitted with a boot large enough for most needs; it measures 10 cubic feet.

In the general layout of the two luggage compartments the Hawk is better, its spare wheel is mounted where it can be extracted without disturbing luggage. The Holden has its spare wheel mounted hard up against the back of the compartment.

Has the Humber better body construction than the Holden?

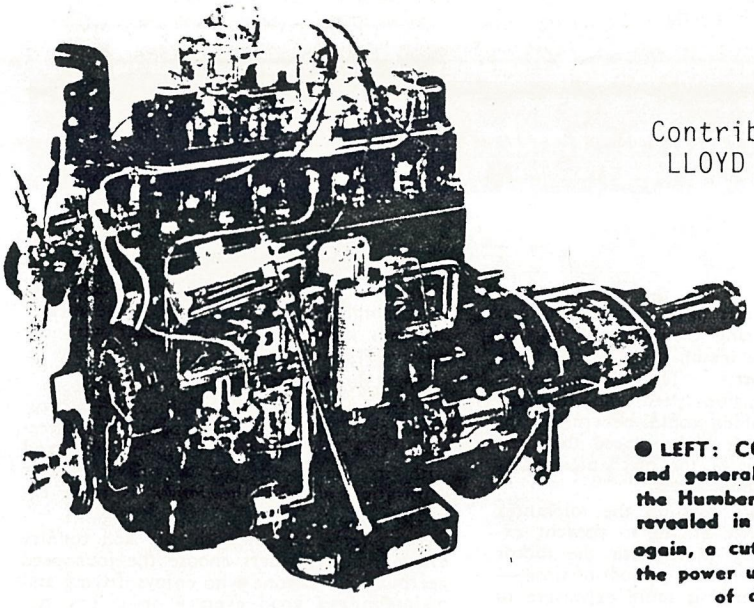
Not necessarily. The Holden is built on the modern mono-construction principle. Many of the latest cars are being built in this way and the idea is for the whole of the body structure to take the torsional stresses. The advantage is seen in a large body of low weight which in turn is reflected in good fuel consumption figures and performance.

The Hawk engineers could have built their car on this same principle and in turn saved about 6 odd cwt. in the process. However, they maintain that the separate chassis is the proper thing where a car is going to be subjected to rough treatment; so the Hawk appears with an immensely strong cross braced chassis.

Early Holdens had some trouble with their front cross member when subjected to severe conditions for any time, but all the latest models have overcome this fault. Under rough treatment the Holden will take a great deal of punishment without harm.

Which car offers the best ride?

Both have a fairly firm ride. If anything, the Holden would be a shade softer in suspension. *(Continued on page 70)*



Contributed by
LLOYD HUGHES

● LEFT: COMPACT design and general accessibility of the Humber Hawk engine is revealed in this picture of, again, a cutaway version of the power unit. Note length of dip-stick.

The Holden and the Humber Hawk

(Continued from page 37)

Over potholed sections of my test grounds I hammered first the Hawk and then the Holden over the worst sections and, frankly, found it hard to choose between them. Neither was prone to bottom the front suspension and both were thoroughly roadable. For this year Holden suspension has been further improved, and those forming their opinions on models before 1953 should have another look.

Will the Holden corner as well as the Hawk?

On loose gravel and in the mud, the Holden was a delight to handle and any slides could be corrected in a flash. Both cars were a little light in the tail on corrugated corners. On bitumen, the Hawk showed less body roll and was a lot easier to control. As far as drifting was concerned, the Hawk seemed to be a more simple proposition. When driving the Holden to its limit I felt more tense than in the Hawk, perhaps because the former car took more getting used to.

During these tests there was a pretty high cross wind blowing and the Holden was effected more than the Hawk.

Brakes? After many applications from maximum speed, the new Hawk's brakes were still as good as when the tests started. Large 10in. drums with 2¼in. wide linings are fitted; there were no signs of fade.

In the Holden I also have no complaints with regard to braking and under most conditions they were well up to their job. Only once down a long slope did I notice any hardness in the pedal.

Performance? Will the Hawk leave the Holden at the lights? The answer is no. In acceleration off the mark the Holden can just hold its own, but it will need a driver who realises that to over-rev. is to loose time.

Maximum speed worked out with one mile an hour in the Hawk's favor. In other words, I may take two more cars out tomorrow and find a variation in the Holden's favor. Recently I had the opportunity to test two cars of the same make on the one day and found quite a difference in their performances.

Summing up, we find that the extra money built into the Hawk has gone into an efficient engine, a four-speed gearbox, a larger body, a separate chassis, and more expensive interior and exterior appointments. ●

★ COMPARISON CHART:

HUMBER HAWK (Aust.: £1,379. Eng.: £1,401)		HOLDEN (£1,061)
PERFORMANCE		
HUMBER HAWK		HOLDEN
Acceleration from rest:		
5.5 sec.	0.30 m.p.h.	5.5 sec.
14.1 sec.	0.50 m.p.h.	13.5 sec.
20.5 sec.	0.60 m.p.h.	20.1 sec.
Acceleration in top gear:		
9.5 sec.	10.30 m.p.h.	8.9 sec.
9.5 sec.	20.40 m.p.h.	9.2 sec.
10.1 sec.	30.50 m.p.h.	9.0 sec.
25 m.p.g.	Fuel Consumption	27 m.p.g.
Speeds in the gears:		
28 m.p.h.	First gear	30 m.p.h.
38 m.p.h.	Second gear	50 m.p.h.
56 m.p.h.	Third gear	80 m.p.h.
81 m.p.h.	Fourth gear	—

HUMBER HAWK	SPECIFICATIONS	HOLDEN
	ENGINE	
81 x 110 mm.	Bore and stroke	76.2 x 79.4 mm.
2,267 cc.	Capacity	2,200 cc.
7 to 1	Compression ratio	6.5 to 1
70 bhp at 4,000 rpm	B.H.P.	60 bhp at 4,000 rpm
	BODY	
28¼ cwt.	Weight	20 cwt.
8ft. 9½in.	Wheelbase	8ft. 7in.
F.4ft. 8in. R.4ft. 9in.	Track front and rear	F.4ft. 5in. R.4ft.6in.
15ft. 1½in.	Overall length	14ft. 4in.
6ft. 0in.	Overall width	5ft. 6½in.
5ft. 5in.	Height	5ft. 1½in.
56½in.	Width of front seat cushion	54in.
56in.	Width of rear seat cushion	55½in.
38in.	Front seat cushion to roof	34½in.
35in.	Rear seat cushion to roof	35½in.
	LUGGAGE COMPARTMENT	
16 cub. ft.	Area in cub. ft.	10 cub. ft.
57in.	Width	38in.
23in.	Height	25in.
6.40 x 15in.	TYRE SIZE	5.50 x 15in.
10 gals.	TANK CAPACITY	9½ gals.

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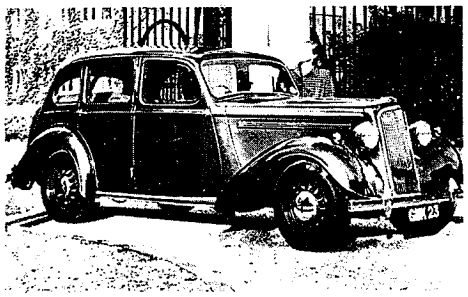

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