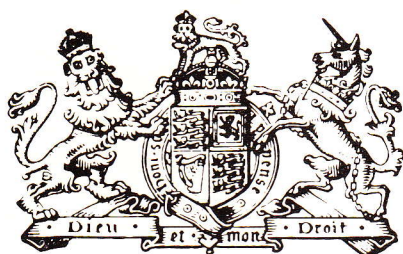


March 1984

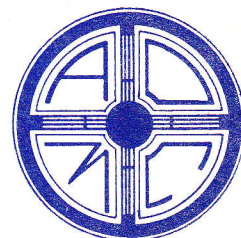
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

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

COMMITTEE 1983/1984

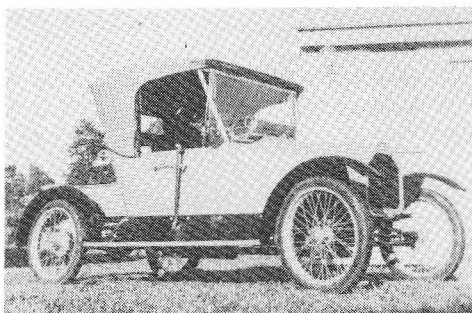
PRESIDENT	Lloyd Hughes	877 3208
VICE PRESIDENT	Bill Holmes	397 7836
SECRETARY	Margaret Willimott	435 6354
ASST. SECRETARY	Keith Willimott	435 6354
TREASURER	Peter Shelden	818 5829
SOCIAL SECRETARY	April Beardsmore	762 4180
ASST. SOCIAL SECRETARY	Brian Beardsmore	762 4180
EDITOR	Jack Waring	725 9884
ASST. EDITOR	Barry Bosnich	460 4505
TECHNICAL OFFICER	Tom McAlpine	(051) 27 4755
LIBRARIAN	Paul Carter	568 8437

SOCIAL CALENDAR 1983

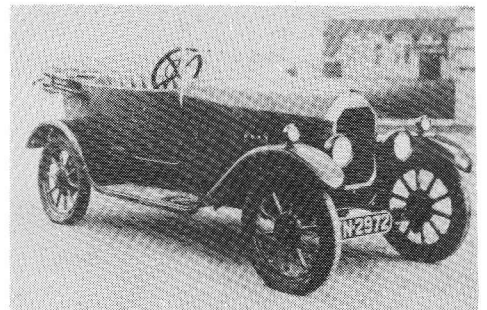
March 25th	General Meeting	July 22nd	General Meeting
March 27th	M.G. Concours	August 14th	Talhoff Restaurant, Warburton.
April 25th	Anzac Day March	August 26th	General Meeting
April 31st (Sat)	Camberwell Chamber of Commerce May Festival	September 23rd	General Meeting
May 15th	Air Museum Point Cook	September 11th	President's Run (Mystery Trial)
May 27th	General Meeting	October 9th	Wolseley C.C. (Car Khana)
May 29th	Vintage Drivers Club Display and Swapmeet, R.M. Showgrounds	October 28th	General Meeting
June 11th to 13th	Echuca Steam Rally	November 6th	Concours d'Elegance
June 24th	General Meeting	November 12th/13th	Bendigo Swap MEET!!!
July 10th	Roast on the Spit	November 26th (Sat)	Presentation Night (no general meeting)
	Williamstown Primary School	December 4th	Christmas Run (no general meeting)

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

INTERESTING EARLY HUMBERS

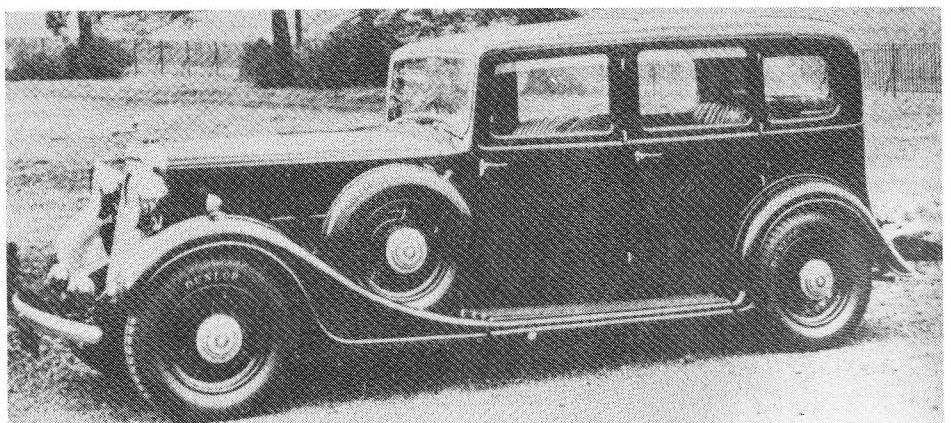


1912 HUMBERETTE
4 cylinder
side valve



1923 HUMBER 8/18
4 cyl. o.h. inlet
side exhaust.
985 c.c. 7'10½" wheel base.

1933/34 SNIPE 80
6 cyl. side valve
3498 c.c.
10ft and 10'4" wheel base



*Similar cars owned by
Norm Watt, Doug Shone
and Lloyd Hughes.*

PRESIDENT'S REPORT

With Bill Holmes being elected President last month I thought my days of writing President's Reports were over but as Bill is still recovering from his operation, the task has fallen to me once more.

First I must congratulate Bill on his appointment and also the other new members on the Committee - I hope that new people will give us new ideas and a stronger committee.

I don't know if any Humber Club members attended the All-American Motor Show on the 4th, I could not go because our firm had a conference which continued over the weekend. A couple of our members had volunteered to assist there, though.

By the time you read this the MG Inter Club Concours will be over and the British Motor Show will be on two days after our March meeting. Let's hope there is a good showing of Humbers at each event.

If the organisers agree we hope to sell some raffle tickets for our portable TV set at these two outings. To give a chance to all our own members on this, it is planned to include a few tickets in this months newsletter - so send us back an extra dollar or two with your subscription renewal - tickets are 2 for \$1 or 5 for \$2 and these little TV sets are ideal for a second set, in a child's room or to take away to a beach house or when camping. They also work from a 12 volt car battery.

All bookings are now in for the National Humber Rally at Dubbo and this promises to be the biggest meeting of Australian Humber enthusiasts ever - with members from Queensland, N.S.W., Victoria, Sth. Australia and hopefully some people from the new Tasmanian Club all attending.

Unfortunately I have just heard that Sid Humphreys may have to cancel his booking for Dubbo as he has a bad case of shingles.

One thing I overlooked in last months list of thank-you votes for the outgoing committee was the work done by Sybil Waring in assisting Jack with getting the newsletter out. There always is a silent helper behind the editor, it seems, for we didn't realise for many years when John Browne was editor that Marie did a lot of the work and when I was editor I think Pam did the lion's share of the work. Anyway, thanks again Sybil.

Happy Humbering,
Lloyd Hughes.

COMING EVENTS

March: British Motoring Show:

PLACE: Members Car Park at Flemington
Race Course (Melway ref 42 F1)

DATE: Sunday 25th March

TIME: 10am - 5pm

ADMISSION: Participants, \$1.00 ea; \$2.50 family
Spectators, \$2.00 ea; \$5.00 family

British Motoring Show:

ARRANGEMENTS: Park Beside Club Banner.
Refreshments available at ground or
B.Y.O. picnic lunch.

April: Leisureland Fair Club Run

PLACE: Leisureland Fair, Dandenong-Hastings Rd.
Langwarrin (Melway ref. 136 E11)

DATE: Sunday 8th April

TIME: 11am - 5pm

ADMISSION: Full Day (allows free use of all facilities)
Adults \$4.00 ea; Child \$3.00 ea.

Half Day, 2pm - 5pm (exclude use of BBQ's)
Adults \$2.00 ea; Child \$2.00 ea.

ARRANGEMENTS: Meet in Car Park at Leisureland at 11.00am
BYO BBQ food.
(There are plenty of BBQ's at the park, plus
shelters, also a kiosk selling icecream, drinks
and hot pies).

NOTE: If coming for afternoon only enquire our where-
abouts at the entrance building.

MINUTES OF GENERAL MEETING OF HCCV HELD ON 24.2.84 AT DEEPPENE HALL DEEPPENE

The President opened the meeting at 8.30 pm and welcomed the 28 members present.

A special welcome was accorded to new member, Melissa Dunlop, series II Vogue.

APOLOGIES: Bill and Joan Holmes
Robert Smith
Gordon Price

MINUTES: Minutes of the last meeting as printed in the newsletter were accepted as read. Passed Jack Rhuede, seconded Keith Willimott.

BUSINESS

ARISING: Use of the Deepdene Hall for November meeting has been confirmed.
Inquiries to be made re a special evening at Shannon's Classic Car Centre in May.

CORRESPONDENCE:

IN: C. Cumming - sub renewal
E. Peters - Magazine ad
B. Bradford - Quotes for Key Rings
M. Heazlewood - Car badges
M.G. Car Club - Inter Club Concours
L. Bennett- Rally report and judging sheet
G. Philpott - Resignation

CORRESPONDENCE cont.

IN: D. O'Neill - Cars for sale or swap

OUT: M.G. Car Club - 1984 Concours
Trustees, Deepdene Hall - Hire for November
2 Membership application forms.

NEWSLETTERS: Rover, Daimler/Lanchester, Wolsley, Austin M.V.C.,
C.H.A.C.A., Humber Clubs of Sth Australian & N.S.W.

TREASURER'S Current bank balance is \$1027.20 plus \$700 in fixed
REPORT: deposit.
Accepted B. Bosnich, D. Judd.

LIBRARIANS Paul reported that the loans system was functioning well
REPORT: with one new book (Automatic Borg/Warner Transmission)
being donated this month.

EDITORS Jack stated that new covers would be needed for the next
REPORT: magazine. 140 magazines had been sent out this month.
It was suggested that advice be sought on operation of
the club addressograph machine.
A decision would also need to be made whether to continue
the paper bags for posting or adopt envelopes.

GENERAL Badges and T-Shirts: The T-Shirts should finally be ready
BUSINESS: next week. An indication of interest in cloth badges
(for caps, jackets etc.) was requested. Samples of these
and key rings can be seen at Chirnside Park.

Club Handout Cards: A further batch to be printed and
given to members.

March Events: Members were reminded of the American and
British Motoring Shows and the M.G. Concours.

Bendigo Weekend (June): Motel rooms and cabins or vans
at nearby caravan park to be booked according to members
requests.

Woodwork Veneering: Barry Bosnich has details of a Bayswater
firm which he found satisfactory.

Des Judd reported on a 1934 10H.P. book for sale.

Pat Daly requested information on the possibility of honorary
membership upon the resignation of long-standing members.

It was moved by M. Willimott, seconded Bob Kennedy that a
letter of thanks be sent to George Philpott for his
service to the club.

There being no further business the general meeting was
closed at 9.20 pm and all committee positions declared
vacant for the Annual General Meeting.

MINUTES OF ANNUAL GENERAL MEETING OF H.C.C.V. HELD ON 24.2.84 AT 9.20 PM

Des Judd was called to take the chair for the Annual General Meeting.

Nominations were then called as follows:-

POSITION:	NOMINATIONS:	ELECTEED:
President:	Bill Holmes	Bill Holmes
Vice President:	Bob Kennedy (declined) Keith Willimott (declined) Gary Rowland (declined) Lloyd Hughes (accepted) Peter Davenport (accepted)	Lloyd Hughes
Secretary:	Margaret Willimott	Margaret Willimott
Asst. Sec:	Keith Willimott	Keith Willimott
Treasurer:	Peter Shelden	Peter Shelden
Editor:	Barry Bosnich	Barry Bosnich
Asst. Editor:	Lloyd Hughes	Lloyd Hughes
Technical Officer:	Tom McAlpine (accepted) Bob Kennedy (declined)	Tom McAlpine
Asst. Tech. Officer:	Peter Davenport	Peter Davenport
Social Secretary:	Kara Brown (accepted) Nancy Butt (declined) Nancy Kennedy (declined) Keith Willimott (declined)	Kara Brown
Asst. Soc. Sec.	Pat Daly	Pat Daly
Librarian:	Paul Carter	Paul Carter
Publicity Officer	Jack Waring	Jack Waring
Registrar:	Nancy Kennedy	Nancy Kennedy
AOMC Delegate:	Lloyd Hughes	Lloyd Hughes

Des Judd offered congratulations to the new 1984 Committee and called on Vice President Lloyd Hughes (in the absence of the new President) to take the Chair.

Lloyd thanked the previous Committee for their good work and welcomed new Committee members.

The meeting closed at 9.45pm.

SECRETARY'S NOTES:

With annual elections once more behind us we're all off and rolling for 1984.

The Secretary's notes will be just that this month - brief and to the point!

Firstly, a big welcome to all new Committee Members and thankyou for volunteering your services. It's a lot of fun and there is much personal satisfaction to be gained from sharing your skills with the Club.

Stamp enthusiasts may be interested in the issue this month of a series of 30¢ Veteran and Vintage car stamps featuring early Australian cars, the Thomson, Tarrant, Australian Six, Summit and Chic.

SECRETARY'S NOTES: cont.

The stamps are issued to coincide with the 50th anniversary of Australia's Oldest Car Club, The Sporting Car Club of South Australia and are on sale for two weeks from March 14th.

Travellers along St. Georges Road Fitzroy may have noticed a rare sight lately. Parked amongst the Jaguars, Rolls and Mercedes in the high class Astra Hire Car Service is a gleaming blue series Hawk, it's certainly keeping the best of company.

National Rally is nearly upon us - I know of nine Victorian cars going up. For the benefit of anyone contemplating a brief visit the program is printed elsewhere in this newsletter.

Our Queens Birthday weekend trip is to Bendigo this year. There is a choice of accommodation between motel and caravan park van/cabins. The Bendigo Motor Inn and Roger's Caravan Park are almost opposite one another on either side of the Calder Highway and there is plenty to see and do over the weekend.. Ian McCahelle, one of our Bendigo members, will be looking at suitable places for us to visit. We need to make bookings for Bendigo before Easter so please return your slips to either Kara or myself as soon as possible.

I love the luxury of the Snipes and think they can't be beaten for comfort but Vogue owners will be interested to hear that Ron Palfreyman from the N.S.W. Club has taken out the N.S.W. concours title with his Series II Vogue - quite some little car I believe.

Hope to see you all at Deepdene on 23rd.
Margaret.

SOCIAL SECRETARY'S REPORT

My name is Kara Brown, I am your new Social Secretary until June and Pat Daley is the Assistant Social Secretary.

We have a portable black and white T.V. set to be raffled, the tickets are 50¢ each or 5 for \$2.00, the date for the raffle drawing will be notified in the April newsletter.

On Sunday the 8th April is a trip to Leisureland which is on the Dandenong-Hastings Road. We will be meeting there at 11.00 am, which is opening time, it is \$4.00 per adult and \$3.00 per child. The entrance fee covers all the rides and usage of barbecues etc.

Sunday 25th March is the British Motor Show which is held in the car park at the Flemington Race Course from 10.00 am until 5.00 pm.

Hope to see you all at Deepdene on the 23rd.

Kara

NATIONAL RALLY REPORT

The rally is now only a few weeks away and this will be the last rally report. I wish to thank the magazine editors for their co-operation by publishing the reports. Copies of the concours judging sheets have been sent to the club secretaries for their members' perusal. The programme and rally cost lists have been sent to all who have booked.

NATIONAL RALLY REPORT cont.

On Good Friday we will meet for a picnic lunch and get-together at one of the picnic areas inside the Western Plains Zoo. On Friday night a getting-to-know-you social at the Pipe Band Hall, in Darling Street will commence at 7.30pm.

On Saturday morning at 11.15 a.m. we will motorcade through the main shopping centre to Taylor's Oval for the Concours and Static Display. There are bookings for 100 for the dinner at the R.S.L. Club, Starlight Room on Saturday night.

On Sunday we will travel to Wellington to see the caves and enjoy a picnic lunch and sightseeing. Sunday night the concours and Pride of Ownership awards will be presented at the Starlight room at the R.S.L. club followed by a discussion on inter-club activities and ideas.

Any member booked into Poplars Caravan park who wish to stay on after 10.00 a.m. Monday are advised to contact the park to book the additional nights required. All on-site vans are now booked.

Over 100 people have booked and 44 cars are coming, so the motorcade and display should be an impressive sight.

See you there, and Happy Humbering.

Laurie Bennett
Rally Organiser.

REMINDER

Membership subscriptions are now due and payable before the next meeting if you wish to still continue getting your copy of the Humberette.

Subscriptions for 1984 are:-

Full Member (City)	\$15
Full Member (Country)	\$10
Associate Member (not owning a Humber)	\$10
Family Member (husband, wife and adult children living at same address)	\$20
Country Member (Family)	\$15

The only change from last year is the formalisation of the family membership with a \$20 fee for city families and \$15 for country families.

Nancy Kennedy, our new Registrar, will be looking to issuing an updated membership list later this year. Please make her task easier by completing the membership renewal form in this Humberette, especially the description of Humbers owned, so that we can keep our records up to date.

FOR SALE

1956 MK VI Humber Hawk, No reg. Needs restoring motor runs, has overdrive.
\$150.00 o.n.o. Kara Brown 870 8109

FOR SALE

Body parts series V.A. Doors, boot lid, seats, bonnet etc.
Wrecking whole car, no engine. 720 2951 B/Hrs

Series IV Snipe, V/Good interior, exterior good, blue with white
roof, reg. May R.W.C. \$999.00 Yarra Valley Toyota Lilydale. 735 5555

1961 Snipe V/Good inside and out new motor 18mths ago reg. June.
\$600 211-1791 B/Hrs 435 6697 A/Hrs.

1965 Vogue-Manual No Reg. Plenty spares neat vehicle.
\$200.00 787 2851

Series V Snipe New Motor \$2600.00
Hal Cogger, 68 Beach Road, Hampton 598 2961

WANTED TO BUY

Instruments for 1926 Humber - Jaeger Clock and Jaeger Speedometer both with
silver dials. Bob Kennedy 789 5119

Marcasite Jewellery - watches, bracelets, earrings, pendants, necklaces, rings
etc. Nancy Kennedy 789 5119

Eiderdowns - 2 single bed size - do not have to be a matching pair prefer in
good condition. Nancy Kennedy 789 5119

Complete seats suit Series IV Snipe, prefer grey.
George Hawes 707 1560.

HUMBITS

In 1908 Humber arranged their engines to crank anti clockwise "as did
Cadillac and Brush in America"
The object being to avoid the risk of a broken wrist in the event of a backfire.
On such designs one was likely to break one's shoulder instead.

The 1912 11 h.p. four-cylinder Humber was claimed to be the first monobloc "four"
ever produced. A special streamlined version known as the "Golden Bug", broke
three international class records at Brooklands in the hands of W.G. Tuck.

The official records of motorcycles in possession of the British Armed Forces
at the Armistice in 1918 lists a grand total of 47,932 units. The major
suppliers were Douglas 18,315, Triumph 17,998, Phelon and Moore "Panther"
3383, and in comparison Humbers contribution was only 11. The firm did
supply the Russian Government with 500 side car outfits employing the 500cc
air cooled single.

TASSIE TOPICS

On the March long weekend the family and I went to Devonport and Burnie. We left Launceston at lunch time on Saturday in the Ser 111 wagon loaded to the hilt.

I drove the wagon and Anne drove a very nice Ser 1A Hawk which was bought by Brian and Pat Lee of Devonport. Both cars went very well.

After arriving at the Lee's place we went over to Wesley Vale to meet David Yaxley and had a look at his 2 Humbers. He has got a MK V Hawk and 38 Snipe which are 2 very nice looking cars.

On the way back to the Lee's we picked up a Ser 1 Hawk from over at East Devonport. It had been sitting in a yard for sometime, after a few primes the old girl fired into life and Brian decided to drive it home.

On Sunday afternoon Brian and his family and my family went through to Burnie to see Max and Pam Heazlewood. Max found a couple of Snipe Ser IV Ambulances, so we went and checked them out. We decided to purchase both of them for \$150. They are beyond repair, which is a pity, one of them would have been good for the flag ship of the club. There are plenty of parts on them that can be used, so if anyone is in need of parts contact Ross or Max.

After looking at one ambulance on Sunday afternoon we went to West Park and had a B.B.Q. tea, which went down real well. Sunday night was spent at Max's place looking at old humber books. He has got rather a good collection. We also inspected Max's MK 111 Snipe which he is restoring. The old girl will look very nice when finished.

Monday morning was spent on tuning the wagon, this was well overdue and is now going like a train. Monday afternoon we went and chased up the second ambulance. After a big sob story about our club in Tassy the fellow at Wynyard told us we could buy it off him for parts. So that is how the Lee's, Heazlewoods and Bromley's spent our long weekend.

Just a reminder about Rutherglen on Easter Monday, the people who are going from Launceston, could they meet at Cornwall Square at 9.30-10 o'clock. We will travel to Rutherglen in convoy again.

Just a reminder to those people who haven't paid their fees, please pay them as soon as you can as I have to send the money to Vic to cover costs of the newsletter and postage.

Well that is about all for now.

Hoping to see you all at Rutherglen Easter Monday. Lets make it a day to remember.

Remember Humbers never die they keep cropping up here and there.

For H.C.C. Tas
Ross Bromley.

Also a correction to last months newsletter, Brian Lee has a Ser 1 Hawk not a Ser 1 Snipe and also a Ser 1A Hawk now. My mistake.

FOR SALE

2 Series V Snipes
Mr M. White, 54 Lord Street, Sandy Bay Tas.

NATIONAL RALLY DUBBO 1984. PROGRAMME.

On Friday morning make your own way to the Western Plains Zoo. Show your membership card to identify yourself as being with the Humber National Rally and concession rates will apply as follows:- Adults \$4.25 Children \$ 2.20 Pensioners \$2.50. Barbecue facilities and picnic facilities are available for a picnic type lunch where you are invited to mix and meet with members from other states.

On Friday evening please come to the Pipe Band Hall, Darling Street for a getting-to-know you social gathering (7.00 p.m. to 11.30 p.m.)

Shops will be open in Dubbo on Saturday morning. Saturday morning is free until the motorcade to leave the swimming pool, Talbrager Street at 11.15 a.m. All cars are requested to take part in this motorcade - at the completion of which the cars will be parked in Taylor's Oval where the Static Display and Concours will be held during Saturday afternoon.

The dinner on Saturday evening commences at 7.00 p.m. at the R.S.L. Club on the corner of Brisbane & Wingewarra Streets (Starlight Rooms)

Sunday morning we leave at 10.00 a.m. for Wellington to visit the limestone caves travelling in convoy where possible. Lunch at Wellington. Sunday afternoon is free for sight seeing and make your own way back to Dubbo. Sunday night at 7.30 p.m. we will meet at the R.S.L. Club again for the presentation of trophies followed by a general conference.

Veteran & Vintage CARS

Veteran cars are those built before December 1918. Cars built between December 1918 and December 1930 are regarded as belonging to the vintage era. Two veteran and three vintage cars appear in this series of stamps — all were production models, assembled in Australia.

Thomson 1898

The steam-propelled Thomson motor buggy was a wholly Australian car, built by the Herbert Thomson Engineering Works at Armadale, Victoria.

Tarrant 1906

Australian designed and built, the Tarrant "runabout" was one of several models produced by Colonel Harley Tarrant at the Tarrant Motor & Engineering Co, Melbourne.

Australian Six 1919

The vintage Australian Six was designed in Australia and assembled from imported components. Originally built by F. H. Gordon & Co. Rushcutters Bay, NSW; they were later produced by Australian Motors Ltd, Ashfield, NSW.

Summit 1923

The four-cylinder Summit tourer was one of several models assembled by Summit Motors of Sydney. Components were imported, mostly from America.

Chic 1924

Designed for Australian conditions, the Chic was assembled by "Chic" Cars Limited of Adelaide, using mainly British components.



THIS SET OF POSTAGE STAMPS IS
CURRENTLY ON SALE AT AUSTRALIAN

POST OFFICES.

VETERAN AND VINTAGE CARS



Leisureland Fair



• A unique \$1.5 million railroad - 3 trains, 6km track, equipped to carry wheelchairs and bikes • 60 horse carousel • 32 seat chair-o-plane ride • 4km bike track (BYO bike) • Picnic facilities - shelters seating 3,200 • BBQ hot plates (BYO meat etc.) • 200 swings • Park area - 117 hectares (287 acres)

Admission Prices

Saturday, Sunday, Public Holidays:

11am - 5pm	adult \$4.00	child \$3.00
• 2pm - 5pm	adult \$2.00	child \$2.00

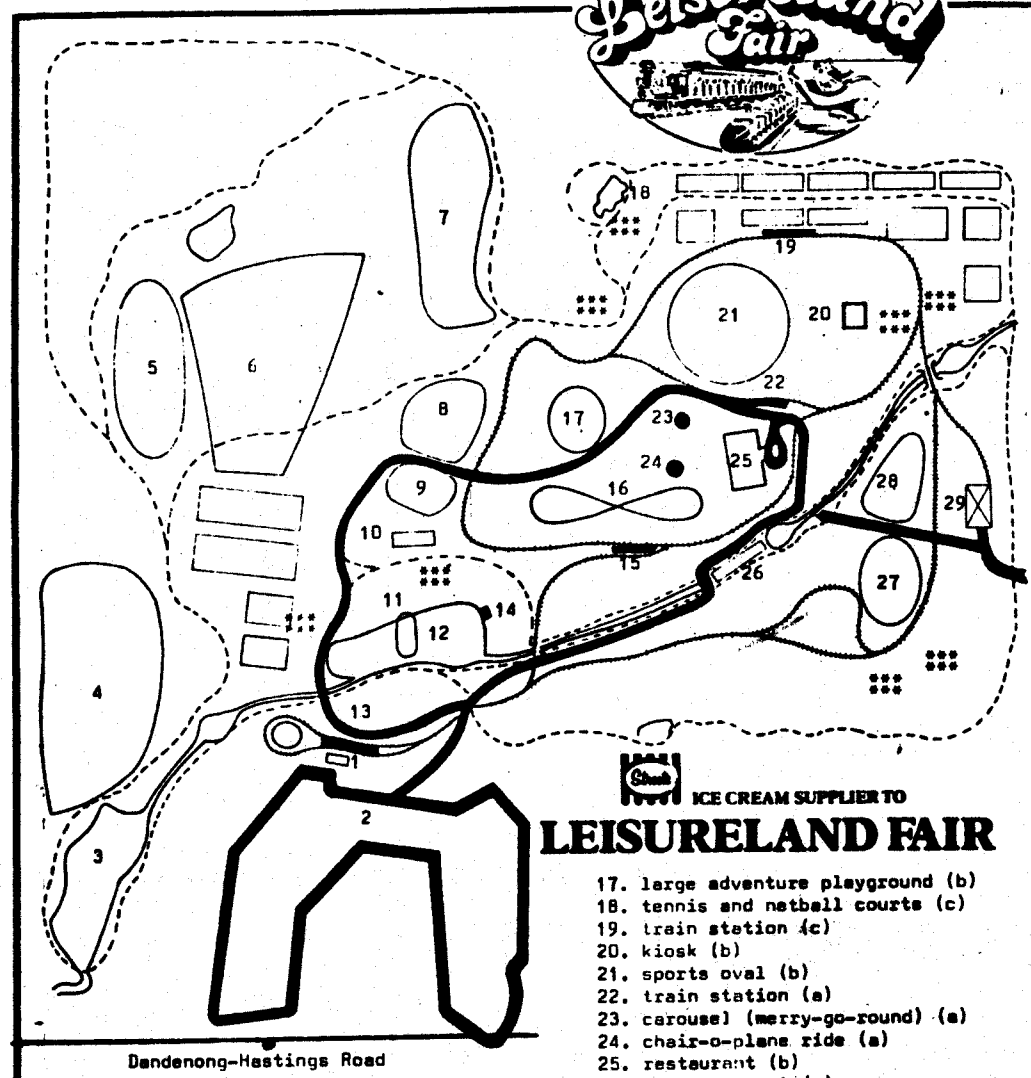
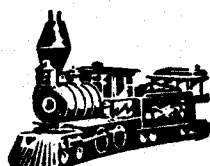
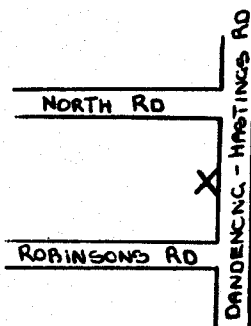
*(The afternoon rate excludes the use of the BBQ's)

Monday - Friday during school holidays (excluding public holidays):

12 noon - 5pm	adult \$2.50	child \$2.00
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Your entrance fee entitles you to **UNLIMITED** use of all rides, BBQ's and facilities. Children under 5 free

LOCATION: Dandenong - Hastings Road Langwarrin
 : 800 metres south of North Road
 : Melways map 136, reference E 11
 : 7 minutes from Frankston and 12 minutes from Dandenong



ICE CREAM SUPPLIER TO

LEISURELAND FAIR

1. entrance building (a)
2. car park (a)
3. lake (b)
4. fauna reserve (c)
5. lake (b)
6. golf driving range (b)
7. short hole golf course (b)
8. BMX track senior (b)
9. BMX track junior (b)
10. kiosk (c)
11. water flume and boat ride (c)
12. lake (b)
13. train station (a)
14. water slide (c)
15. train station (b)

17. large adventure playground (b)
18. tennis and netball courts (c)
19. train station (c)
20. kiosk (b)
21. sports oval (b)
22. train station (a)
23. carousel (merry-go-round) (a)
24. chair-o-plane ride (a)
25. restaurant (b)
26. swimming pool (c)
27. sports oval (b)
28. playground (b)
29. engine shed (a)

To be programmed

Australian bird aviary • Indoor pool
 • Practice areas for golf, tennis, cricket etc. • Children's boat rides

Legend

- (a) operating
- (b) under construction
- (c) to be constructed
- *** picnic/barbecue areas
- train track
- bike track

H U M B E R M O T O R C Y C L E S

1868 to 1932

It was in 1868 that Thomas Humber, later to become one of the greatest names in the world of transport, started production of the velocipedes at his workshops in Nottingham. Humber bicycles were of such quality that they were the choice of three generations of British Monarchs and the company he established was responsible in the course of time for the production of motorised bicycles, tricycles, quadri-cycles, tricars, motor cars and even aeroplanes. Like Harold James, Thomas Humber had ceased association with his company by the time the motorised transport came into being, but he at least lived to see the motor vehicles bearing his name in popular use. Based at Beeston, Coventry and Wolverhampton in the Midlands of England, the Humber works by the 1890s were responsible for most reputable bicycles and tricycles, 1892 was a significant year in the life of Humber. It was that year that Humber introduced the supported diamond frame which was adopted as standard by the cycle and motor cycle industry for the next sixty years. The company made its last ordinary or pennyfarthing bicycle that year, and also made the most important change of all, when Thomas Humber resigned.

It was not until 1895 that the first experiments with engines were carried out at the Humber factory under the guiding influence of H. J. Lawson. Experiments were at this time also carried out for a short period on an electric tandem cycle. The first Humber experimental motor cycle was ready by 1896 based on the Kane-Pennington design, the patent of which Lawson purchased for 100,000 Pounds. The experiment was a disaster. Success was to follow, however, with the manufacture of the popular Leon Bollee and De Dion type tricycles for which Lawson again held the patent rights.

1899 saw the introduction of the first four-wheel Humber, a De Dion type quadricycle followed by the M.D. quad with a single cylinder engine driving the front wheels, while steering was supposedly achieved with the rear wheels.

The company re-formed in 1900 under different management as Humber Ltd., and the manufacture of motor cycles from that time was solely at the Coventry- or Beeston-based works. Humber were experimenting with motor cars at the same times as motor cycles. The first Humber motor car proper entered the scene in 1901 and production of motor cycles began in 1902 with two models, one of which was beltdriven with a Minerva engine, and the other chaindriven. The latter was made under licence from Phelon and Moore and proved without doubt to be the finest design of its era. One of the most successful Humber motor tricycles was the Olympia Tandem which carried a passenger in a basket chair in front of the rider.

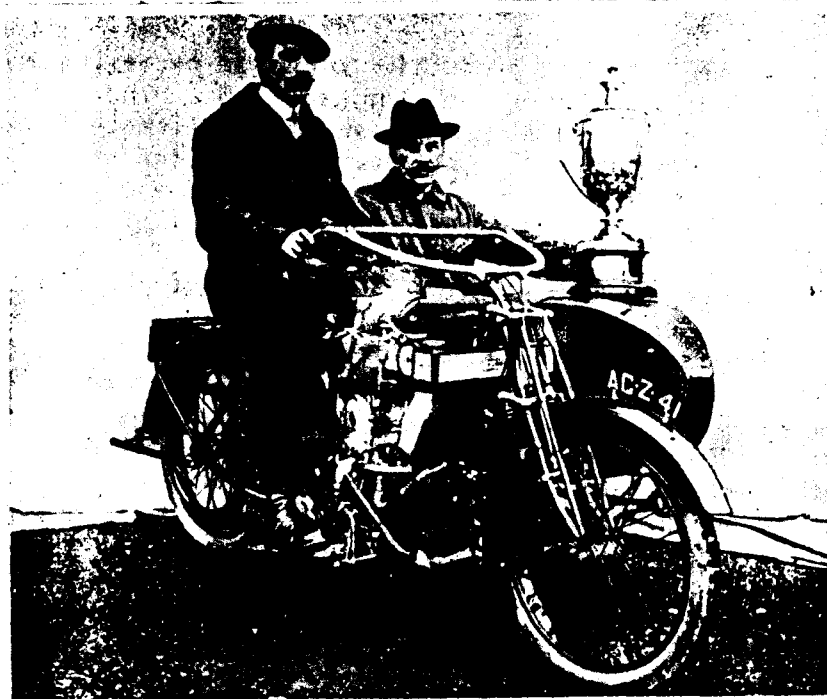
One aspect of the early Humber motor cycle which attracted attention was the use of the free engine clutch. By 1905 Humber had entered the coach-built tricar scene with another Olympia model. Motor cycle production was suspended for four years between 1905 and 1909 due to the expansion of the motor car side of the business and a general recession in the motor cycle industry. They re-commenced with a 3½ horsepower model followed closely by a 2 horsepower model. Although belt-driven, the 3½ horsepower model had a two-speed Humber Roc epicyclic hub gear with a starting handle and substantial band clutches. Its flexibility and reliability played a major part in the acceptance of the light sidecar as a means of sociable transport. That so many machines of the 1911-1912 design are still in existence is a clear testimony of their quality.

In motor cycle racing the greatest Humber success recorded must be P. J. Evans' victory in the 1911 Junior T.T. race in the Isle of Man, when he not only recorded the fastest lap average at 42 miles per hour but also finished over nine minutes ahead of his nearest rival, Harry Collier on the highly esteemed Matchless. Evan's Humber was a 342CC V-twin cylinder machine with belt drive and an Armstrong Triplex hub gear and was kept secret until the race when six such Humbers started and all finished. This model held the Brooklands record for 1911-1912 for the 350cc class at 59 miles in the hour. Meanwhile the first regular air-mail service in the world was opened in India using Humber bi-planes.

In 1913 an air-cooled motor cycle of 743CC was announced, with two small cylinders to the rear and one large one to the front giving perfect balance. Production difficulties permitted only six to be made, but the design was the forerunner of the 750CC water-cooled flat-twin of 1915. This was dropped in 1916 in favour of a 3½ horsepower air-cooled flat-twin as the sole Humber model. Car production ceased to allow the factory to concentrate on the manufacture of the Avro 504K and the BR2 ninecylinder rotary aeroplane engine. Field kitchens and shells were additional war-time products of the Humber factory.

Motor cycle production re-commenced after the war with a 4½ horsepower air-cooled flat-twin which was continued until 1924 and in 1922 the first of a series of conventional 2 3/4 horsepower side-valve machines was introduced and this model continued in production until 1930. An overhead valve model was brought out in 1926 followed by an overhead camshaft 350CC model in 1928.

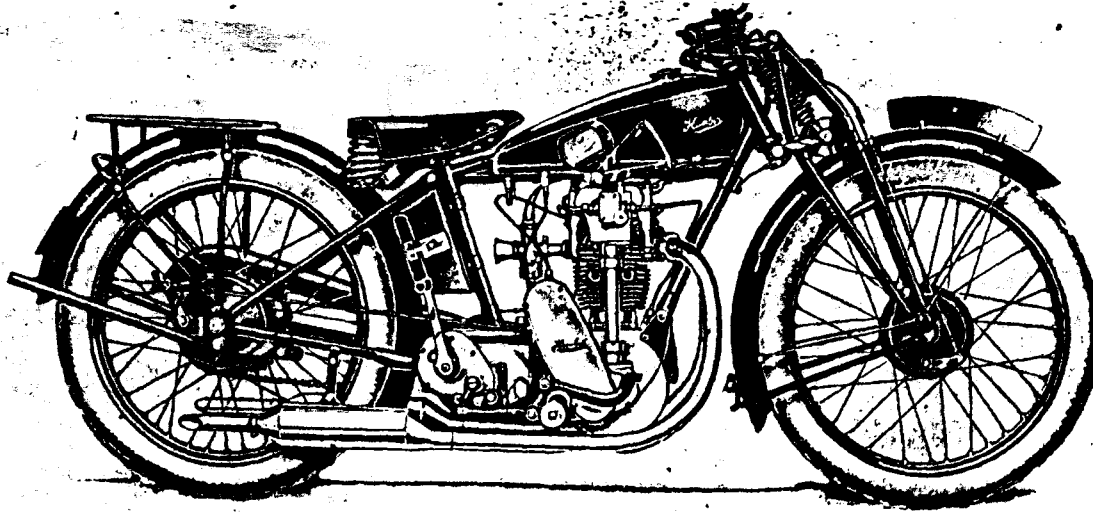
The latter part of the twenties proved a difficult time for most industries in Britain and financial problems brought several companies to their knees. In 1928 the Hillman factory, close neighbours of Humber, were bought out and it was not long before the directors at Humbers decided to discontinue motor cycles and concentrate on car production. In 1932 Rootes Ltd. took over, and the bicycle interest was sold to Raleigh, the famous Nottingham cycle manufacturers. The wheel had turned full circle.



This magnificent and impressive early Humber sidecar combination was probably a prototype.

It had a water-cooled engine

14C Humber



HUMBER, 1927

Great Britain

ONE of the oldest, and at one time the largest, producers of motorcycles in Britain, Humber Ltd, Coventry, had marketed from 1900 all sorts of different models with various engine sizes, in single- and twin-cylinder forms, when, in 1923, it was decided to concentrate on a 350cc side-valve pattern. An ohv version followed shortly and at the Olympia Show in 1927 an ohc edition made its appearance.

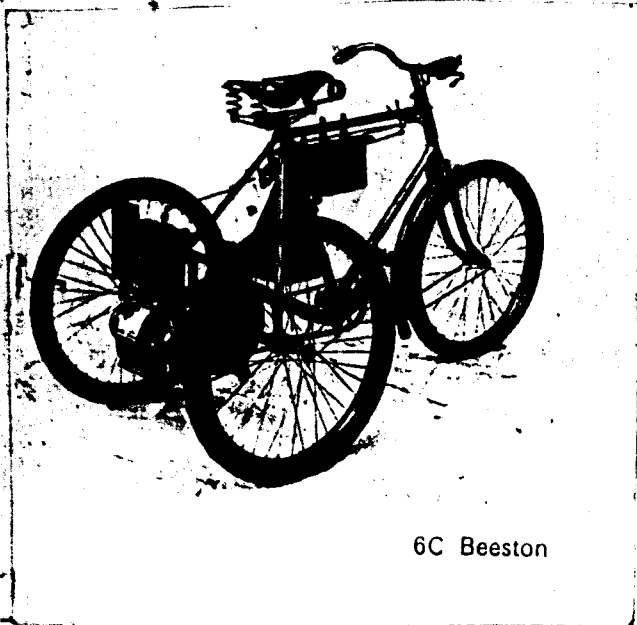
The ohc model was built very much on the same lines as the ohv type and had the same engine dimensions, 75mm × 97mm, 349cc. However, the entirely new design of cylinder head had twin exhaust ports, heavily ribbed. Bevel drive was used for the enclosed vertical shaft, the 2:1 reduction being at the upper end. The camshaft was ball-bearing-mounted in a large aluminium housing and only the

outer ends of the rockers, carrying the adjustable tappets, were exposed. A simple gear-type pump on the cambox drew oil from a compartment within the main tank and delivered it, on the constant-loss principle, through two pipes, one to the crankcase and one to the cam gear, whence the overflow passed down the vertical shaft tube to the engine base. Plain bearings supported the mainshaft and there were double-row, roller-bearing races in the big-end. Humber made the three-speed gearbox, controlled by a lever on the good-looking saddle tank which was panelled in blue on a black background. First priced at £60, the ohc Humber went through some minor modifications before the company turned to a 'cars only' policy in 1930.

7B: Line-up of early Humbers. Nearest the camera is a 1903/04 'forecar' with a passenger seat between the two front wheels. The vehicle had chain drive and the engine was inclined forward, the cylinder doubling up as the forward part of the frame (this design was of Panther/Phelon & Moore origin).



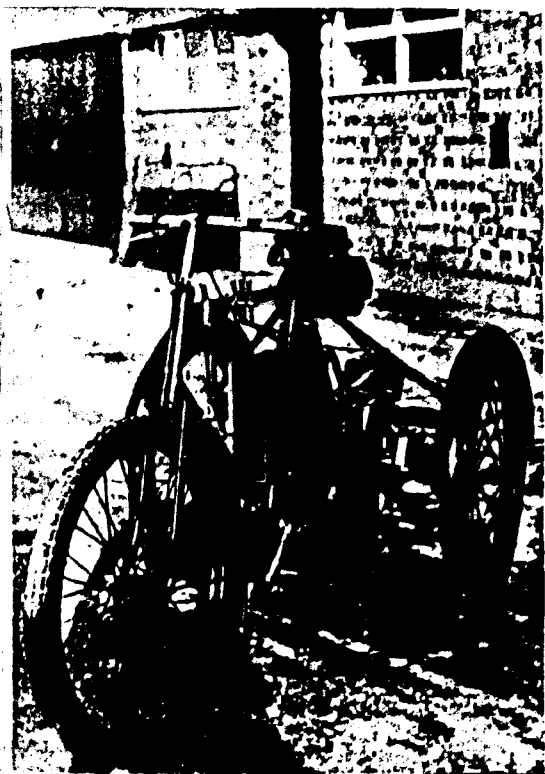
7B Humber



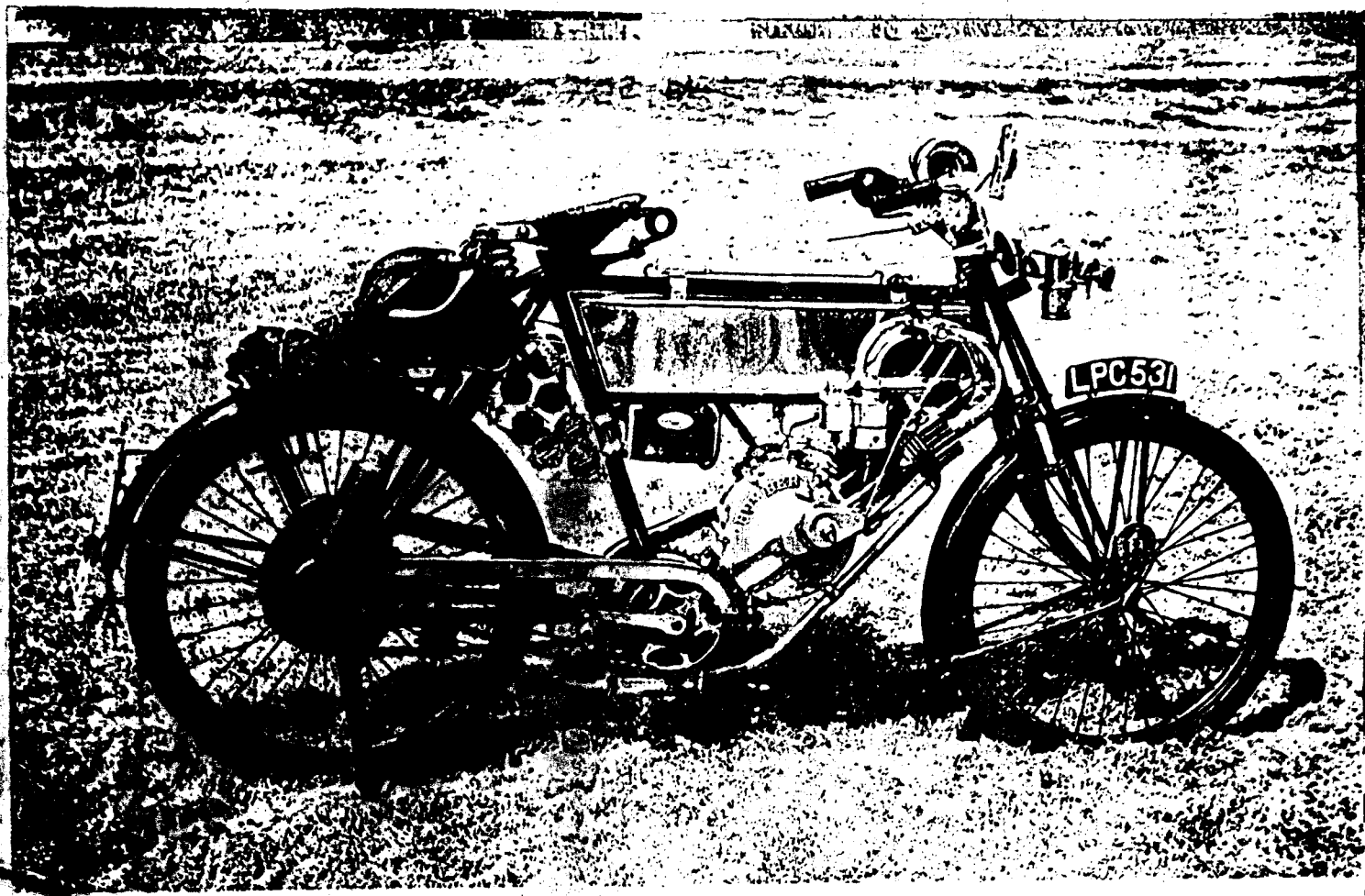
6C Beeston

The Beeston motortricycle first appeared in 1897 and was almost a replica of the De Dion-Bouton.

It was made at Beeston in Nottinghamshire by the bicycle manufacturing firm Thomas Humber, which had been established in 1868.



Humber's Coventry works also produced motortricycles; an early model is illustrated.



The Humber Beeston was a popular machine in 1902 fitted with a 372CC engine.

Contributed by Barry Bosnich.

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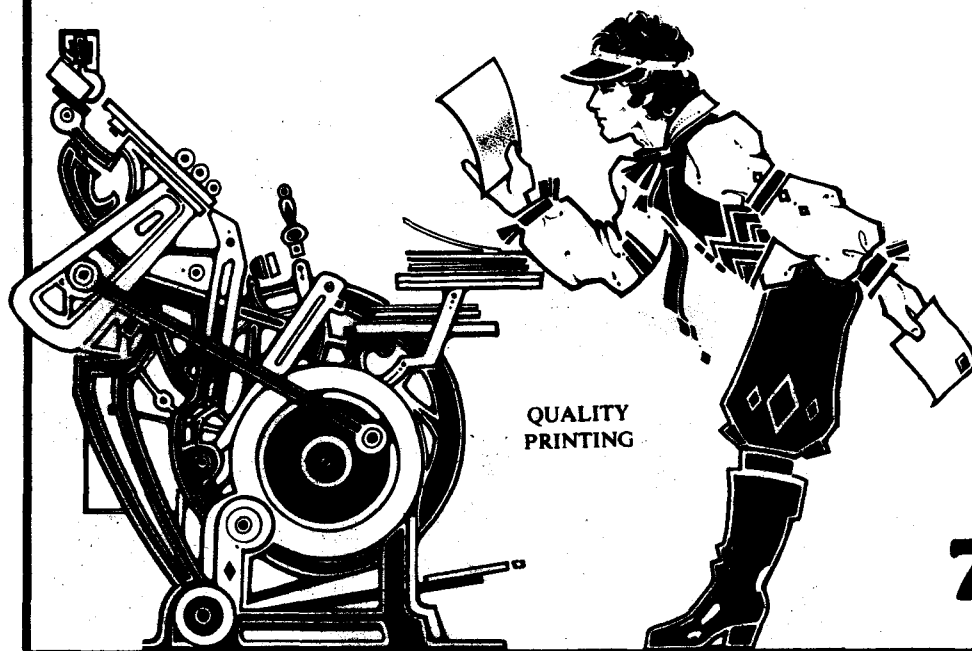
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