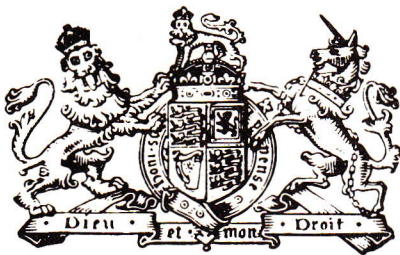


March 1986

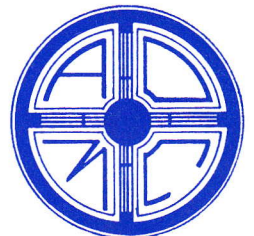
The **HUMBERETTE**



By Appointment to
The Royal Family

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

Affiliated with the Association of Motoring Clubs



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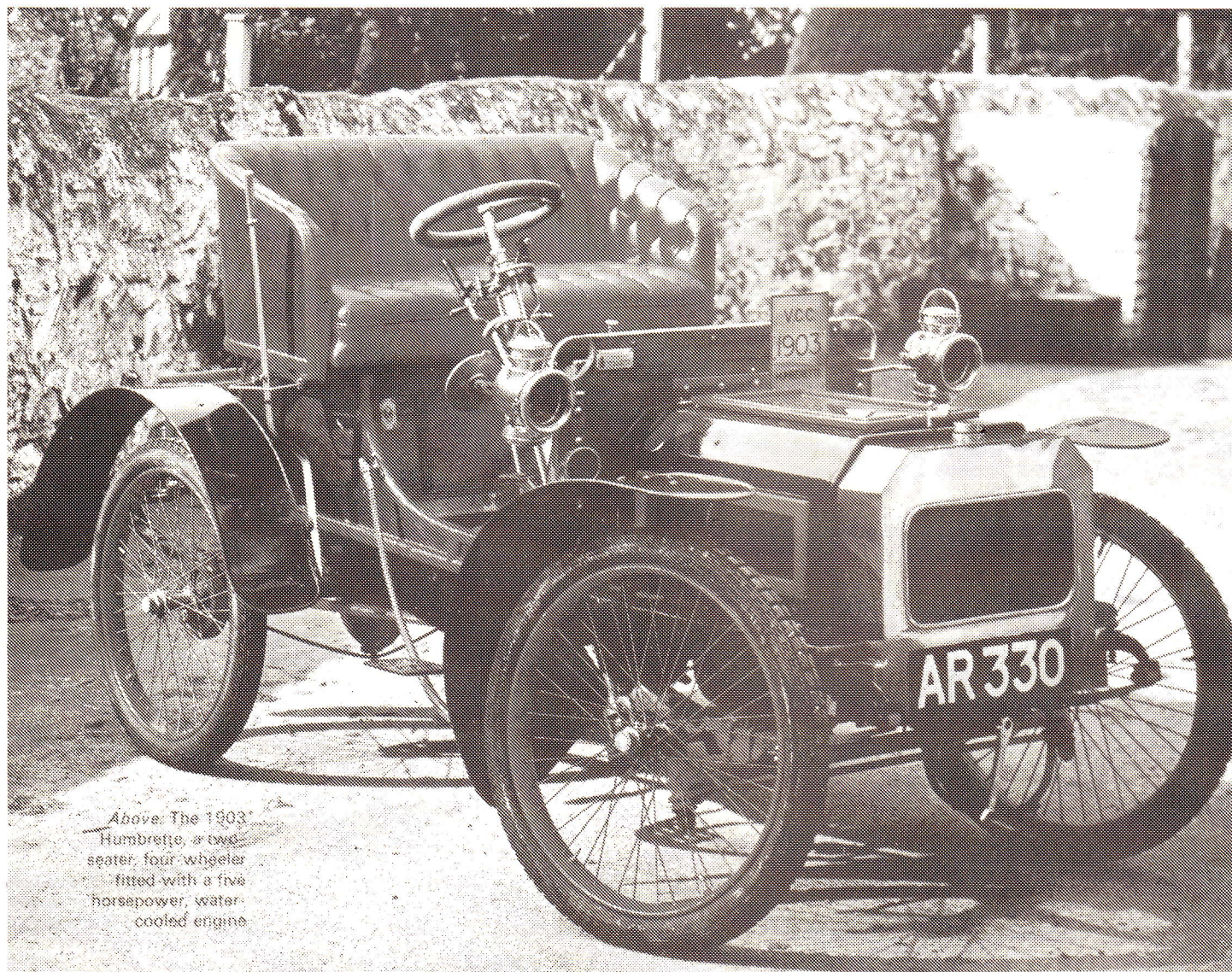
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RESERVOIR 3073

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

CATERING

by

"Saucy Dish"

(LA TROBE UNIVERSITY)

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

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

JAN WILLIMOTT
470 5568

- MARCH 21ST. GENERAL MEETING AND INFORMATION NIGHT. SHANNON'S CLASSIC CAR CENTRE, 321 WARRIGAL RD. CHELTENHAM. 8.00PM. (MELWAY MAP 78 C.12). SUPPER PROVIDED.
- MARCH 28TH-31ST. 5TH NATIONAL HUMBER RALLY. FORBES, N.S.W.
- MARCH 28TH. ** NO GENERAL MEETING ON THIS DAY. **
- APRIL 13TH. THIRD ANNUAL ROOTES "G-T" DAY. HOSTED BY HUMBER CLUB. (SEE INFORMATION AND MAP IN THIS HUMBERETTE).
- APRIL 25TH. ANZAC DAY. ** NO GENERAL MEETING ON THIS DAY. **
- APRIL 27TH. "AT HOME" DAY AND GENERAL MEETING. DEEPDENE HALL. (SUNDAY) (THIS IS A SPECIAL DAY FOR VISITORS, NEW MEMBERS AND THOSE WHO ARE UNABLE TO ATTEND FRIDAY EVENING MEETINGS). MEET AT THE DEEPDENE PARK APPROX. 11.30AM FOR A BBQ OR PICNIC LUNCH PRIOR TO THE MEETING AT 2.00PM.
- MAY 11TH. METROPOLITAN TOUR DAY. (More details later).
- MAY 23RD. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- JUNE 7TH-9TH. QUEEN'S BIRTHDAY WEEKEND TRIP. WARRNAMBOOL.
- JUNE 27TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.



5TH NATIONAL HUMBER RALLY - FORBES '86

PROGRAMME FOR THE RALLY IS:

- MARCH 27TH, 28TH. Arrival, registration, free time.
- Friday Night; Informal barbeque, catered for by Rally Committee.
- MARCH 29TH: MORNING PARADE through Forbes followed by observation/ navigational run to nearby wineries and points of interest. BYO picnic or BBQ lunch.
- Saturday Evening; Smorgasbord Dinner at Golf Club.
- MARCH 30TH. MORNING: Pride of Ownership and Concours judging at Lachlan Vintage Village. BYO barbeque or lunch at restaurant. CONOURS AREA CLOSES AND JUDGING BEGINS AT 10.00AM SHARP. AFTERNOON INSPECTION OF LACHLAN VINTAGE VILLAGE.
- Sunday Evening; Dinner and Presentation of Awards at Lachlan Vintage Village.
- MARCH 31ST. Choice of tours of local historical interest.

NB: THE ONLY MEALS YOU WON'T HAVE TO CATER FOR ARE THE FRIDAY, SATURDAY AND SUNDAY EVENINGS.

MAPS OF THE FORBES TOWNSHIP WILL BE SENT TO YOU BEFORE THE RALLY WITH THE APPROPRIATE MEETING PLACES, MOTELS ETC. MARKED ON THEM.

COMMEMORATIVE MEDALLIONS ARE BEING STRUCK AND WILL BE DISTRIBUTED, ONE PER VEHICLE, INCLUDED IN A RALLY PACK.

SAFE JOURNEY TO ALL RALLY PARTICIPANTS

*ROOTES "G.T." DAY

LOCATION: MONASH UNIVERSITY RECREATION CENTRE. WELLINGTON RD. CLAYTON.
MELWAY REF. MAP 70 F.12.

DATE: SUNDAY, APRIL 13th.

TIME: 11.00AM to 4.00PM. MAKE YOUR OWN WAY TO MONASH AND ENTER VIA THE MAIN ENTRANCE IN WELLINGTON ROAD. FOLLOW DIRECTIONS OF MARSHALLS TO "G.T." PARKING AREA.

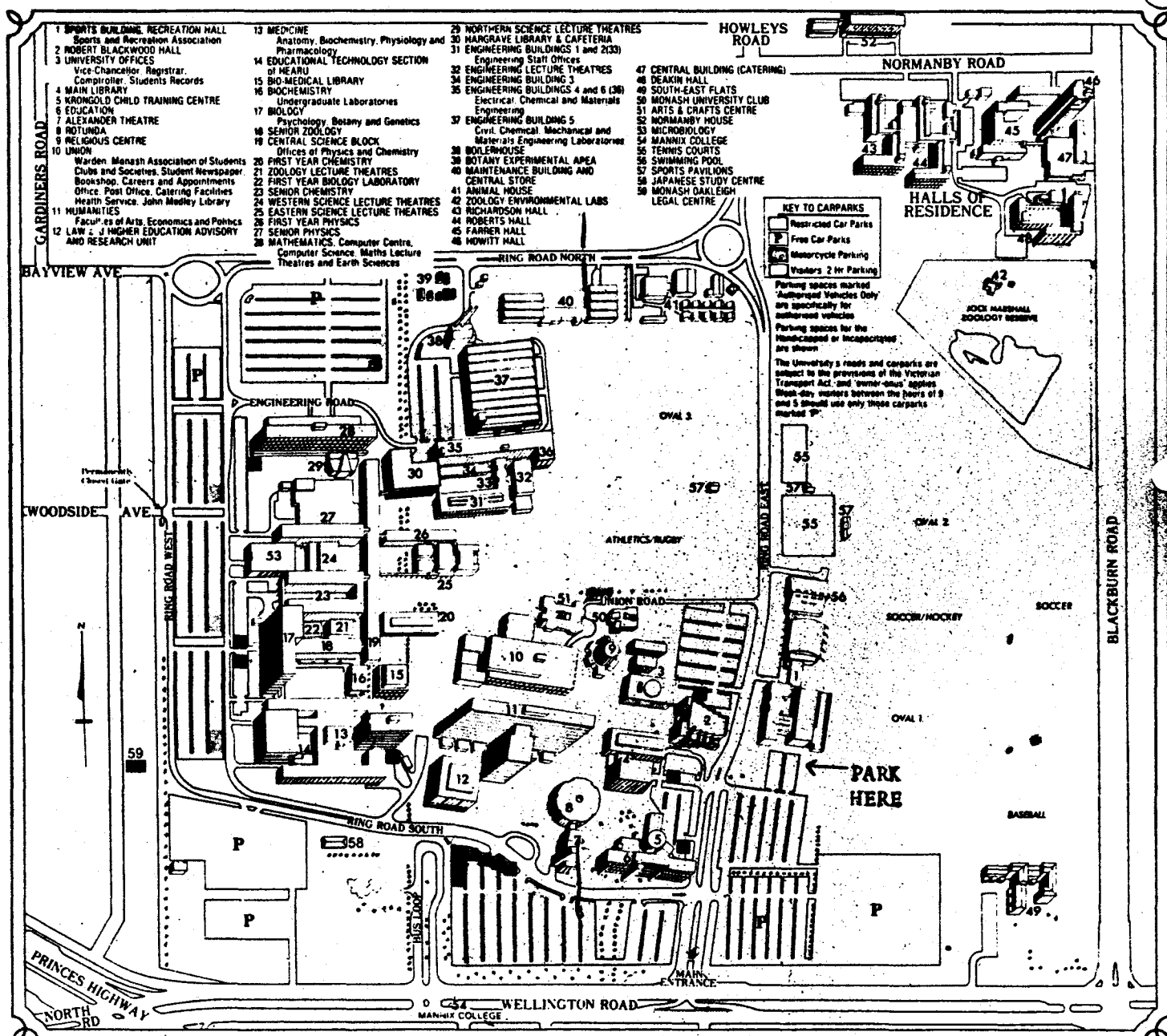
LUNCH: PICNIC OR BBQ LUNCH (BYO BBQ.) ON THE LAWNS AT MONASH. SNACKS, DRINKS AVAILABLE FROM THE KIOSK. ALSO A SIT DOWN LUNCH AT THE HALLS OF RESIDENCE FOR VERY REASONABLE COST.

ACTIVITIES: AFTERNOON GAMES, "THE GREAT G.T. SPORTS"; SWIMMING (HEATED COVERED POOL, WADING POOL(supervised), SAUNA & SPA); WESTGATE GIRDERS DISPLAY; INSPECTION OF UNIVERSITY HIGHLIGHTS; CAR OF THE DAY.

PARTICIPANTS: SUNBEAM & TALBOT OWNER'S CLUB, SINGER OWNER'S CLUB, ROOTES GROUP CAR CLUB, HUMBER CAR CLUB.

"SEE YOU THERE".

YOUR GUIDE TO MONASH:



THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087
(SEC.) P.O. BOX 201 BELGRAVE 3160

COMMITTEE 1986-87

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Bill Holmes	(052) 57 1067
SECRETARY	Rod Laredo	754 8261
TREASURER	Rob Dunlop	439 7059
EDITOR	Barry Bosnich	460 4505
SOCIAL SECRETARY	Margaret Willimott	435 6354
MEMBERSHIP REGISTRAR	Marie Grande	277 6937
LIBRARIAN	Keith Willimott	435 6354
TECHNICAL ADVISOR	Bob Kennedy	789 5119
PUBLICITY/REGALIA	Barbara Dunlop	439 7059



Tom McAlpine Jnr's Series VA Super Snipe



Pam Batten's Series III Vogue Auto.

PRESIDENT'S REPORT (Kennedy's Klangers)

Well here we are again, you lucky people, another year sitting in the chair by yours truly. All I can say to that is thank you for your vote of confidence in me.

The 1986 Committee has changed around a bit from 1985, but I'm sure you will give the Committee all the support you can. My 'right hand person' Margaret Willimott has stepped down as Club Secretary as she has a very busy few months ahead but I am assured we will still see Margaret and Keith's smiling faces around us on Club functions.

At the moment I am busy with our MK IV Super Snipe on location with a Channel Seven mini series on the Petrov Affair that happened in the mid 50's. The MK IV is one of the three main cars used in the show that will be shown at the end of the year or early next year. A senior officer in the Australian Secret Service uses the car and appears all over the place in it. For the series, the MK IV needs N.S.W. plates and rego sticker from the mid 50's.

By the time you have read this the British Motoring Show on the 16th March will be over and the next run will be the 1986 Easter get-together at the National Rally being held at Forbes, N.S.W. I hope all that are going have a top time looking at itinerary. It certainly looks like a very good time will be had by all attending.

Before I close, I would like to say again thank you very much to the 'old' Committee and a big welcome to the 'new'. I'm sure they as whole join me in my thoughts.

Bob Kennedy.

MINUTES OF GENERAL MEETING OF H.C.C.V. INC. HELD ON 28/2/86 AT DEEPPENE HALL

The meeting was opened at 8.25 pm by President Bob Kennedy who welcomed all present.

APOLOGIES: Des Judd, Cyril & Edna Huxstep, Herb Perkins, Harold & Adelaide Underwood, David Dunlop, Wal Henningsen, Jack Waring, Ian Foreman.

VISITORS: Bill Roscoe who is restoring a MK III Snipe.

MINUTES: Minutes of the previous meeting were accepted as read. Moved R. Dunlop; seconded P. Davenport.

CORRESPONDENCE:

In: 1. Pickles Auction Brochure, 2. T. York Eltham, 3. S & H Morton (donation), 4. S.A.T.O.C. (G.T. acceptance), 5. Standard Vanguard Club (Dinner Dance 18/10/86), 6. H.C.C.A. Rally, 7. Quota International (Vial of Life), 8. Koo-Wee-Rup Potato Festival (entry forms), 9. C. Speed (weekend tour information), 10. C. Easton (regalia payment), 11. Wagga Wagga Rally Committee, 12. K. Rowlinson (photos).

Out: 1. C. Speed (Warnambool), 2. N. Castle (Queensland), 3. K. Rowlinson (Bendigo), 4. A.O.M.C., 5. H.C.C.A. (Rally), 6. H.C.C. Tas, 7. Shannons Classic Car Centre, 8. Classic Car Show Committee, 9. Two Membership Forms.

CLUB EXCHANGE: H.C.C.(S.A.) - New Magazines No. 7, Daimler Lanchester, S.A.T.O.C. News, H.C.C.A., Austin A40, Austin M.V.C., C.H.A.C.A.

It was moved by K. Willimott, seconded V. Wilson that correspondence be received.

TREASURER'S REPORT: Bank balance as at 28/2/86 - \$1089.73.

Treasurers Report accepted. Moved P. Sheldon, seconded B. Holmes.

EDITOR'S REPORT: 150 magazines posted this month, comprising 112 in Victoria, 26 Tasmania, 11 complimentary, 1 prospective member. Covers will be changed this month to include the Tasmanian logo.

SOCIAL SECRETARY'S REPORT: Special effort for tonight - 20c a ticket or 6 for \$1.00.

LIBRARIAN'S REPORT: Keith announced that the new library list was now typed thanks to Marie Grande. Keith also thanked Murray Roberts for his selection of sales brochures.

FOR SALES: Full details of the following vehicles will be placed in the Newsletter. These were offered to Bob Kennedy at Chirnside:

MK IV S/Snipe (driveable), '59' Hawk Auto, '51' Hawk, VA S/Snipe. Also the following: MK I or II for restoration (details Murray Roberts), MK I at Taradale (details Rob Dunlop), Series IV Snipe (\$75 - B. Dunlop).

GENERAL BUSINESS

1. British Motoring Show: Meet at Race Course car park. Volunteers check with organisers for duty time.

2. March Meeting: One week early (March 21st) at Shannon's Car Centre, Cheltenham. Car parking available at front of building.

3. Queens Birthday Weekend: Brochures and booklets from Chas Speed tabled. Information to be published in March magazine.

4. Monash University: For Rootes G.T. day, conference room has been pre-booked but other facilities still available.

5. A.O.M.C. Report: Delegate Lloyd Hughs reported on the possibility of A.O.M.C. conducting a questionnaire regarding red plate inspection guidelines. Club members endorse the idea and support publication of a questionnaire. To be noted in newsletter for comments, also the possibility of A.O.M.C. support for extending leaded fuel supply beyond 15 year limit.

The meeting closed at 9.00pm and was followed by the Annual General Meeting.

SECRETARY'S NOTES

Hello everyone! It is my pleasant duty this month to introduce our new Club Secretary for 1986, Rod Laredo. Rod is a new comer to H.C.C.V. and has only recently been introduced to Humbers via a Tropic Red Series IV Super Snipe which is currently undergoing what in the classic jargon is termed a 'restoration'. Please make him welcome, help him to get to know you and justify my assuring of him that the Secretary's job is the best job of all.

I am looking forward this year to becoming more involved with the social side of activities and to fulfilling some ideas which have been little more than pipe dreams in the busy years passed.

Firstly, a reminder of the change in date and venue for our March meeting. Shannon's Classic Car Centre at 321 Warrigal Road, Cheltenham hopes to see it's car park swarming with Humbers on Friday evening, March 21st. This will be our opportunity to wish a safe journey to the ten Victorian representatives participating in the National Rally at Forbes over the Easter holiday - please be there.

If you have read your Humberette thoroughly, you will have noticed the change to our Club address. The post office box at Frankston will be discontinued this year as it is not easily accessible to either Rod or myself. Instead you will have the choice of writing to either of the addresses listed above the New Committee for 1986. Would you please see that any windscreen cards or any other Club stationery in your possession has the address on it adjusted.

Last month you would have received a membership renewal notice. Thank you to those who so promptly completed and returned these with all the details filled out. Engine/Classic members are useful for determining the actual model of your Humber where any uncertainty exists and also for pin-pointing the place of your car in the total production run for that model. Registration number and car colour are a handy investment by which to identify a Club Car.

Marie Grande is the person who will be responsible this year for compiling all the information you have supplied into a new 1986/7 membership list. If for any reason, you do not wish to have your name and car detail published on this list, would you please let Marie or Rod know before the list is compiled in June or July. I'm sure it would also be appreciated if you could advise any changes to your vehicle(s) since the last membership list.

As promised last month, a new library list is now ready and is included with this Humberette. Keith is keen to hear your comments on the General Motoring Books section - of course you must know and read the books first!

The next important social event is the Annual Rootes 'G.T.' (get-together' in case you're having trouble indentifying those initials with a Humber). H.C.C.V. is the host Club this year and your help in welcoming the guest Clubs would be appreciated. See this Humberette for full details.

Now, something to think about over the next month! This is the offer of a 'bonus', fully organised, moderately priced 'fun facts and friendship' tour of Warnambool and surrounds over the Queen's Birthday weekend in June. Chas Speed is our 'Warnambool connection' for the event and as Chas is also President of the local Car Club, I feel we can look forward to a full and exciting itinery. Suggestions so far include the Loch Ard Peacock, Flagstaff Maritime Museum, Tower Hill Game Reserve, Volcano, Fletcher Jones Gardens, Quamby East, Kangaroos, Twelve Apostles, Loch Ard Gorge and Saturday evening dinner and dance. Accommodation available includes holiday flats, motels, on-site vans and cabins. A booking form will be included in the next Humberette so in the meantime, keep that weekend free for a Club holiday.

Finally may I wish the new Secretary and the incoming Committee a very successful year. Thank you all for your help, friendship and support whilst I was Secretary. I look forward to seeing you at the next meeting - this time waving tickets for our Special Easter Egg competition instead of the minute book in my hands!

Margaret.

TECHNICAL OFFICERS REPORT

A lot of drivers put up with their car vibrating at certain speeds. This is not good for the car as it can cause a lot of problems in the long run. Nuts and bolts come loose, body cracks appear, excess strain goes through your vehicle from stem to stem.

Some of the problems that cause these vibes can be very easily and cheaply fixed if you get straight onto them. But if you let them go, up goes the repair bill.

A lot of these vibes can be traced to one or more of the following items:- tyres out of round or more universal joints need replacing, out of balance tail shaft, front end out of alignment, worn ball joints or king pins. The list can go on and on but the main thing is if your car has the vibes, do something about it now, not later because it will only get worse not better.

So spend a little money now and have more later plus it is nice to motor along in a quiet vehicle.

Bob Kennedy.

TWO ITEMS FROM BRENDAN LYONS

First is to notify all that Humber Vogue reported stolen in July '85 was recovered five months later by Police. The Vogue was parked in the staff car park at Turana Youth Training Centre and the Police advised that they had 650 suspects. My thanks to all who kept their eyes peeled for missing car - which was undamaged, the key was turned on and away it went.

Second Item:- I was unable to obtain a power steering pump for a Series 4 Snipe. Des Judd gave a clue that Pontiacs had the same pump, advice which directed me to AMERICAR WRECKERS Melton-Keilor Road, Melton 743 2343 who have many pumps in stock. For those who need one, the price was \$50.00 and it worked like a charm, fitted perfectly.

FOR SALES

MK 4 Super Snipe, mech good, body poor, reg, offers.
Mrs. Nell Watson, 7 Bragge St. FRANKSTON, Ph: 783 7818 - Bob. K.

'59 Hawk, auto, reg, good goer.
Mick Louis, 11 Winifred Drive. MOOROOLBARK, Ph: 726 8568 - Bob. K.

'51 Hawk, reco head, plus lots of spares, another car, \$200 o.n.o.
Ph: (059) 64 9235, LILYDALE - Bob. K.

Series 5A Super Snipe, mech good, body fair, white, reg Dec 86, good tyres, \$1000 o.n.o.
Anna Belle Brownell, 37 Range St. CAMBERWELL, Ph: 29 5951 - Bob. K.

MK 1? Super Snipe, no paint, non goer.
Murray Roberts, HAMILTON, Ph: 870 8512.

Series Humber spares, engines, trans, diffs, front ends, suspensions, panels, interior fittings etc.
Ph: B/H 783 1164 - A/H 789 6952.

'68 Super Snipe, storm grey, needs tyres, body needs attention, driveable, reg July '86, \$180.

Mr. M. Hussey, PARKDALE, Ph: 584 2851, Mr. G. Hussey Ph: 580 4373.

Super Snipe Series 3, goes but no reg, complete ideal restorer, burgundy duco, price negotiable.

Jeff McDonell, Car located at MALMSBURY, Ph: A/H 376 1102 - B/H 699 5980.

Humber Snipe Series 4, clean inside and out, light green, good appearance, power steering, holden carby which gives good mileage on long distance travel, radio, good radial tyres, reg til July, with spare everything, \$1500.

B. Lyons, GLENROY, Ph: 300 1671.

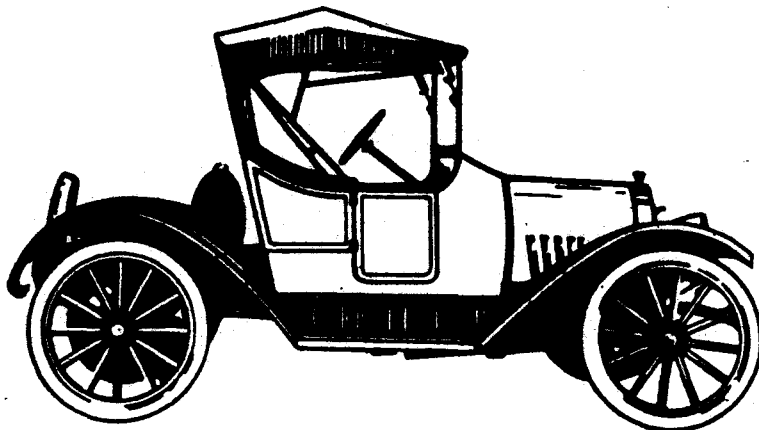
WANTED: Fit MK II Super Snipe, engine to oil filter pipes, two door hinge pins, two rear bumper overriders, arm rest trim both sides rear seat.

Dennis Storr, Ph: A/H 735 1803.

Sutherland Antique Vehicle Insurance

126-130 WELLINGTON PARADE
EAST MELBOURNE
VICTORIA 3002

(03) 419 8166



available to members of
Veteran, Vintage, Classic, Historic
and "one make" Vehicle Clubs

WIDE CHOICE OF COVERS AVAILABLE
INCLUDING
COVERS FOR CARS UNDER RESTORATION

Humber Car Club of Victoria Incorporated.
Statement of Receipts and Payments
 28. th February 1985 to 31 st January 1986.

[illegible]

INVESTMENTS

Debenture Stock A/c, State Bank, Eltham.

Balance at 31 Jan. 1986	\$1500.00
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STATEMENT of CLUB ASSETS
at 31st January 1986.

Balance of Current Account	1201.93
Balance of Debenture Stock Account	1500.00
Regalia Stock on Hand	1307.50
Club Reference Library	715.00
Other Club Assets	40.00
	<hr/>
	4764.43
Less Liabilities at 31 Jan. 1986	
Accounts for payment	77.00
Subscriptions paid in advance	160.00
	<hr/>
	237.00
<u>Nett Assets at 31st January 1986</u>	<u>\$4527.43</u>

HUMBER CAR CLUB OF VICTORIA, INCORPORATED.

MINUTES OF ANNUAL GENERAL MEETING HELD AT DEEPDENE HALL ON 28/2/86.

MEETING OPENED AT 9.10 PM.

CHAIRMAN: Mr. Norm. Watt.

APOLOGIES: As per General Meeting, 28/2/86.

MINUTES: Minutes of the previous Annual General Meeting on 22/2/85 were accepted as read. Moved Bob Kennedy, seconded Lloyd Hughes.

REPORTS: The annual report on the transactions of the club for the year 1985/6, as published in the HUMBERETTE (February 1986), was accepted on the motion of Rob. Dunlop, seconded K. Willimott.

STATEMENT OF RECEIPTS AND PAYMENTS Presented by Treasurer, Rob. Dunlop.
& CLUB ASSETS:

Balance Current Account	\$1201.93	
Balance Debenture Stock A/C	\$1500.00	
Regalia Stock on Hand	\$1307.50	
Club Reference Library	\$ 715.00	
Other Assets	\$ 40.00	
		\$4764.43
Less Liabilities at 31/1/86		237.00
Nett Assets;		\$4527.43

Moved Treasurer's Report be received and Balance Sheet adopted,
K. Willimott, seconded V. Wilson.

FEES AND SUBSCRIPTIONS, 1986/7: It was moved by R. Kennedy, seconded M. Willimott
"That the fees and Annual Subscription as recommended by the Committee
for the 1986/7 Club Year be accepted."
Motion carried.

ELECTION OF OFFICERS AND COMMITTEE MEMBERS:

There being no more than the required number of nominees for each position, the following members were duly declared elected as Officers and Committee Members of the Club for the 1986/7 Year.

<u>CLUB OFFICERS:</u>	PRESIDENT:	R. Kennedy.
	VICE-PRESIDENT:	W. Holmes.
	SECRETARY:	R. Laredo.
	TREASURER:	R. Dunlop.

COMMITTEE MEMBERS:

EDITOR:	B. Bosnich.	REGISTRAR:	M. Grande.
SOCIAL SECRETARY:	M. Willimott.	A.O.M.C. REPS:	L. Hughes.
" Assistants;	N. Kennedy.		S. Isaacs.
	J. Holmes.		
REGALIA/PUBLICITY:	B. Dunlop.	LIBRARIAN:	K. Willimott.
HISTORIAN:	J. Waring.	TECHNICAL OFFICER:	R. Kennedy.

Re-elected President Bob Kennedy then resumed the chair and thanked the Chairman for his assistance in conducting the meeting. After welcoming the new Committee and expressing the Club's thanks to those members retiring from office, the President declared the meeting closed at 9.40PM.

The evening was concluded with supper.

**** **** **** **** **** ****



6 Woodward Ave. Hillcrest Burnie 7320 Tas.



M. Heazlewood Telephone: 004 312894
(Club coordinator)
N. Densley Telephone: 003 936128
(Club secretary)
M. Vialle Telephone: 002 236713
(Southern area rep.)

Hi,there,

Not a lot happening this month,the magazine has gone to print too early to report on Pearn's Steam Day (this has been brought about by the date of the A.G.M.

This month there is an interesting photo display of the H.C.C.V-Tas. Concours held at Deepdene park in Melbourne in Nov.85. The photos were kindly supplied by, our ever faithfull,hard working (read that as overworked!!) former Club Secretary Margaret Willimott,who collated them together from various Vic. members and I had the pleasure of production and layout, hope you all enjoy them.

Everybody(In Tas. that is,even though I did intend them for all Members) should have their updated Membership forms,lets all try to make an effort to join up a new member. Those Humbers are out there,lets rope "em in.

Last months article had a couple of interesting replys and has even spurred David Yaxley into advertising his 1938 Snipe In the For Sale column this month. If this is what happens when we put features in the Magazine we better quit while we still have some Humbers in the Club.....only joking,onlyjoking.

A reminder to Tas. members of the combined B.Y.O. barbecue run to Ulverstone with the Restores Car Club of Tasmania....Full details refer to last months Mag. All are most welcome to attend and promises to be a good day.

Hopefully you are all intending to resubscribe for the coming year as we have some very interesting features lined up for the Magazine. Nina Densley has plans to migrate South(to stir the possum among you Southerners and generate a bit of Club-manship among members. Best of luck with your plans Nina....give "em heaps.

Next month there will be a special feature on the restoration of a MkI Sceptre, well worth watching out for.
regards Max.

TAS. CLASSIFIEDES.

FOR SALE:

1938 HUMBER SNIPE-Grey exterior, Blue leather interior,65,000 recorded miles, original condition throughout. Workshop Manual included, documented details of previous owners repairs etc. This car is registered with the V.C.C.A. and is fully registered. Price \$4500 Firm. Phone: 004-284106.

FOR SALE;

1953/54 HUMBER HAWK;Recently out of rego.,one or two minor mechanical problems to sort out. The owners would like this car to go to a good home,as they cannot afford to keep her. Price negtiabale. Contact Bruce&Clare Jackson,P.O.Box43 Beaconsfield 7251 Tas.



1.

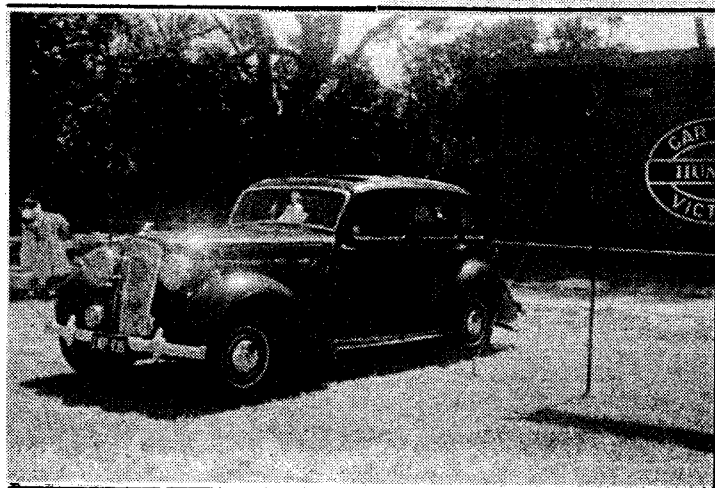


2.

With best faces forward
Concours cars await in-
spection.



3. Concours winner and
"Most Popular Car",
Keith Willimott's
MkI Sceptre, demon-
strates



4. A 10th Anniversary
"visitor" under
close inspection.

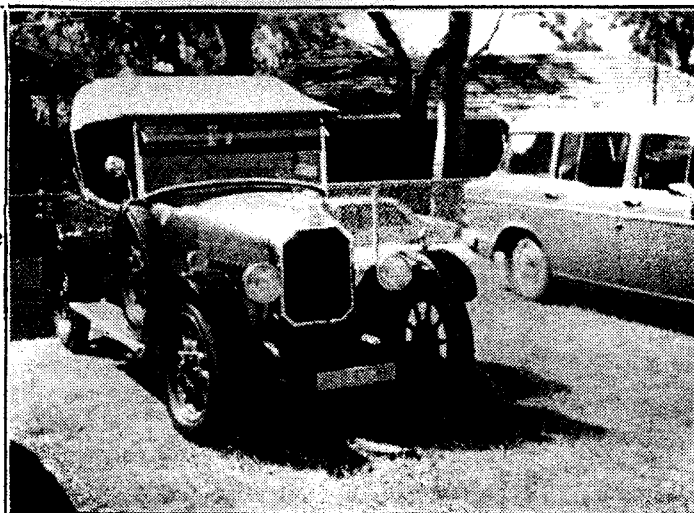


5. Class winner, Tom
McAlpine's MKI
Snipe, poses proudly.



6.

Reigning "Car Of The Year", Nancy Butt's Series IV S.Snipe.



7. Bill Holmes waits pensively as Club announces his immaculate Series II Snipe Estate as Series Concours winner.

8. Retiring Club champ. and currently oldest car on Club Register is Bob Kennedy's 1926 Roadster



9. That massive MKIV Snipe boot holds many things



10. A study in Humber grilles as cars ready for the Kilmore run.



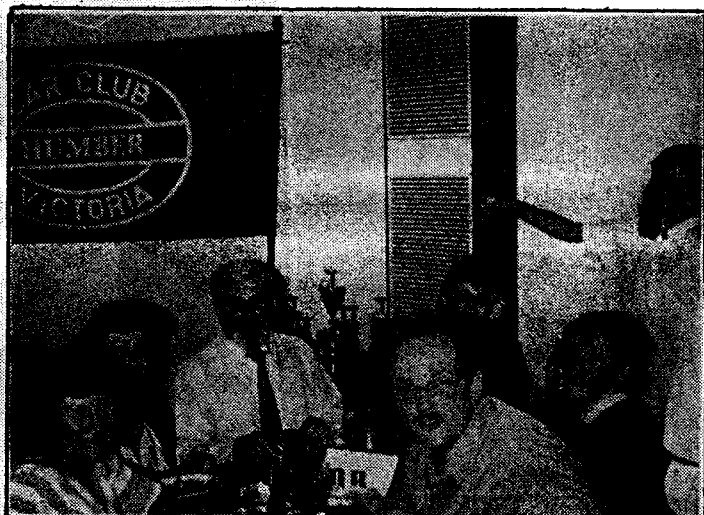
11. ▲ Foundation Club President, Lloyd Hughes, reminisces during the 10th Anniversary celebrations.



12. ▲ Club Secretary, Margaret Willimott and Club President Bob Kennedy look ready to demolish the Anniversary cake.



13. Wall to wall Humbers at Deepdene Parkoval celebrating 10 years of Clubmanship.



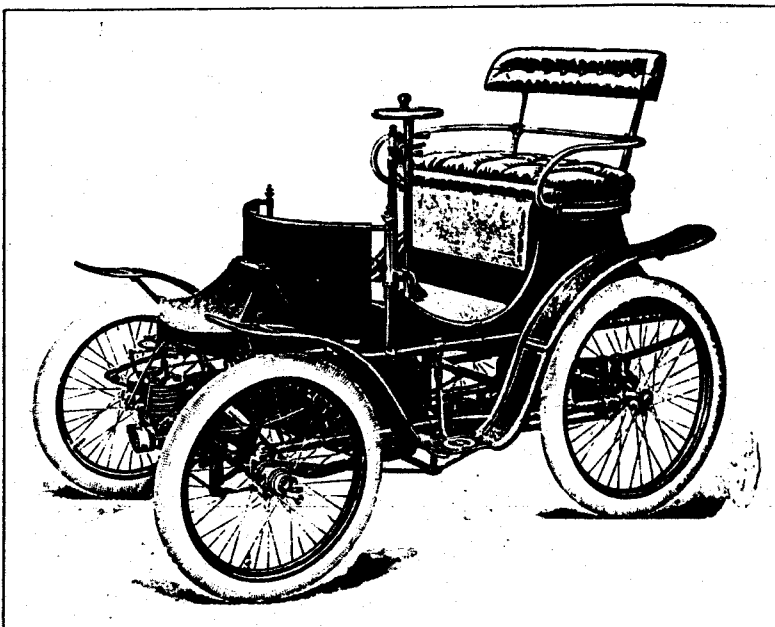
14. Festivities in full swing as Members celebrate the end of a successful Club year at the Presentation Dinner.
15.

THE HUMBER COMPANY always projected an image of quality and comfort for their products, which led inevitably to excess weight and consequently to lack of performance. Their one foray into the world of high performance was in 1914 when they spent £15,000 on a three-car team for the Tourist Trophy, run at the Isle of Man, and it would be fair to say that their effort was a dismal failure. Yet, ironically enough, designers who came from Humber had a big hand in the Bentley sports/racing cars and, later, the Jaguar concern.

Humber are usually credited with producing their first car in 1900, and even the 1974 owners of the name, Chrysler United Kingdom Ltd, put the date of the first car at 1899. In fact, the true date of the first model was 1896, when the three-horsepower Forecar was unleashed on a world avid for the newfangled mechanised transport.

The company itself began even earlier, when Mr Thomas Humber opened his pedal-cycle works in Stretton Street, Nottingham, in 1868, to produce a diamond-frame machine which was described at the time as a curious-looking contraption. In spite of this, Thomas Humber quickly made a name for a quality article and soon outgrew the capacity of his small works so moving to Beeston, near Nottingham, and turning himself into a limited liability company. The first move, to open the new works, came after only four years, in 1872, and it was five years later that Humber became a limited company (in 1877) with Thomas Humber as general manager.

Curiously enough, the rivalry between the Beeston works and the later Coventry factory lived on well into the motor-car era, and fans of the Beeston-Humber swore that the workmanship was better than that of its 'rival'—made by the same concern. Humber did well in the cycling boom of the nineties, but a destructive fire hit them in 1897, ten years after they had become a limited-liability company, and they were forced to move to Wolverhampton. This proved to be a temporary halt on the way to the Stoke area of Coventry, where they finally settled down. A signpost one mile outside Coventry on the Dunchurch road pointed the traveller to Humbertown, a self-contained community

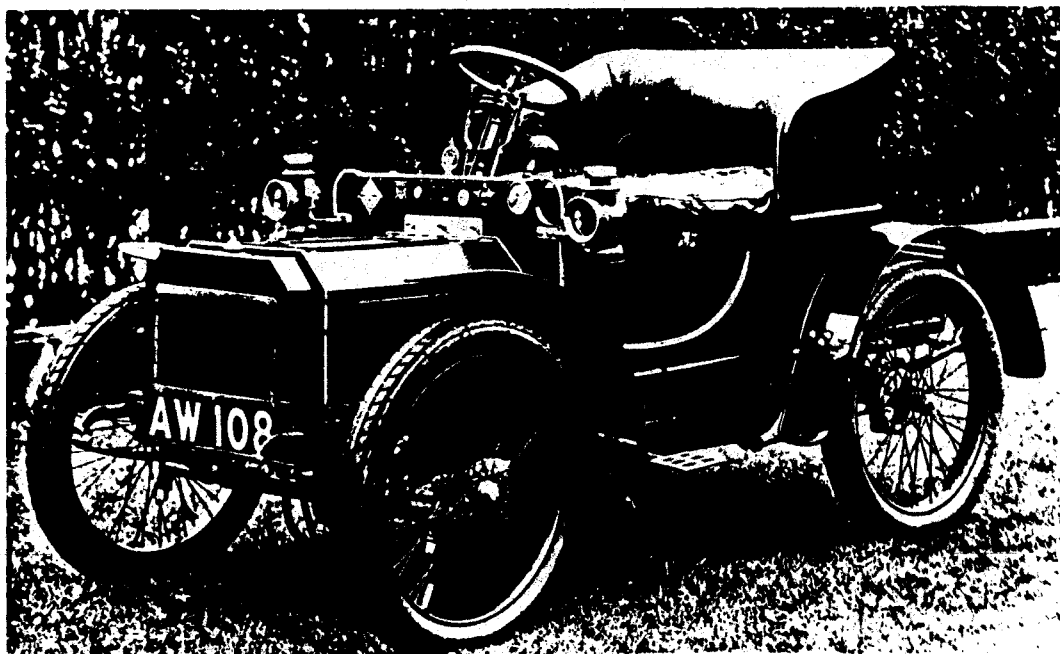


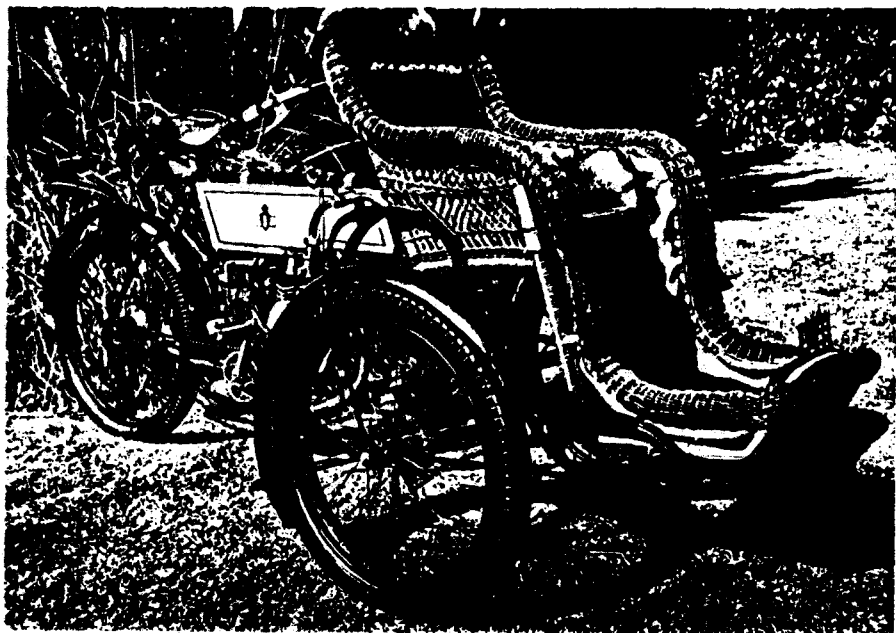
on twenty-two acres of ground. Even in the very early days, many people paid £30 for a Beeston-Humber pushbike when the 'common-or-garden bicycle' could be bought for £10.

Although Humber carried the quality image on from cycles to cars, they always aimed at the middle-man or middle-classes rather than the very bottom and cheapest segment of the market, or the rich man who wanted the very best. They pitched their aim at a sound quality article with enduring and endearing qualities at a reasonable middle-price. In spite of this, their first effort, the Forecar, owed much to the bicycle, with its spindly wheels and saddle for the driver, and a chair-type seat up front, ahead of the driver, in tricycle style; in fact, it looked like a tricycle with a fourth wheel added. Power was by way of a modest three-horsepower single-cylinder engine, with

Above: An 1899 Humber Phaeton. The car was powered by a 3 hp air-cooled motor in front, and was fitted with belt transmission and three speeds

Right: a 1903 Humberette 5 hp, fitted with two gear levers mounted on the steering column; one engaged high and low gears and the other forward and reverse

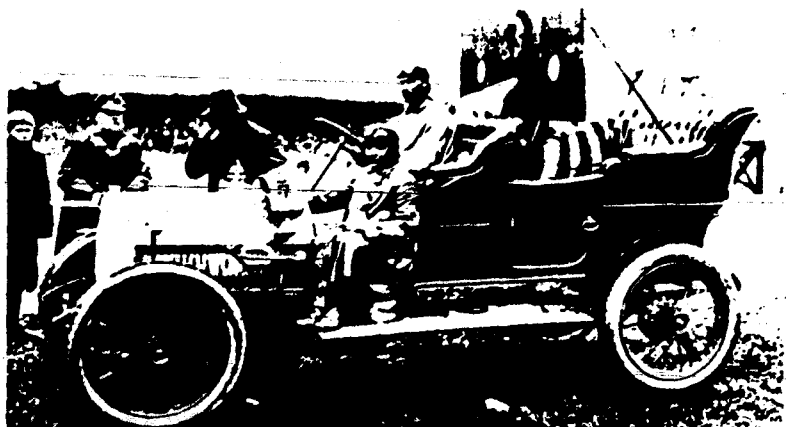




Louis Coatalen, a French designer now numbered among the greats, joined them and produced for the 1902 motor show, a much more ambitious machine, a 12-horsepower four-cylinder mated to a four-speed gearbox and fitted in a tubular frame. This was a very modern design, with both hot-tube and electric ignition, which was shown with a limousine body with curved plate-glass windows.

By 1903, the Humberette, still in production, had been modernised and was on offer with a choice of 5, 6 or 7.5-horsepower engines having the new four-speed gearbox and the chains replaced by shaft drive. These cars were made both at Beeston and at Coventry and they perpetuated the rivalry between the two factories. One of their daring innovations was a single-spoke steering wheel, as used—in not exactly the same form—on Citroëns in more recent times.

It was during this period that Humber entered a Beeston-Humber 24-horsepower model for the 1907 Tourist Trophy in the Isle of Man in the heavy class—and won. This was a production model, though, as TT entries were then required to be, rather than a racing machine. Meanwhile, Coatalen's 12 was so popular that the company ran out of space at their Coventry works and, as soon as their chassis had wheels on, they were pushed into the street where the 'assembly line'



Top: Humber's first effort, the Forecar, owed much to the bicycle, with its spindly wheel and saddle for the driver plus a passenger seat mounted in front

Above right: the Beeston-Humber 30 hp, winner of the 1907 Isle of Man Tourist Trophy heavy class; it was driven by S. P. Mills with J. Swift as mechanic

Above left: a 1914 Humberette, fitted with a twin-cylinder, 1085 cc engine

pedals provided to help it up hills. This elementary and basic machine appeared at the first London Motor Show, held at the Imperial Institute in 1896. At this time, Humber came under the influence of the infamous Mr J. H. Lawson, who formed the British Motor Syndicate in an attempt to gain monopoly control of the struggling British motor industry. Lawson tried to buy up everyone and everything in sight, and one of his tame inventors was E. J. Pennington of Chicago, whose Kane-Pennington engines powered the early Humbers, situated at the rear of course. The curious MD Voiturette shown by Humber at the Stanley Show of 1899 was powered by a 2½-horsepower De Dion-Bouton engine, however, driving the front wheels, the rear wheels being steered. There was also, about this time, another device over which it is better perhaps to draw a veil, the Humber Phaeton, driven by a mixture of belts and gears to the rear axle. However, by the turn of the century, Lawson's empire was crumbling and on 27 March 1900 the Humber company became Humber Ltd, with capital of £500,000, and independent of Mr Lawson.

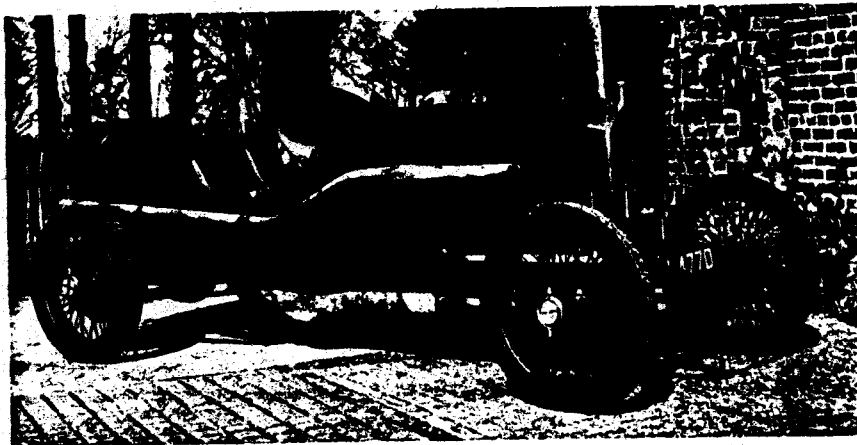
Humber then began making the Humberette, a two-seater four-wheeler with a five horsepower, water-cooled engine, and during the following year (1901)

continued and the major units were fitted.

Their later venture, in the 1914 TT, was with a true racing car designed by F. T. Burgess, who later move on to join W. O. Bentley and help with the successful three-litre Bentley. His Humber racer was astonishingly modern, with four valves per cylinder and twin overhead camshafts, claimed to develop nearly 100 horsepower at 3200 rpm from 3295 cc. The cars went well enough and very fast, but not one of them finished the race, and the war put a stop to any further development of the only Humber sports car.

During World War I, Humber made aeroplane engines and complete aircraft. They had, in fact, begun this work several years earlier, when they claimed to be the only British firm making complete aeroplanes. At the 1911 general meeting of the company, there was some criticism of the credit balance of £11,038, and the chairman, Mr Duncan F. Basden, referred to the setback caused by the placing on the market of a motor car which did a great deal of harm to the company, but unfortunately, did not specify which model.

After the war, in which they had made 25 aeroplane engines a week in addition to field kitchens, shells, bombs and fuse containers, Humber Ltd turned back to cars and cycles and in 1926 linked up with the



commercial-vehicle industry in the shape of Commer Cars Ltd of Luton. Then, in 1928, Humber bought the Hillman Motor Car Company, whose works were next door at Stoke. Humbers had shown profits of more than £100,000 yearly, up to 1926, when they fell to £93,000.

It was in the period from the end of World War I up to Humber's involvement with the Rootes family in 1928, that they made their most cherished models, apart from later successes like the Snipe and Pullman. But the 8/18 of 1923 and the 14/40 of 1928 are regarded by lovers of vintage cars as the apogee of Humber achievement, with their quiet, refined operation and construction of high-quality materials with a plethora of brass and leather. Performance was never their strong point, but they were smooth and long-lasting and pleasant to drive.

The first post-war model was the 15.9. The pre-war side-valve 10 and 14 horsepower cars were enlarged to 11.4 and 15.9 horsepower respectively from 1920 to 1922. The 8/18 appeared in 1923 with overhead-inlet and side-exhaust valves.

The Humber company were always innovators but, having tried something, tended to stick to it even when it had been overtaken by events and become old-fashioned and superseded by later design knowledge or better ideas. Examples of this were the practice on their 1901 Humberette of using water-tight hinges on the side of the radiator so that it could be swung aside to work on the engine, and insistence that front-wheel brakes were dangerous. As a result of this belief, they retained their ineffective transmission brake up to 1928, without even supplementing it.

Humber's multiplicity of models is something of a numerologist's nightmare, and eventually led Humber into financial trouble. When the Humberettes were being made both at Beeston and Coventry, from 1905 onwards, there were also 8-18 and 16-20 cars in production at Beeston and 10-12, 12-14 and 20-25 models coming out of Coventry. Differences were slight and, in 1906, they chopped the range down to the Beeston 16-20 and the Coventry 12-14. The Beeston beast used a pressed-steel frame and a four-speed gearbox, and the Coventry one a tubular chassis with a three-speed box, but both had similar four-cylinder engines.

Rationalisation did not last long and by 1908 there was a twin-cylinder 8, a 30-horsepower six-cylinder and no less than four four-cylinder versions, the 10/12, 15, 20 and 30.

Then, in 1909, the re-formed company dropped the 22 and 28 and replaced the 15 by a 16 with the new-fangled detachable wheels, which were also used on

Above: a 1914 Humber Tourist Trophy racer; the car was designed by F. T. Burgess, who later moved on to join W. O. Bentley. The car was extremely advanced for its time: it had four valves per cylinder, operated by twin overhead camshafts, and developed nearly 100 bhp at 3200 rpm from its 3295 cc

Left: a 1909 Humber two-seater runabout

the 8-horsepower car. Only two years later, the 10-14 replaced the 8, another 28 appeared and the 12 changed its name to the 12-20, although it did have changes made to it like the addition of rear-wheel 'snubbers' or dampers, a torque tube and a different frame. Another two years, to 1912, brought yet another change, in the birth of the four-cylinder 11-horsepower, which Humber claimed was the first such car with a monobloc cylinder casting instead of the separate cylinders more usual at that time.

A somewhat non-standard version of the 11, with 'streamlining', was driven at Brooklands by W. G. Tuck, who was later one of the three TT drivers in 1914, and took three international class records under the name of 'The Golden Bug'. Matters were further complicated in 1914 when the Humberette of eight years earlier came back, in two different versions. One was a two-seater, with an air-cooled, twin-cylinder engine, which sold for only £125, complete with all equipment like a windscreen, hood, lights and horn—in that era usually extras. The alternative version had a water-cooled engine, but was still a twin. The air-cooled car was classed as a cycle-car as it weighed less than seven hundredweight, but it was really a scaled-down 'proper' car, with a three-speed gearbox, propeller shaft, quarter-elliptic springs at the rear and half-elliptics at the front, and rack-and-pinion steering. This mass of differently-named, but often similar,

models may be the reason that so few Humber designs have been given recognition, and why the 8/18 and 14/40 are the only ones widely known in the vintage movement. The only other well known car is one of the three 1914 TT racers which has survived in the hands of a member of the Vintage Sports Car Club, but it is not known if it is the actual car driven by the designer, Burgess, himself. All these three cars had their engines carried in sub-frames—another Humber trade mark—a transmission brake adjustable from the cockpit, and a separate gearbox. In the race, one car seized a piston and the other two had valve trouble.

Apart from the Beeston-Coventry rivalry, the most interesting cars from Humber were the two vintage models already mentioned, the 8/18 and 14/40, and the later Snipe and Super-Snipe, including the famous wartime Western Desert tourer Old Faithful used by Field Marshal Montgomery. There were many other models, including the 9/20, but they did not make history in quite the same way. Curiously enough, the Snipe was developed from the three-litre six-cylinder 20/55 of 1927, a car of an entirely different character.

In the 1920-1930 period, Humber made conservative family cars of quality and distinction but, unlike other makers of similar cars (Hillman, Rover and Wolseley, for instance), they did not go in for sporting or even pseudo-sporting versions to run at Brooklands, as was the fashion. It is generally conceded that they did not make any bad models, apart from the unnamed villain of the 1911 general meeting, but they did not pretend to be trend-setters or perhaps, more appropriately, pace-makers; they were slow and solid: well made rather than flashy.

The successful 8/18 was typical. It had 985cc to propel 12cwt, and coil ignition, which was new in 1923 when most people would still be using magnetos for years on. It had the famous Humber inlet-over-exhaust valves, and was smooth and silent, if costly to make. Although not exciting to drive, it got there, and would cover 35 miles on a gallon of petrol. The production version was a four-seater open tourer which we might nowadays call a 2 plus 2.

The way the 8/18 evolved was typical of the decline in the small popular car between 1920 and 1930. In 1925, it changed its name to the 9/20 and was given a slightly larger engine and a much larger body, which killed what performance there was. In 1927, front brakes were added (at last) but, in 1929, people were tired of being out in the weather, and saloon bodies were the thing, so a saloon it became, hardly able to drag itself about even with a very low top gear of 5.5:1. In this form, it lasted only one year.

The multiplicity of model numbers/names makes it hard to follow their fortunes, but the post-war 10

became the 12/25 and the other model already mentioned, the 15.9, became, in turn, the popular 14/40. At the same time, the Snipe forerunner, the 20/55 appeared, and finally the light six-cylinder 16/50 completed the range in 1929. Middle-class people bought these middle-class models well until 1930 when the worldwide slump was in full swing, and Humber became part of the Rootes group.

From then onwards, a different style of car was made. The vintage-period Humbers had benefitted from the good exhaust-valve cooling of their inlet-over-exhaust system, which gave a poor power output but long life. A Humber expert has calculated that in the vintage years, more than 30,000 cars were made but fewer than 400 have survived, which is a pity. Lord Rootes and his brother Reginald were salesmen above all, and their first venture with their new company was the 1934 Humber Vogue, a stylish saloon designed to appeal to women drivers, still concentrating on the quality theme. It was still a heavy car with a small engine (12 horsepower) but with more performance than the earlier 60 mph-maximum Humbers.

In 1931, though, the chairman of Humber Ltd, Lt Col J. A. Cole, told the general meeting of shareholders that they had had the blackest year ever. Humber, he said, were healthier than Hillman or Commer and had increased exports, but there had been exchange difficulties as 'the world had become seriously impoverished'. There was talk of the £1,250,000 Humber-Hillman combine becoming a 'General Motors of Coventry' and taking over two other Coventry firms, but this remained in the realms of pure speculation rather than fact.

The 1930 Snipe was a big luxury car with a big side-valve engine, later endowed with an aluminium cylinder head. Body-styles changed but the mechanical parts soldiered on, and made very good military vehicles in 1939, the aluminium head and light-weight wireless-truck bodies (open with a canvas tilt) endowing them with a rapid acceleration and a good top speed. In many ways it epitomised the Humber philosophy: build them strong, build them simple and build them to last.



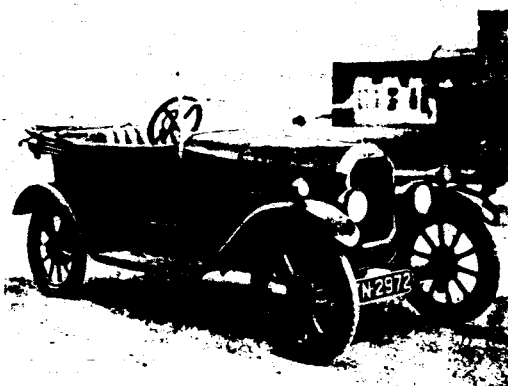
Top: part of the imposing fleet of Humbers used by HRH The Prince of Wales during a visit to Yorkshire in 1933

Centre: 1926 Humber 14/40: this was one of the most popular Humber models produced. It was typically vintage Humber in appearance—well built and dignified rather than sporty

Bottom: a 1936 Humber 12 hp under-going tests on the country roads of Devon



Right: the 1923 8-18 hp Humber 'Chummy' four-seater runabout

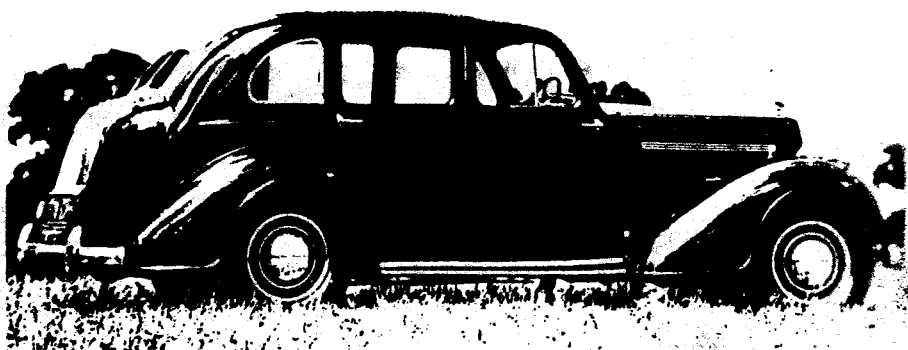


Far right: a 1927 9-20 hp Humber tourer





Above left: a Humber military staff car of 1941, used by Field Marshal Montgomery



Above right: the 1946 Humber Snipe saloon

In the last few years before World War II, the Rootes Group also took over the ailing Sunbeam/Talbot/Darracq combine, with its then-modern factory in Barby Road, Bayswater, West London, and combined some products so that there was a so-called Sunbeam Talbot, which was mechanically a Humber Snipe but with an attractive new body style. There was also a smaller Sunbeam-Talbot, which was a Hillman Minx in disguise.

During those pre-war years, the name Humber was on a few models and, apart from the Vogue, the marque tended to belong to the chauffeur-driven segment of

Snipe but, by this time, the Snipe was a much faster and better-looking car with an overhead-valve six-cylinder engine shared by the Humber Hawk model in four-cylinder form.

Reverting to the 1939/45 period for one moment, perhaps we should record that the Rootes factories made one of every seven British bombers, sixty per cent of armoured cars and thirty per cent of Scout cars, as well as 50,000 aero engines and assembly of 20,000 imported vehicles. How many came from The Humber has not been isolated from the total.

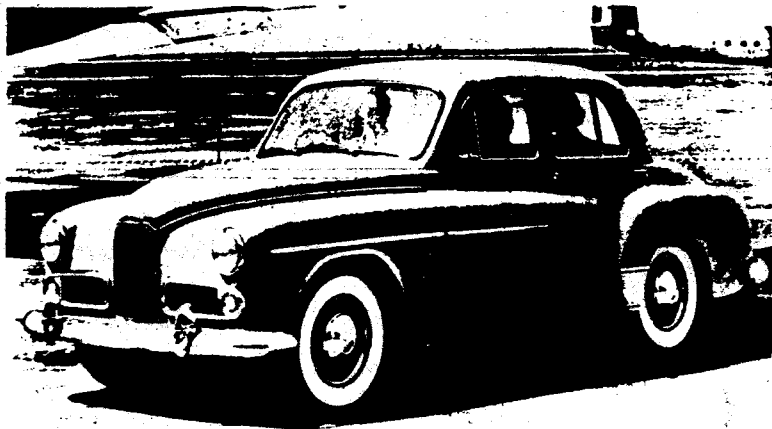
Although Humber had lost its separate identity as a company, it maintained its profile as a marque with the distinctive Pullman of 1952, the Imperial of 1964, and the Sceptre of 1967, although these shared components with other Rootes models. In 1964, Humber became an even smaller cog in an even bigger machine when Chrysler Corporation acquired 46 per cent of the ordinary shares of the Rootes Group and 65 per cent of the non-voting shares. Later, Chrysler, who had paid £27,000,000 for its initial stake in Rootes, invested a further £20,000,000 and, finally in 1973, Chrysler United Kingdom Ltd became a wholly owned subsidiary of the United States-based Chrysler corporation.

The thrusting personal style of the Rootes brothers gave way to multi-national management and the family members have mostly disappeared. All that remained in 1974 of the Humber tradition was one model, the Sceptre (saloon and estate) which is a badge-variation on Hillmans with 1725 cc ohv engines. It is pertinent to note historically that the 1974 Sceptre offered 100 mph with about 28 mpg from 1725 cc, whereas the much-loved 15/40 of 1923 produced only 40 horsepower from 2800 cc at 2000 rpm, giving probably not much more than half the speed for a much heavier fuel consumption.

Apart from the two classical vintage models, the 8/18 and 14/40, probably more affection has been generated for different reasons by the Snipe and Super-Snipe limousines, leaving out of account the open tourer military Snipes which also have their fans. Lord Montgomery's Old Faithful was given back to Rootes for their museum in 1954 after a million miles or some such astronomical figure.

The Snipes were the traditional embassy cars where something imposing but less costly than a Rolls was required, and there were many shouts of anger when they finally disappeared from the scene. The 14/40, however, must remain the star of the Humber constellation, as the 8/18 was criticised for its lack of performance, although praised for its economy.

To quote from an appreciation by Mr P. Bucknell in *The Guardian* of 1 April 1957, although it was not an April Fool joke: 'The Humber 14/40 of 1928 is perhaps the best car produced by the old Humber



Above: the four-cylinder, overhead-valve Humber Hawk VI saloon of 1954

the market, with Snipes widely used as hire and funeral cars. Eventually, the marque became lost in the badge engineering world of Hillman/Humber/Singer/Sunbeam/Talbot, and the Vogue model name came back as a Singer, after this amalgamation had taken place in the first half of the 1960's.

We are rushing ahead, though. World War II saw Rootes, including 'The Humber' in Coventry, back in the aircraft and armament business, although production of Humber cars, including the famous Snipe tourers and 4x4 wireless trucks (which had four-wheel drive and were used as command cars by armoured regiments and gunners) was stepped up to meet the military demands. Hercules, Pegasus and Mercury aero engines came out of the Coventry factories instead of limousines for British embassies in foreign countries.

After the war, the Snipes came back and were joined by the Hawk, a largish saloon with a smallish engine (2267 cc), rather in the old Humber tradition of comfort before performance. The original 1947 Hawk, an upright four-light saloon, gave way to the later version which was really a four-cylinder Humber



Above: the 1961 Humber Hawk saloon

Below: a 1963 Humber Super Snipe saloon which had a 3-litre engine

Bottom: maintaining Humber's image of luxury and quality, the Imperial saloon

Company. It is a typical vintage Humber in its appearance—well built and dignified rather than sporting. It has the German silver radiator with its sloping sides and the complicated adjustable Auster windscreen which identify all cars of this make.

'The interior is roomy and comfortable. The seats are upholstered in the best hide which, after 29 years, is still in perfect condition. The doors are lined with leather, and close with a satisfying "clunk". When a door is opened, a brass plate is revealed stating "Coachwork by the Humber Motor Company, Coventry". The dashboard is of heavy mahogany and all

the instruments are perfect, including the eight-day clock.'

The article goes on for several hundred words in the same vein, and is quoted only to illustrate the fanaticism around the ancient Humbers with their quiet, unassuming character. The Humber company itself does not seem to have produced many notable characters among its people, unless their legends have become lost in the company's history of more than 100 years. Thomas Humber himself apparently disappeared without trace as far as personal legends go in the early days of the company, and did not generate a folk-lore like William Morris or Herbert Austin.

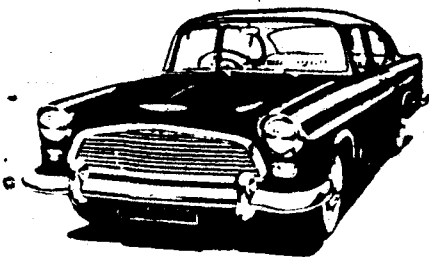
The Rootes Brothers were certainly formidable characters, but they were not strictly Humber men, as this was the only one of the marques and companies which they merged into their great car-making empire. Curiously enough, no one has ever written a book about the company, although practically every possible facet of the motoring scene has produced at least one volume.

If Humbers had pursued their one venture into competition after the 1914 TT race, the company history would have been a different story. As we have seen, the car's designer, F. T. Burgess, went on to join Walter Owen Bentley, and the three-litre Bentley emerged with four valves per cylinder, just like the Humber, but used a single overhead camshaft where Burgess had used two. There are said to have been other close differences and, according to one anonymous writer, the three-litre Bentley 'arose out of the ashes of the Humber failure'.

The other link which Humber have with the world of high-performance is that Bill Heynes, who was chief engineer of Jaguar in their hey-day, went to Jaguar from Humber so that, if things and people had moved a little differently, the staid old Humber might have been a Bentley/Jaguar high-performance machine, without any Auster screens at all.

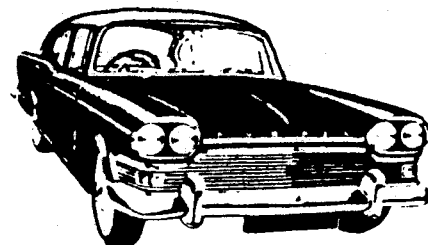
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SERIES

Humber Register.



It is now two years since the start of the Register and since issuing the first lot of forms in 1983, the total number of series cars on the Register has risen dramatically. Before continuing with the history and details of Super Snipes on the Register, I thought a breakdown of current numbers would be interesting.

Hawks

Series 1	-	25	(Limousines 1, Estates 2)
1A	-	22	(Estates 3)
2	-	42	(Estates 7)
3	-	38	(Estates 5)
4	-	34	(Limousines 1, Estates 2)
4A	-	77	(Limousines 2, Estates 7)
		<u>238</u>	

Super Snipes

Series 1	-	27	(Limousines 1, Estates 5)
2	-	32	(Limousines 4, Estates 5)
3	-	49	(Limousines 2, Estates 3)
4	-	84	(Limousines 3, Estates 12)
5	-	36	(Limousine 1, Estates 6)
5A	-	67	(Estates 14)
		<u>295</u>	

Imperials

V	-	36	
VA	-	66	(Limousines 1)
		<u>102</u>	

Total cars 635

I would like to thank everyone for this tremendous effort. If you have not yet sent me details of your Series Humber, I look forward to hearing from you soon.

DAVID CLARK

HOLD ON TO YOUR CAR

Have you noticed the lack of adverts in the Motoring Press for Humber cars? Certainly the prices of those that are advertised have risen considerably. Those members who have attended the National Rallies over the past few years will no doubt have noticed the dramatic improvement in the quality of the cars on show. It has often been said that Humbers, the marque used by Diplomatic Corps, VIP's, and Royalty are underrated. The situation is changing. All this is due to the activity of the PVHCC. So hang on to that car, it may be worth more than you think.

Frank Barnes

Jeremy Hayes one of our new members asks on his membership form application, whether his 1961 Hawk Estate, which has covered 270,000 miles from new without major repair work, is a record - can anybody better that?

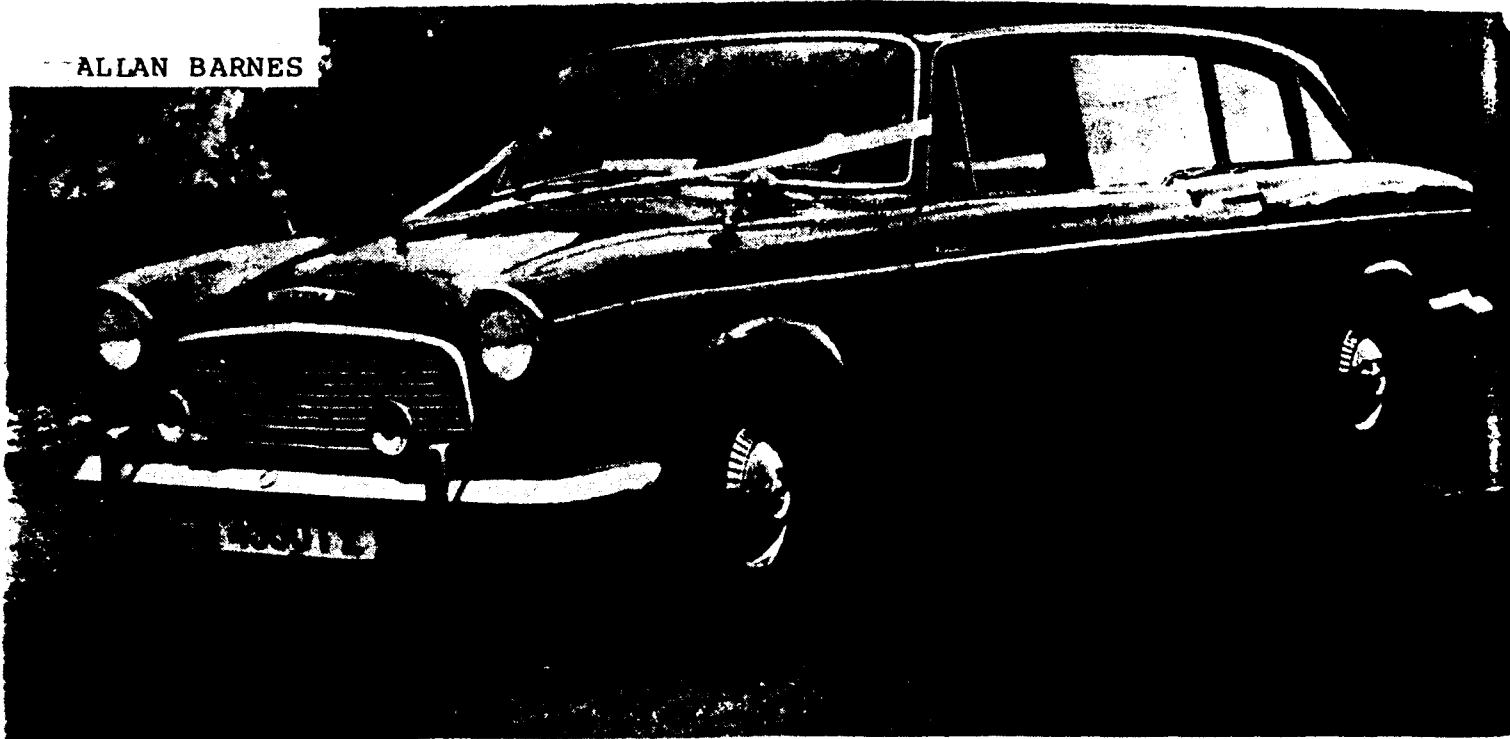
THE 'D' TREATMENT

I was reading an article in one of the Sunday supplements about the D-Factor. No it's not a new additive to improve the taste of your daily cuppa, but refers to the cost of depreciation when owning a new car. The figures make interesting reading for example in 1983 the cost of the new Ford Escort was £4200 and the car's second hand (s/H) value today would be about £2800. The depreciation factor, or D-factor of £1400 or £13.44 a week, and thats before tax, insurance or petrol. But the cost does not end there. If the car was paid for by hire purchase or bank loan as most cars bought by the private sector are, the cost would be £4200 plus interest bringing the total to about £5000. This would give a D-Factor of £21 per week. If you move up into the family car market it gets worse. A 1600cc Vauxhall Cavalier cost £7300 in 1983 in todays S/H market about £4200 giving a D-Factor of £29.75 and if you include interest you get a D-Factor of £43.84 per week. If you move into the large car market the figures become somewhat frightening. A Rover 3500 cost £12,700 in 1983 and today S/H value about £6300 or a D-Factor of £61.39, or if you include interest £76.34. Giving the Rover a D-Factor of £10.90 per day, and that's before tax, insurance or petrol.

Well, how does all that compare with Humber ownership. Well, we all know what good value for money Humbers are, and from the cars that I have seen advertised for sale prices seem to be rising. In the April 1982 edition of Classic & Sportscar average prices for Humbers (average asking prices taken from, Practical Classics, T&CC, E&M and many others) was £665 for the Hawk & £970 for the Super Snipe. In the August 1985 edition average prices for the Hawk was £680 and £2005 for the Super Snipe, while the Hawk seems to have only held its own the Super Snipe has an appreciation factor of £1035 or an A-Factor of £10.35 per week.

I know these figures do not reflect true Humber values. I think they reflect a general upwood trend in Humber prices. So the next time your neighbour is cleaning his new eurobox or riceburner and asks with a puzzled look "how can you afford to run such a large car" Give him the "D" Treatment.

ALLAN BARNES



1967 HAWK SPECIAL PULLMAN BODIED. Black. 31,000 miles. Glass Division and occasional folding seats to rear compartment.

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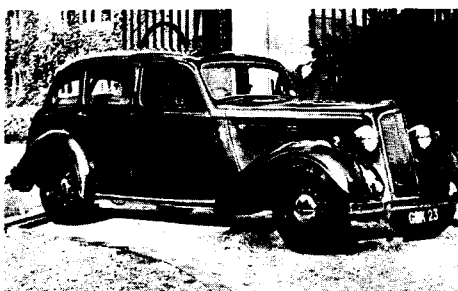
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- Competitive Premiums
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