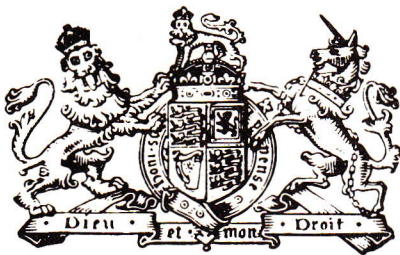


May 1986

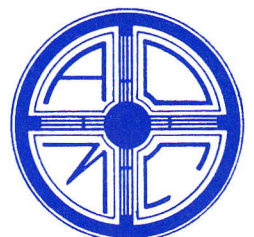
The HUMBERETTE



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



RESERVOIR BUSINESS & COPYING SERVICES

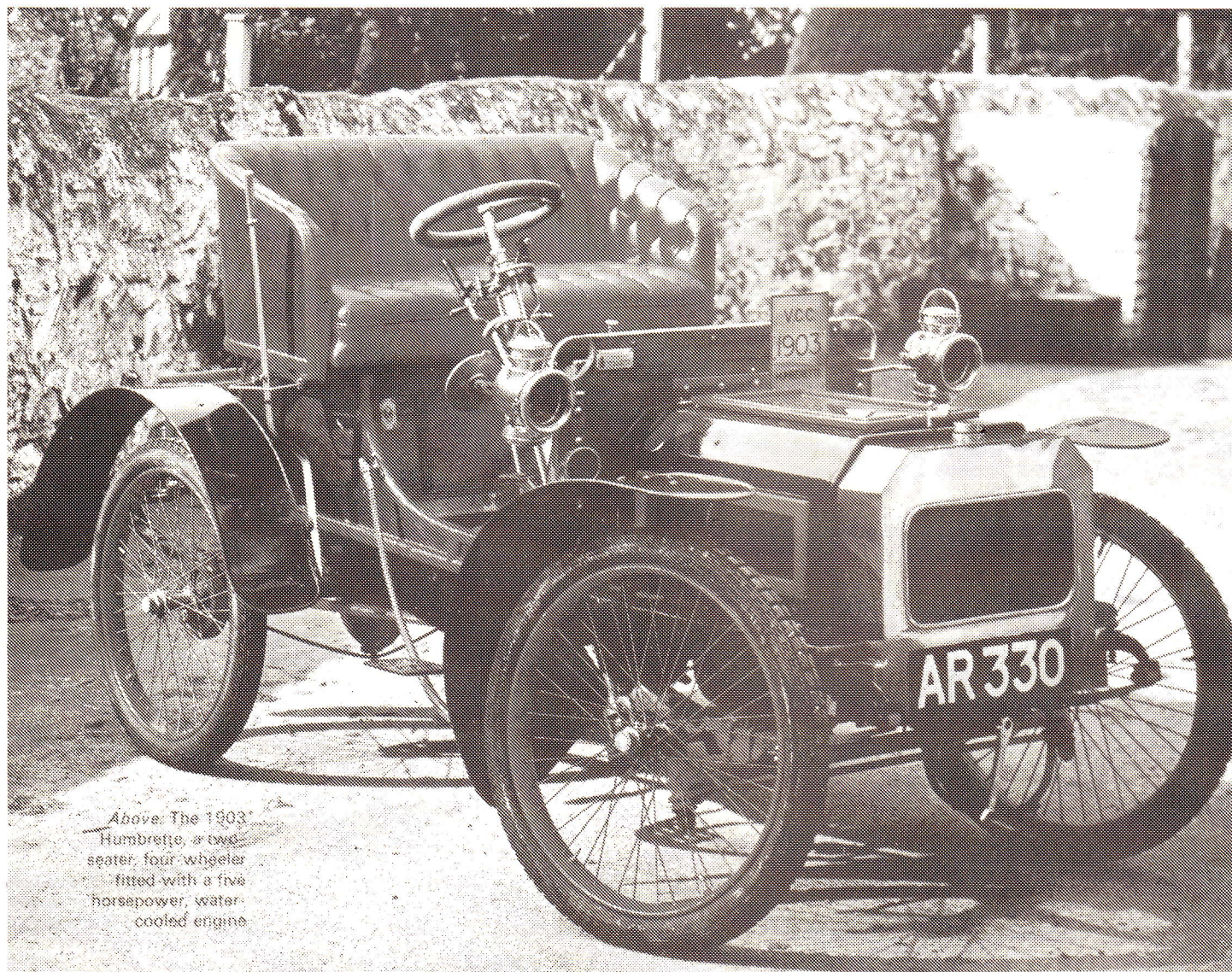
Offset and Letterpress Printing, Plan Printing and Photocopying.

RESERVOIR PAPER SUPPLIES

Banks, Bonds, Boards, Duplicator, Photocopying Paper and Envelopes

936 High Street
RESERVOIR 3073

Ph. 478 6044



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

CALENDAR

MAY 1986.

- MAY 23RD. FRIDAY EVENING. 8.00PM. GENERAL MEETING, DEEPPENE.
- MAY 30-31ST. VINTAGE DRIVER'S CLUB SWAP MEET. MELBOURNE SHOWGROUNDS.
FRIDAY 5.00PM- 11.00PM.
SAT. 8.00AM- 6.00PM.
- JUNE 7-9TH. QUEEN'S BIRTHDAY WEEKEND TOUR TO WARRNAMBOOL.
SEE THIS HUMBERETTE FOR ITINERY AND FULL DETAILS.
- JUNE 27TH. FRIDAY EVENING. 8.00PM. GENERAL MEETING, DEEPPENE.
- JULY 13TH. TEN PIN BOWLING DAY WITH CHEVROLET CLUB. CAMBERWELL
BOWL. MELWAY 59 J. 1.
OPTIONAL LIGHT LUNCHEON, 12.00 START BOWLING 1.00PM.
- JULY 27TH. SUNDAY AFTERNOON MEETING AND SOCIAL DAY. DEEPPENE HALL.
NO MEETING FRIDAY JULY 25TH.
- AUGUST 2-3RD. WESTERN DISTRICT HISTORIC VEHICLE CLUB, 2 DAY RALLY,
GEELONG. INFORMATION FROM SOCIAL SEC. 435 6354.
- AUGUST 22ND. FRIDAY EVENING. 8.00PM. GENERAL MEETING, DEEPPENE.

WARRNAMBOOL

ITINERY:

FRIDAY / SAT. 7TH.

SAT. 11.30AM.

SAT. 2.00PM.

SAT. EVENING.

SUN. 8TH. AM.

SUN. PM.

SUNDAY EVENING.

MONDAY AM.

ARRIVAL AT CLUB ACCOMMODATION: FIG TREE
HOLIDAY VILLAGE, 33 LAVA ST.

CARS ON DISPLAY AT TOURIST CENTRE COMPLEX.
FREE BBQ LUNCHEON PROVIDED BY LOCAL TRADERS
AND CHAS. SPEED. SOCIAL MEETING WITH MEMBERS
OF LOCAL CAR CLUB.

TRIP TO TOWER HILL AND NATURAL HISTORY ROTUNDA.
BINOCULARS AN ADVANTAGE.

DINNER DANCE AT LOCAL RSL. CLUB. "LADIES NIGHT".

FLAGSTAFF HILL MARITIME VILLAGE. MEET 9.45AM. FOR
TOUR AND LIGHT LUNCHEON.

FLETCHER JONES GARDENS, FLAXMAN ST, TRAVEL VIA
COAST TO HISTORY HOUSE, GILLIES ST. THEN A STROLL
TO PARTAKE OF AFTERNOON TEA WITH CHAS. SPEED AT HIS OFFICE.

FREE TIME TO EXPLORE OR RELAX.

OPTIONAL SCENIC DRIVE VIA PETERBOROUGH AND PORT CAMPBELL,
LUNCHING AT CAMPERDOWN PRIOR TO RETURN TRIP HOME.

***** FURTHER INFORMATION AVAILABLE FROM CHAS. SPEED. 14 KOROIT ST. WARRNAMBOOL,
PH. (055) 62 7241 (HOME) OR (055) 62 4397 (OFFICE).

OR

SOCIAL SECRETARY, HCCV. INC. (03) 435 6354.

***** HUMBER CAR CLUB OF VIC. INC. -- REGALIA FOR SALE.

PLEASE ADDRESS ALL REGALIA ENQUIRIES TO BARBARA DUNLOP, REGALIA OFFICER,
271 BOLTON ST. ELTHAM. 3095.
PHONE: (03) 439 7059.

JACKET PATCHES: SUITABLE FOR CAPS, SHIRT POCKETS, BLANKETS, JACKET SLEEVES ETC.
\$2.00 EACH. SSAE FOR POSTAGE. 60C IF MORE THAN 2.

LAPEL BADGES: ENAMEL WITH CLUB LOGO.
\$3.00 EACH PLUS 60C POSTAGE.

CAR BADGES: BRONZE TYPE 10 YEAR COMMEMORATIVE BADGES SUITABLE FOR RADIATOR
GRILLE OR FOR MOUNTED DISPLAY.
\$10.0 EACH PLUS \$1 POST AND PACK.

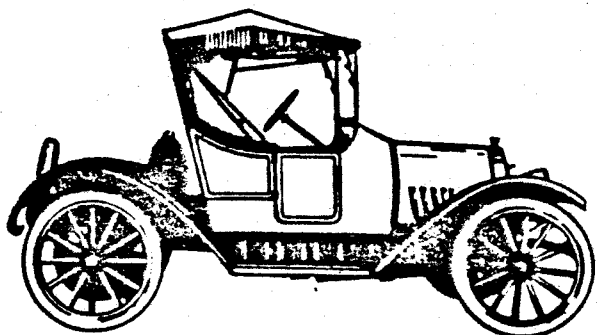
WINDSCREEN STICKERS: CLUB LOGO ON VINYL BACKING. (LIMITED QUANTITY)
\$1.00 EACH PLUS SSAE FOR POSTAGE.

CLUB CAPS: VERY FEW LEFT. BLACK VELVET, VENTED SIDES WITH CLUB LOGO.
\$5.00 EACH PLUS \$1.00 POSTAGE.

TEE SHIRTS: WHITE SHORT SLEEVE COTTON INTERLOCK WITH CLUB LOGO ON FRONT.
BROKEN SIZE RANGE 12 - 20.
\$7.00 EACH PLUS \$1.00 POSTAGE.
ALSO FEW WIND CHEATERS, MOSTLY SMALL SIZES IN BLUE OR GREY.
\$15.00 EACH PLUS \$1.50 POSTAGE.

Sutherland Antique Vehicle Insurance

126-130 WELLINGTON PARADE
EAST MELBOURNE
VICTORIA 3002
(03) 419 8166

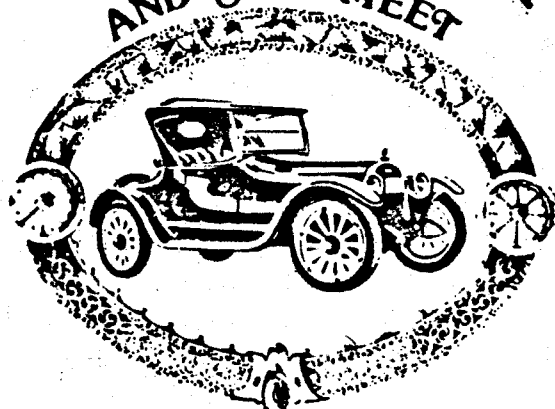


available to members of
Veteran, Vintage, Classic, Historic
and "one make" Vehicle Clubs

WIDE CHOICE OF COVERS AVAILABLE
INCLUDING
COVERS FOR CARS UNDER RESTORATION



SPECTACULAR 1986 AND SWAP MEET



FOR ALL CARS & CLUBS 1885 TO 1986

★ FRIDAY NIGHT 30th MAY ★
SATURDAY 31st MAY
MELBOURNE SHOWGROUNDS
EPSOM ROAD, ASCOT VALE
VICTORIA ★

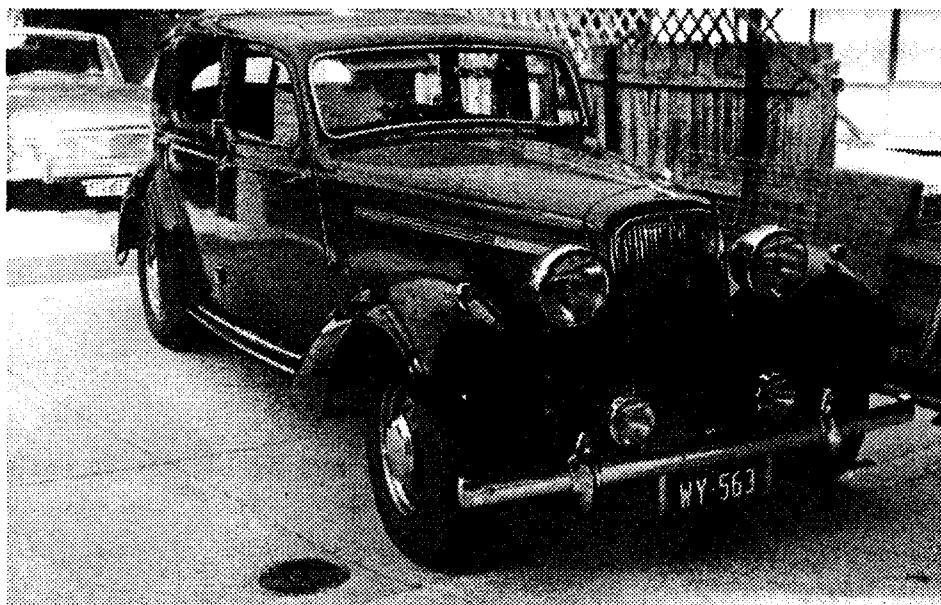
OPINIONS EXPRESSED IN THIS PUBLICATION ARE NOT NECESSARILY THOSE OF
THE EDITOR OR COMMITTEE OF THE HUMBER CAR CLUB OF VICTORIA, INCORPORATED.
EDITORIAL CONTENT MAY BE REPRINTED BY OTHER CLUBS WITH ACKNOWLEDGEMENT
TO ITS SOURCE.

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



Marie & Ossie Grande's MK 1 Super Snipe.



Jim Yates of Darwin MK 11 Super Snipe.

PRESIDENT'S REPORT (Kennedy's Klangers)

The end of May is only days away and then the month of June is with us. From then on it is downhill to November and our concours, to start checking the vehicles over so get any minor work done now. Put the original parts back and make sure that they are working the right way.

This month has gone past me and I don't where it has gone. Two weeks I lost because I was not feeling very well (did I hear someone say distemper?) and the rest of it I have been very busy getting a Series II S/Snipe fitted with a manual gear box on the road.

It has been off the road since 1980 and was a one owner car so it goes to show, as they say, 'they're still around.'

Just in case anyone is wondering, the IMPERIAL is still being worked on. I decided on a complete rebuild so that when it goes onto the road, it will hopefully be a worthy contender against all opponents large or small.

Well because I'm still not feeling on top of the world, I'll let you off fairly lightly with my monthly ravings. So till I see you at the next meeting, I'll say bye for now.

Bob Kennedy.

MINUTES OF GENERAL MEETING OF H.C.C.V. INC.

HELD AT DEEPDENE HALL ON SUNDAY 27TH APRIL, 1986.

Meeting was opened by President Bob Kennedy at 2.20pm and a welcome extended to all present, especially those who had journeyed from the country for the occasion.

VISITORS & NEW MEMBERS: Geoff Webb & sons - Series V S/Snipe, Marge Kither - Series III Vogue, Ken Edgar (Wolsely C.C.), Trevor York - Series V S/Snipe, Ross Munro (visitor).

APOLOGIES: Robert Smith, Murray Roberts, Pam Batten, Harold & Adelaide Underwood, Rob & Barbara Dunlop.

MINUTES OF PREVIOUS MEETING: Accepted as read. Moved Keith Willimott, seconded Vic Wilson.

CORRESPONDENCE: In: 21 membership renewals, 2 enquiries re membership, Melbourne Classic Car Show (re HCCV participation 1986), Shannon's Classic Car Centre Street Machine Show), AOMC (Notice meeting 1/5/86 and previous minutes), Hank Pama (Membership renewal and donation), A. Lawson-Brown, Wagga Wagga (information re Vogue restoration), GRV Printers (Invoice magazine covers).

Out: Melbourne Classic Car Show (Confirmation of participation), HCCA (National Rally), A. Lawson-Brown (Re club membership).

EXCHANGE MAGAZINE: HCCA, HCC of S.A., HCC of Queensland, Daimler/Lanchester, SATOC.

Correspondence received. Moved D. Dunlop, seconded A. Goldman.

TREASURER'S REPORT: Presented by David Dunlop on the Treasurer's behalf. Balance Cheque A/C at 24.4.86 is \$1476.18. Moved Bob Bruce, seconded C. Huxstep that the report be accepted.

EDITOR'S REPORT: Total of 158 magazines sent out in April. Max Heazlewood has advised of a new member, Stephen Lewis who was recruited from England.

SOCIAL SECRETARY'S REPORT: Members were notified of the May outing as per 'Calendar of Events'. Details of the proposed itinery (as outlined by Chas Speed) and accommodation available were presented by Margaret Willimott.

LIBRARIAN'S REPORT: Keith expressed his satisfaction with the way books were circulating.

TECHNICAL REPORT: Many parts available for Series Snipes and some earlier models. Contact Bob Kennedy or Harold Underwood.

Vogues for sale (contact Norm Watt).

1965 one owner (\$2,000 o.n.o.), 1964, \$700 o.n.o.

Give Aways: (contact Ray Meggs, Echuca area).

1 converted into ute, 1 '52 model less diff.

Age Ad (Sat 26/4), Bargain car is a Series IV not MK IV. Also two MK I or II for restoration at Boronia from same owner Ph: 486 1436.

GENERAL BUSINESS: 'Occasional Sunday Meetings' - This suggestion from Vic Wilson received unanimous support. 'Occasional Country Area Meetings' - This proposal was put up by Peter Davenport. Some suggested areas were Bendigo (? Swap Meet Day), Ballarat (Jim Menzies offered contact for Ballarat V.C.C.C. Hall).

NEW HUMBER CLUBS: It was moved and seconded by P. Davenport, A. Goldman that the Secretary contact the newly formed Club in W.A. with our congratulations and support.

FORBES NATIONAL RALLY REPORT: A detailed account of topics discussed at the Forbes Club Delegate's meeting was presented by Bob Kennedy and Margaret Willimott. Bob explained the input needed for a succesful 1988 Rally hosted by our Club. A full report will appear in the Humberette.

NATIONAL RALLY (1988) FUND: Moved Peter Davenport, seconded Barry Bosnich that a National Rally Fund be set up in order to offset the costs of running the Rally. Motion carried. Peter then offered a donation of \$20 to start the fund off. Donations to the fund were accepted in view of a special effort this meeting. Bill Holmes requested that the new fund be widely publicised.

IMPROVING THE 'VALUE' OF THE HUMBER MARQUE

The President referred members to the two letter on this subject published in the April Humberette. Members were asked to consider the suggestions contained there and comments invited.

SOME EFFECTS OF 'ARTIFICIALLY INFLATED' PRICES

Arnold Goldman pointed out the following disadvantages to owners when higher prices prevail:

1. Insurance premiums increase.
2. Cost of spare parts may also rise.
3. Cars more likely to be stolen.

WOLSELEY CLUB DINNER DANCE

Ken Edgar from the Wolseley Club Social Committee addressed the meeting on this function and invited member to attend.

The meeting closed at 3.50pm and afternoon tea followed.

SOCIAL SECRETARY'S JOTTINGS

Hello Everyone,

The social calendar is well under way for this year with a variety of interesting outings yet to come.

A new innovation last month was the holding of our monthly general meeting on a Sunday afternoon instead of the usual Friday evening. This proved enormously popular with almost unanimous decision to hold more of this type of meeting. Consequently a 'repeat performance' has been arranged for Sunday July 27th, replacing the normal Friday 25th meeting. The same format as last time with a B.B.Q./picnic type lunch in the Club rooms and possibly a brief motoring film/video during the afternoon. A relaxed, easy and informal, inexpensive and enjoyable social day which provides an excellent opportunity to introduce new members and friends to the Club.

Plans are now almost finalized for the Warrnambool tour. It's gratifying to see a good mix of country and city members attending. See full programme listed in this Humberette.

The Rootes 'G.T.' Day at Monash was our third inter-club activity for the year. It was also the third time this Annual Rootes owners 'get-together' had been held. The brain child of Sunbeam Club member Bob Stewart, this event is hosted each year by one of the five Rootes associated Clubs. This year as hosts, we departed from the rural aspect of the last two G.T.'s and were privileged to have the many excellent facilities of Monash University at our disposal. We are greatly indebted to Norm Watt for arranging our use of the recreation centre and for organising inspections of the West Gate Girders display, the magnificent architectural and stained glass of the Religious Centre and Robert Blackwood Hall, and the breathtaking view from atop the tall Arts Centre Building. Thank you Norm, from all who enjoyed this special tour.

During the afternoon a number of energetic (!??) sporting activities were conducted and a vote taken for the most popular Rootes car of the day. After a close finish on all counts, the Sunbeam and Talbot Club took out sporting honours and Bob Kennedy's Series Snipe Wagon won the cup for most popular car. Congratulations all!

With many of the Rootes originated vehicles sharing so much in common, these annual 'get-togethers' provide an ideal opportunity at which to compare our respective models whilst enjoying convivial company and surroundings.

The last weekend was a particularly Club - oriented one for Keith and myself. We represented the Humber Club at the Annual Wolseley Club Presentation Night held at the Air Force Association Club at South Yarra on the Saturday evening. Sunday saw us in company with a small group of Humber owners in the Botanic Gardens for lunch (Bill's comment - 'What an ideal spot for an village - oops 'concours'!). Bill further displayed his historical knowledge during the afternoon when he took Keith on a guided tour of the Polly Woodside (dry dock, pumping equipment and all).

For those old enough to remember, or with a historical bent, the Polly Woodside (ex-coal carrier steamer the Rona) is housed in what was originally the old Duke and Orr's Dry Dock. An entertaining and worthwhile afternoon with the only modern connection being the cost of entry! (\$4.00 per adult and not even a souvenir ticket to show for it!).

Look out Warrnambool on the Queen's Birthday Tour - Hank Pama's 'mighty bird' approacheth!! Will be great to see you Hank! Cheers until then.

Margaret.

CONGRATULATIONS

To Norm Watt on being one of the few original staff members from Monash University to receive his 25 years medal from the Duke of Edinburgh this month.

To Doug and Shirley Shore on the arrival of baby son Timothy John last month. Timothy is now doing fine after a set back during his first few weeks.

WELCOME

To the following new members:-

Ray Hobby - Echuca, Derek & Margaret Kew - Bulleen, Marge Kither - Seaford, Alan McCrory - Warwick, Queensland, Dr. Albert & Marion Rees - Nth. Balwyn, Norm Traeger - Highett, Leo Tyndall - Seville, John & Camilla Wells - Springvale, Trevor & Pierette York - Eltham, Geoff & Jill Webb - Glen Waverley.

EDITORS NOTES

Included with this newslettter is a do-it yourself cut out and join up feature of our 10th Birthday line-up at Deepdene Oval (courtesy of Arnold Goldman).

Also thanks to Max Heazelwood for the effort he has put in to complete from start to finish (150 copies) of Tasmanian news and the Forbes Rally section.

Des Judd has put together an excellent article on comparisons between the Humber and the Buick of the same era. Des's views on lifting the image etc on Humbers (April Newsletter) is being reprinted by the Queensland Humber Club and is expected to raise a lot of comments from their members as it has done with ours. So if members would like to put their thoughts onto paper, re Des's article we will publish same.

Barry Bosnich

FOR SALE

Two S/S 1966 V's both going, 1 reg May '86, green, tuned up, new muffler, reco radiator, new trans-oil hoses, plus numerous spares, wheels, hubcaps, seats, (cream) w/screen etc, \$700.

P. Tomas, 14 Prospect Road, Bulleen, Ph: 850 9161.

FOR SALES CONT.

1948 Hawk (same body as MK 1 S/S), reg Oct '86, dark grey, blue/grey int leather, offers John Rumbold, Swan Hill area, Ph: (054) 53 2446.

Red bucket seats out of a Series Model, good cond, all fittings, \$50.

1 Dunlop 700 x 15 winter tread almost new tyre, \$20.

1 Semperit 185/70 VR15 radial steel tyre, near new, \$20.

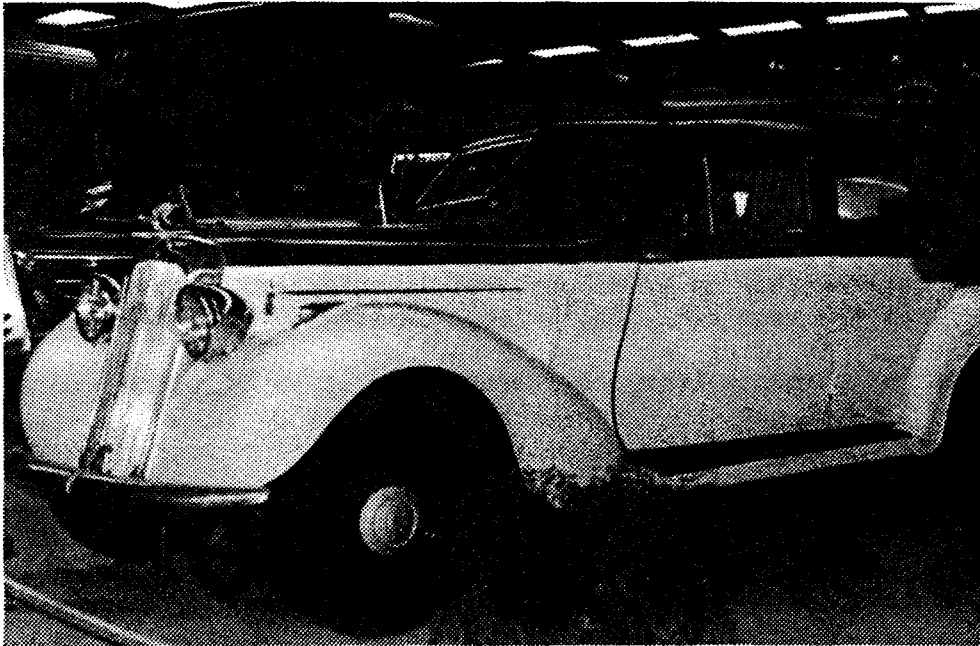
I still have lots of parts, running out of MK parts, but please ask.

1926 Roadster, 9-20 model complete ground up restoration, vintage rego, new tyres, leather int, tan body, black guards, runs very well, grey hood, one of very, very few around, I'm looking for around \$12,000 for this collectors vehicle.
Contact Bob Kennedy for above sales on 789 5119.

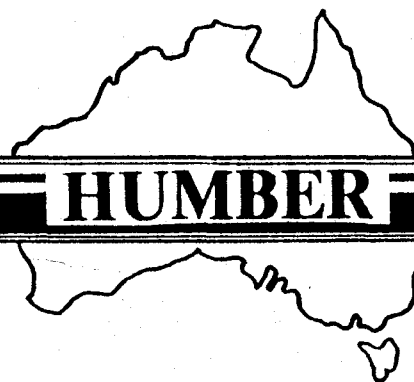
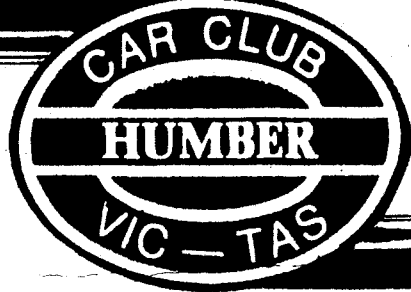
H/Vogues 2 of need attention, \$150 for pair.
R.J. Davison, Ph: 756 7319.

H/Vogue Series 2, 1725 alloy head, auto, straight, little rust, complete, engine runs o.k., but car not going, v/good tyres.
Glen Alaway, Sunbury, Ph: 744 4914.

1965/66 H/Vogue, square top manual sed, 56,000 miles, reg August, almost concours, \$2000.
E.J. Godfrey, 190 Ballina Road, Lismore Heights, N.S.W. Ph: (066) 24 2794.



Mid 30's Humber in Allambee Motor Museum, Echuca.



National Rally Forbes 86

Hi there fellow members,

This month I would like to start with our own interpretation (Pam and myself that is) of the trip to the Rally, Concours preparations and next month, Deal with the Concours proper along with the Awards presentation. Julys edition will deal with the Rally wind up and our tour back to Frankston via Echuca, Bendigo, Ballaratt and Melb.

Arriving at Tullamarine Airport on Wed. morning the 27th April to be greeted by 36deg. heat, a bit differant from Tassy's 19deg.! We managed to make a good deal with a Frankston taxi driver who ferried us to the Kennedy home cheaper than it would have been by bus. Bob was unable to meet us at the Airport due to work committments. We were made to feel right at home with Bob's warm hearted wife Nancy.

The time was 6.00AM Thursday and we were all set to go. Bob drove the MKIV through the city while I piloted his Ser.V Estate. Frankston to Broadmeadows, just outside the Ford factory was around 100Km and took about two hours to cover. At Broadmeadows we changed cars and were away. It was the first time I had driven a manual car for about ten years and I was a bit dubious at first but soon settled into the routine. The MKIV is supprisingly easy to drive. At first I thought it would steer like a truck considering it's two ton weight but the steering was beautifully light, almost as if it was powered.

The gearbox was positive in it's changes and very precise and light for a column change.

Considering the inertia created by that lusty 4.1 Litre engine the gearchanges were not to be hurried. The brakes considering the age of the car were very good, positive in their feel as they pulled the nose down from speed with no juddering or pulling of to the side. Ride comfort was excellent, riding on those big 7.00X15 6ply light commercial tyres. These work out about \$50.00 cheaper than the correct car tyres. Fuel consumption on the first leg of our trip was abysmal to say the least (we foundout later what was the cause).

Our first stop was Seymour where \$19 went into the tank, then it was Shepparton's turn to be graced by our presence. As we pulled into the service station and switched off the ignition when an almighty bang like a 303 rifle eminated from the exhaust pipe.

"What the Hell was that!" exclaimed the garage attendant, "just a backfire"says I unperturbed. You see this was the first really long trip the car had had in three years, so it was not supprising the car suffered from the occasional backfire as the built up deposits were blown out of the motor.

Maintaining a steady speed of around 110Km/ph, the car began to settle down quite well as the Kms rolled under those big wheels. The further North we went the drier it became, and the Temp. gauge began to rise slightly but remained steady (the Temp. outside was approaching 36Deg.) so I didn't worry unduly. The thing that was worrying me was the way the fuel gauge kept swinging unerringly towards empty at an alarming rate. I estimated our fuel consumption was around 12mpg, bit steep I thought as we approached the Murry River crossing at Tocumwal. This turned out to be a railway bridge that also serves as a road bridge, whith the rails running down the middle. As we approached the bridge, around a corner from the other end came a big semi-trailer, Hell!, was there going to be enough room for us to pass as the big rig loomed towards us. Whew! made it, just.

Another \$27.00 went into the Humbers tank, the big beast was beginning to get thirsty in the heat.

CONT/.....

At Tocumwal we met up with fellow Vic. Club members, Barry Bosnich, Bob Bruce and Peter Davenport. Altogether 10 Vic./Tas. members made it to the rally.

After a quick snack we were on the road again. The first thing we noticed was the remarkable change in road conditions. After traversing Victorias well made roads (similar to ours in Tas.) it was a bit of a shock to travel the Newal Highway in NSW. A lot narrower and bumpier. One thing that did surprise me was the courtesy shown by other drivers during our entire trip, they actually used their indicators and everybody travelled at a sensible speed, speed limit being 100Kms/phr. A bit different than the attitudes displayed by Tasmanian drivers.

This section of the trip was rather boring, we just droned along Kilometre after Kilometre with the country looking just the same, flat as a billiard table with the road straight as an arrow. Looking at the horizon, you expected to see the sea over there but it was just the heat haze.

At last we approached civilisation at West-Wyalong, another \$23.00 in the tank and away again on the last leg of the trip to our overnight stop at Nerrandera. We pulled into the caravan park and set up in an onsite van alongside Barry, Bob and Peter. While at the park we decided to check why the car was so heavy on petrol, so it was out with the tools and lo and behold, we discovered one very perished fuel line, it had been shooting jets of petrol all over the place explaining the very strong smell of petrol during the trip. So it was into the spare parts bin that Bob told us resided beneath the rear seat where we found a brake hose that we modified to replace the worn out line. Along with a few carb adjustments we managed to improve things considerably.

The next morning it was up bright and early and on the road again accompanied by more of the same boring scenery. You begin to realise just how big this country really is, especially when you come from an island environment. Around 11.00AM we arrived in Forbes and proceeded to the check in point and met up with other Humber Car Club members from around the country. From there we drove along to our motel and settled in. We were invited over to Margaret and Keith Willimott's room for a well earned cup of tea and a chat.

Later in the afternoon it was polish and spruce time where I gave Keith and Margaret a hand to clean up their car a MKI Sceptre in deep green which looked truly magnificent in the evening light.

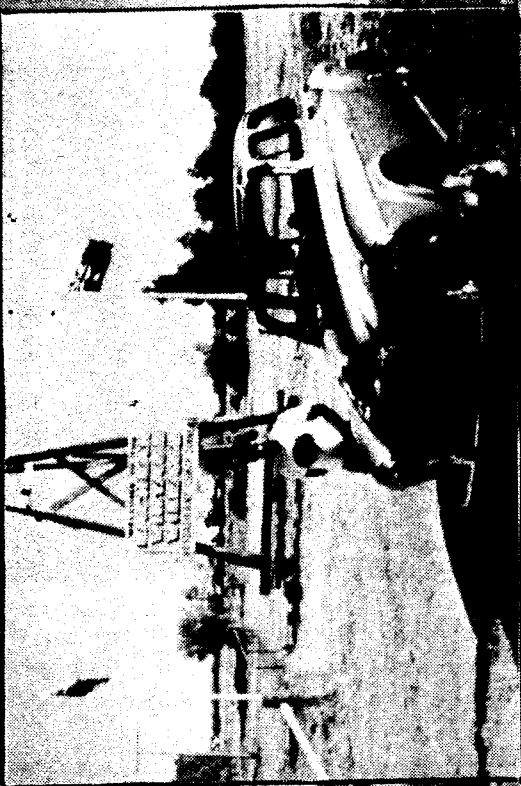
That evening we all enjoyed a Bar-B-Que get together at the Apex caravan park across town where everyone had the opportunity to meet up with other members. Clubs represented were, the Humber Car Club of South Aust., Humber Car Club of Queensland, Humber Car Club of Victoria and Tasmania and the host Club for the rally, the Humber Car Club of Australia (N.S.W.).

Saturday morning was clear, bright and hot as usual (we were getting used to the heat by now) more flourishing with the polish cloth and it was off to line up for the street parade through Forbes which turned out to be a bit of a fizzer because no-one knew who was organising what and what happened to the police escort we were supposed to have?

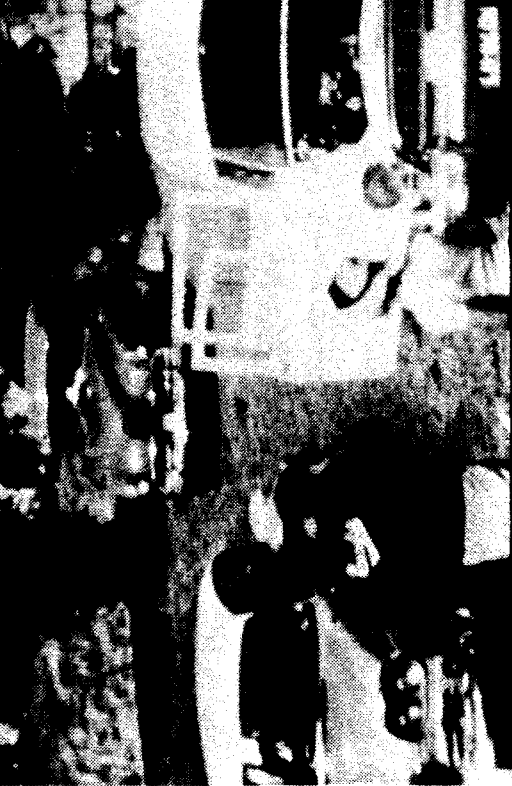
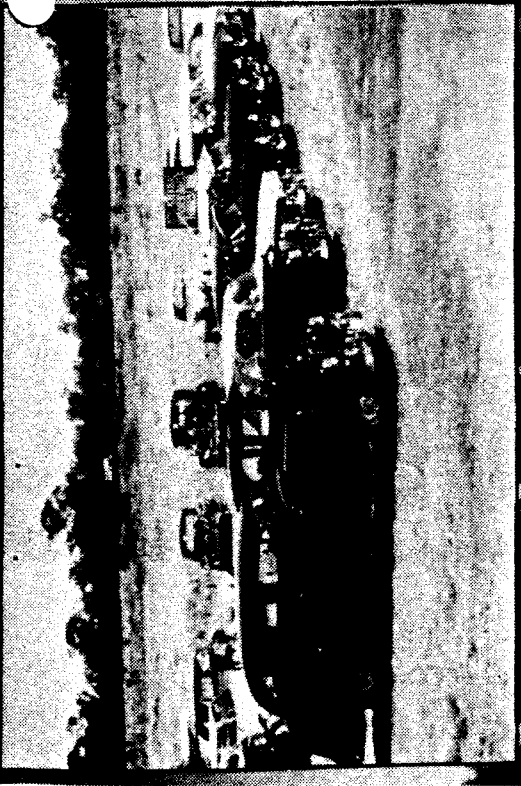
So it was follow the leader through town to the showground where we all parked in a large circle without a scerrick of shade to be had. After all that slow running in that heat the MKIV proceeded to boil in no uncertain manner so it was up with the bonnet to let things cool down a little (I was getting used to the funny looks and questions when lifting the bonnet at every stop to let the heat escape). The rest of the afternoon people had the choice of going on a cryptic trial or doing their own thing, we chose the latter. Along with Bob Kennedy and Bob Bruce we decided to relax with a few cold ones before tackling a complete valeting of our cars. After much elbow grease and a full bottle of Armourall, the MKIV Super Snipe really did look absolutely super!!

That evening we were treated to a Fun and Family smorgasboard at the local golf club and a very enjoyable evening it was to, especially when adults started playing musical chairs along with the kids, very funny.

Next month my report will continue with the Concours held on the Sunday and the prize giving dinner held in the evening, until then T.T.F.N. MAX.



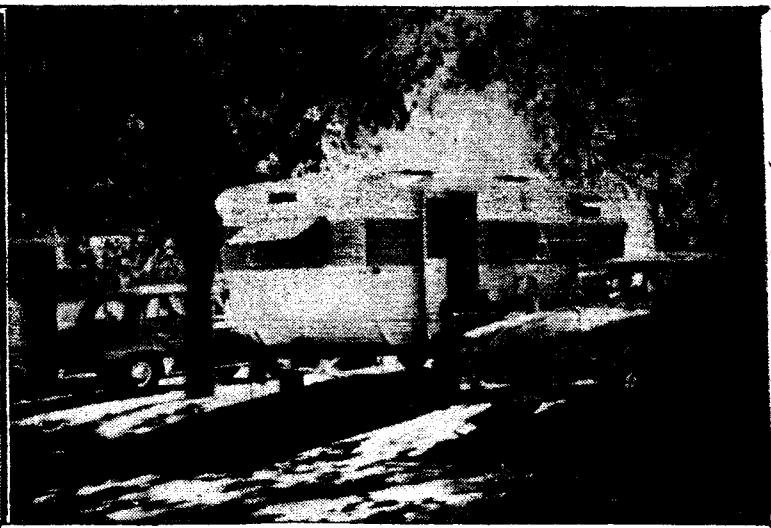
PHOTOGRAPHED &
COMPILED BY: Max Heazlewood



National Rally Forbes 86



After a long hot day on the road our MKIV takes a well earned rest in the shade at the Nerandara caravan park.....



.....along with some of our travelling companions, Bob Bruce, Barry Bosnich and Peter Davenport. Bob's Ser.VA is on the right.



It's all action in the motel car park with (from front) Roger foote(NSW) checking over his father's Imperial, while Margaret Willimott tackles the bonnett of her Sceptre.



This very attractive Ser.IV Snipe belongs to Chas Grimes. He and his wife travelled from Adelaide to be at the rally.



Birds eye view from the balcony. With one exception it was wall to wall Humbers!



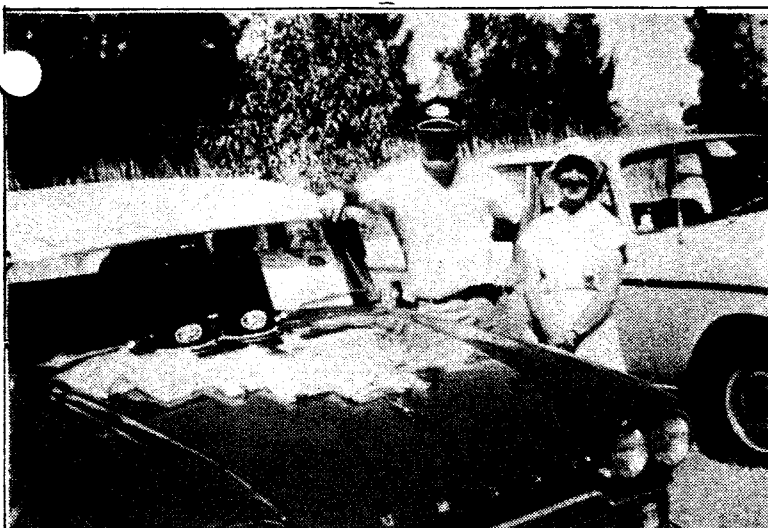
Yours truly after applying a little elbow grease to Margaret and Kieth Willimott's sparkling deep green MKI Sceptre:



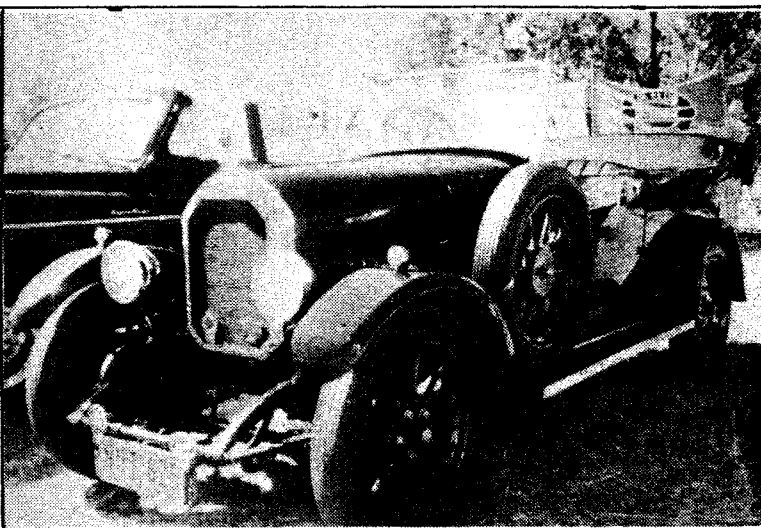
Club President Bob Kennedy in a jovial mood, suitably equipped for the weather, has a breather after a bout of pollishing and cleaning on the MKIV.



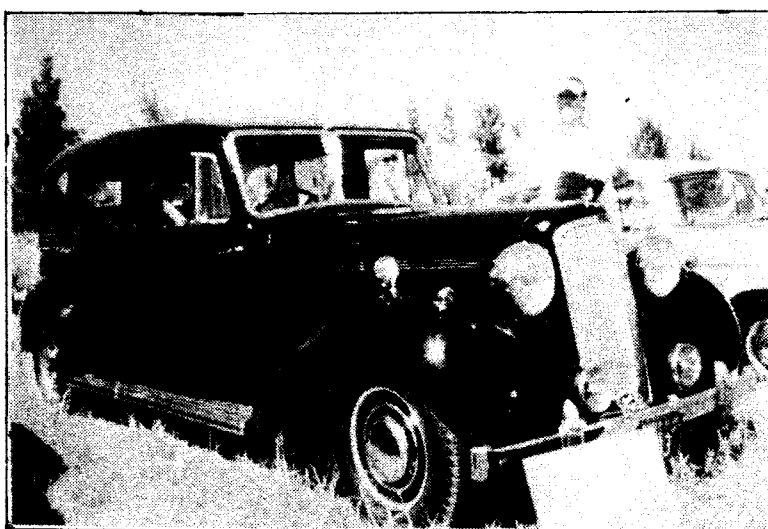
Big hearted Bob Bruce relaxes with a glass of Australia's best. What more could you ask for, good weather, good company and the right sort of cars, Pitty we have to wait another two years.



Caught in the act! Bob Kennedy and Margaret Willimott flogging the Club wares to passers by.



Residing at the rally site, the 1927 Humber Tourer alongside Mike Stoneman's MKIV Snipe Royal Tour four door drophead.



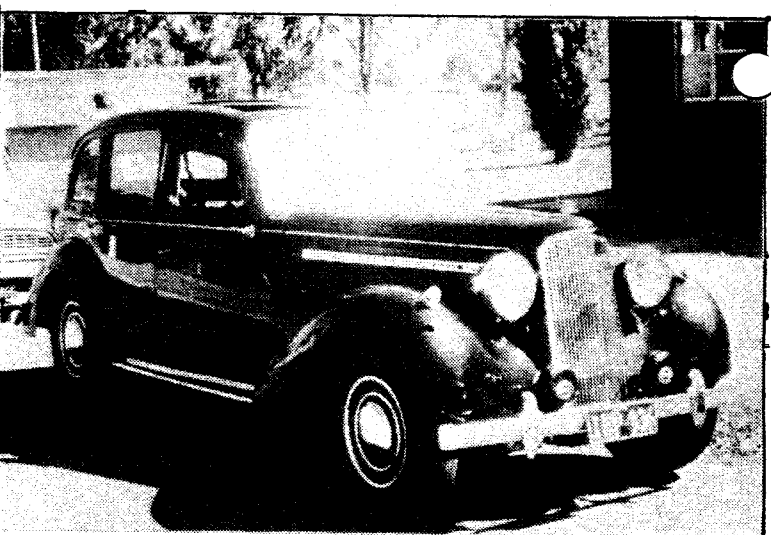
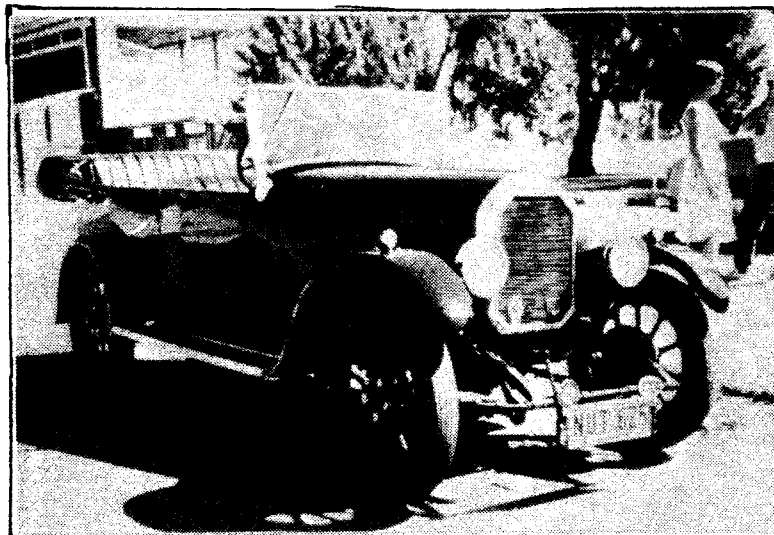
A 1947 MKI Humber Pullman from the NSW Club. Completely original and in remarkable condition.



Humbers to the horizon, lined up at the Forbes showground after the street parade. Steve Dixon's (NSW) MKIII Snipe is in the foreground.

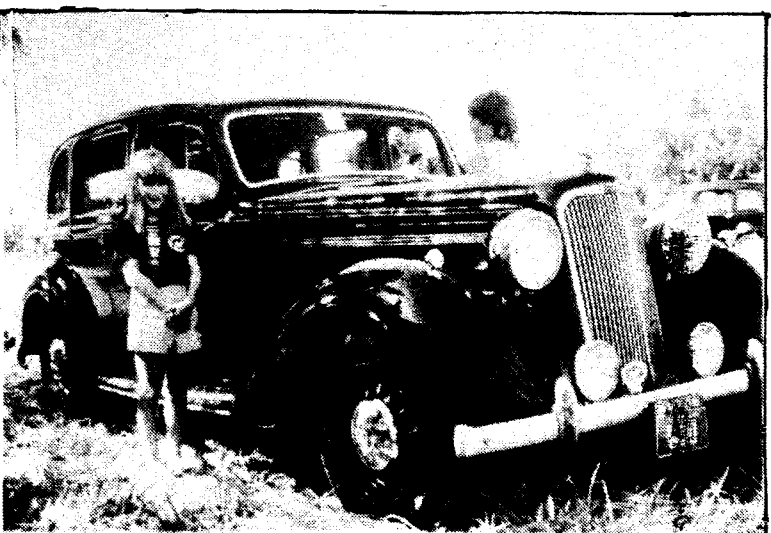


These shots were taken after the street parade through Forbes, Here we have the NSW Club Registrar Pip Rowlands and baby daughter with there MKI Snipe



The oldest Humber present at the rally was this 1927 four door tourer from NSW.

Winner of the Most desireable car award was Tom McAlpine's beautifully presented 1947 MKI Snipe. Finnished in irredecent dark green it truly is a splendid model.



Our Club Editor Barry Bosnich after checking his Ser.II Snipe, Heads for the nearest bit of shade which was on the scarce side.

Our daughter Carly keeps company with her big buddy the Rowlands MKI Snipe.

THE HUMBER SUPER SNIPE verses THE BUICK 225
1965

Much has been said for and against English and the American car over the years and no doubt a lot more will be said in years to come. Unfortunately a bias is usually the only means of winning an argument, even between friends, and in a car club which caters for both car from U.K. & U.S.A., divisions occur among some members which can make things uncomfortable for all. Trouble is, a lot of arguments are unfair in that the vehicles under discussion may be from the opposite ends of a market for which they were built. For instance, when the H.C.C.V. shares an outing with the Chev. Club some people tend to think that a Chevrolet is just not quite as good as a Humber. Perhaps, but then on it's own home ground, a Chev. is really on the same market level as a Vauxhall, Morris or Austin in England, Holden, Falcon or Valiant in Australia. Therefore, if one is going to compare a Humber with an American car, we should read how noted auto-historian & Rootes authority Richard M. Langworth describes a Super Snipe to his fellow Americans, AND that is, "They are like a well made Buick "

The Super Snipe was the mid-range car for 1965, Imperial being top of the line, and the Hawk lower down. The Buick Electra 225 was about the equivalent mid-range car within the Buick line up for '65, with Electra Custom top rig and LeSabre the lower range, Riviera a separate up market model range altogether. So, if we settle for Electra 225, four door sedan, (excluding hard-top model), it should even please the Hon. Ralf Chalmers as being a worthy enough Yank to make the following comparison.

Price is a good place to start for this is where the Humber wins one, for on it's home market the Humber was selling for approx. £1900.; the Buick in the States sold for \$U.S.3989-. Here in Aust., Humber was just on £Aust. 2000-, while the Buick was almost £4000- owing of course to a hefty import tax, so, value for money, Humber way in front.

Body construction differed in that the Humber was a mono, while the Electra was body with separate chassis resulting in the latter car weighing in at 4261lbs., the former 3405lbs. Both cars boasting strength but, the Buick with detachable panels would be the cheaper to repair in the unhappy event of a collision. As far as rust is concerned the Humber is less prone, but again the Buick would be cheaper and easier to rectify. Fitment and finish of the Humber is superior. Styling of both cars is American, the Super Snipe design came from the Raymond Lowey Studios, of Studebaker fame, while the Electra was an in-house job by G.M. in Flint Mich., home of Buick. While the Buick's style was out dated by the following year's new model line up, as was the norm in those days, the Humber was out of date before it was even built and yet the new roof line & rear portion gave the car a timeless shape, the frontal appearance is definitely Fifties. If tradition is a criterion for buying a car, then the Buick wins out! Rootes have often been criticised for not maintaining a trad. grill, there is nothing to suggest that the Series 1 is in any way related to it's superceded model, while on the other hand, the Buick, even with a new body each year, you can never mistake it for one of it's G.M. sisters due to the "portholes" along the front fenders, or the triple shields emblem which is even evident on the exterior mirrors.

Interiors, well, the only thing one can say regarding the Humber is superb. In both cars, space is a plus but nothing beats the "furnished" warmth that the Humber gives, however there are some drawbacks. The Electra gives a far greater range of front seat positions and is electrically operated as standard. Instrumentation on both cars is complete and easy to read, with Electra's speedo very much to the fore.

Mechanicals differ greatly as far as engines go, the Snipe is a 180c.i.d. giving approx. 20m.p.g., while the Buick runs a hefty 401c.i.d. v-8 giving approx. 15m.p.g., but who cared about that in 1965! For towing the Buick is very good indeed, and so it ought, that v-8 could haul out 325h.p.! The Humber when used for towing was even better, although a little slower on take-off, once you got the weight moving the Humber was a far more stable car due to extremely short overhang behind the back axle; braking was also superior. Where the Buick had a 126" wheel-base, it was 224" in overall length, where as the Snipe ran a 110" w-b., and was 188" overall. The Achilles heel with the Humber of course is the rather weak differential which Rootes never seemed to overcome. To drive, both cars are poor in the handling dept., the Buick with enormous oversteer, the Humber with just as frightening understeer. Although the Electra may produce some grotesque angles when going into a corner, a car with oversteer is a lot more predictable, and easier to correct where as the Humber is very unstable and cannot be powered out of a corner until the straight line appears. One has to balance a Humber going through an S bend due to it's higher center of gravity. The Electra has wider tyres which gives it a better grip on the road but loses nothing in the ride which is typically "floating", at the same time taking nothing away from the Humber's ride, the Buick is smoother. Of course, power-steering is standard on Electra which, together with it's three-speed auto-trans. & responsive engine, makes this car very easy & light to handle in city traffic despite it's enormous size. The Humber does feel heavy and slow in this respect.

One thing that is surprising for a car that comes from the U.K., is the heating and demisting unit; while the heater is adequate for OZ conditions, the demister is hopeless! Compared to the Electra, which incidentally has twin booster fans to the rear window as well, the Humber's unit is definitely sub-standard.

Options for Humber read like the standard equipment list of the Buick except for air-con. which was even an option for Buick in '65. Tinted glass, white side walls, radio with twin speakers, electric windows, & seats, power-steering, etc., etc., the list is never ending. Some people are quite happy to do without these kinds of comforts in which case a Buick Electra 225 is not for them.

Neither then, should a Humber Super Snipe Series V.

Production figures are unavailable for Series V. but for Series Va they read 1731 units

For Buick Electra 225 they read 86,810 units for calendar year 1965

It needs to be pointed out here also that while Humber comes with Hemi-spherical combustion chambers, Chrysler Corp. introduced same in 1952, with a V-8 designated Fire Power. So while I agree with most other things written by Mr. Ralf Chalmers, I hope that between us we can cut down on the one-eyed bias within the club and go about the job of getting the recognition these Humbers deserve without canning what everybody else drives; that is not the way to win friends or influence prospective owners of the Humber Marque.

Des Judd.

THE HUMBER SNIPE: LUXURY NEED NOT BE EXPENSIVE



In these enlightened times three litres is not very much capacity with which to lug around a ton and a half of car on a wheelbase of 9 ft 2 in. — or 110 in., an inch less than that of the XR Falcon. In anybody's language, the 180 cu in. and 128.5 bhp (net) of the Humber Snipe is hardly a match for 186 inches and 125 bhp (SAE) of a Holden. But somehow when you drive it the Snipe doesn't feel as underfed as all that. Rather it is a quiet, smooth car which — in the upper ranges at least — is quite accelerative, if fairly hungry for fuel, like most past Rootes products.

The hand of Chrysler has not yet fallen on the Snipe; in fact, the newest Rootes car, the Hillman Hunter shown at Earls Court, was laid down before the Chrysler merger. When Chrysler does do something with the Snipe in a year or two it will undoubtedly use one of its smaller American V8s. That should make a very nice car out of it, for there is little wrong with the current Anglicised version.

There have been very few changes to the Snipe in the last six years. The most recent one — brought in last year — involved lowering the roofline, flattening the rear window, and incorporating hinged rear quarter vents to cut down the rear blind spot. Other changes involved revisions to front and rear

suspension for better and quieter ride, reshaping of the rear seat, and some minor engine modifying, including two Zenith-Stromberg carburettors, to give another 45 bhp.

The Snipe has always occupied a unique position in the Australian market. There is no other medium-large luxury sedan — British or American — available near its price, and certainly none that has such a limousine air about it. It is also available in Britain as the Imperial model, with black vinyl roof, Armstrong Selectaride adjustable dampers, leather trim, reclining front seats, radio, rear window demister, and auxiliary fog and driving lights.

But the Australian Snipe doesn't fall far behind in equipment. You get haircord carpet, rich walnut veneer panelling on facia and window sills, individual folding tables in the rear with ashtray and cigarette lighter each, glovebox light, and centre armrests front and rear. It is quiet, even at high speed, and very restful — if not easy — to drive.



Hustling around a rough dirt corner the Snipe shows up its understeer, yet retains good balance.

It does, however, have a slightly old-fashioned air about its body styling and handling, despite power-assisted steering. It needs a new body soon, and could use a suspension with less limited vertical travel, although it is helped by the new six-leaf rear springs and anti-roll bars front and back.

The Snipe driver sits in, rather than on, a big bench seat with thick rolls right around its edges — and so deep in the squab that it comes right up behind the shoulders. It is very comfortable, and gives surprisingly good location. However, the largish steering wheel is set far too high, so this good seating is not helped by a tendency to hang on to the wheel for balance when cornering. There is good fore-and-aft adjustment, but the wheel height and the altogether too-vertical squab angle cancel out a lot of this. There is a full horn ring, with a neatly padded boss. On the

left is an old-fashioned lever controlling the selector quadrant, and on the right a combined trafficator/headlamp flasher stalk.

Traditionally, the big range of instruments is set in very pukka treewood panelling, with swivelling fresh air vents at each end; these, however, do not admit a big enough volume of air for local summers. The glovebox is lockable, and lit, and the white-on-black instruments have metric calibrations as well as the normal ones. Most of the warning lights have eyelid lenses for dimming, while you get speedometer, clock, and gauges for fuel, amps, oil pressure and water temperature. Thrown in for good measure are a fuel reserve warning light and handbrake warning

light. The choke is a lever set in a horizontal side, and also has a warning light — albeit a dim one. No complaints here. All the controls can be used while wearing a belt. About the only things we don't like about the interior are awkward-locking quarter vents and an ugly fibre-board finisher panel under the fascia. The window winders are properly high-g geared and the handbrake, at the right of the driver on the floor, works like all Rootes handbrakes — it will lock the rear wheels anywhere, anytime.

There are acres of leg room in the rear seat, although the car is happier carrying two in the front and three in the rear rather than acting as a true six-seater. This is mainly because of the very large front transmission hump. The boot lid opens with a key and press-catch affair, and uncovers a comfortably large space with the spare wheel mounted vertically to the right, locked by its own webbing strap. However, the boot is finished-off fairly crudely, with one of those Rootes patent woven fabric/rubber mats. The 16-gallon fuel tank still has the cap disguised neatly as the right rear reflector, although this makes it a little hard to fill without getting blow-back.

The view from the bridge in this car is quite impressive. You sit behind a massive bonnet, but the corners are well defined and it is not hard to park. The four headlights throw quite a good spread of light, but lack real high-speed penetration. All round vision is good, with big glass areas, although the sills are a little high all round.

Little can be heard of the engine at any time, pointing to good underbonnet insulation and a very efficient exhaust system. It can be heard if you lock the car in the intermediate gears and rev it right out, but not otherwise. The standard Borg Warner transmission is not adequate to the engine's smoothness, and there is a noticeable and annoying thump with almost every change. Normally, of course, you leave the car in Drive, and it shifts itself at most of the right points except in traffic, when it tends to hunt between the gears. For a lower gear one can use the kick-down or go back to the Lock position. Using this manual hold the car can be kept in second to almost 70 mph.

While it is no fireball, the Snipe punts along quite handily, and by using the transmission selectively you can make quite an impression on average speeds. It takes a while to wind up to its top speed, and our test car just refused absolutely to go over 90 mph, although we are certain it will go close to 97-99. There

is no sign of axle tramp under acceleration, but you can induce wheel hop on corrugated surfaces.

The car is quite nose-heavy, and even the good power steering does not minimise the effect of the understeer. It needs quite a lot of lock when motoring quickly, but conversely is extremely stable for a big car on greasy roads. It understeers consistently, and some lost motion in the straight-ahead position of the steering is not much help. However, there is absolutely no reaction transmitted to the hands, and the car runs arrow-straight in cross-winds.

To balance this out the ride is first-class over all types of roads, with no pitching, no harsh suspension reactions, and fairly low tyre noise level. Once you get the car wound up to its natural cruising speed of around 75 mph, get the radio tuned and adjust the fresh air system you can whistle along in utter calm over most roads.

The only exception to this is very bad dirt roads, where the suspension with its limited vertical travel can produce quite a harsh ride if you get very silly and thrash along as though it were a trials car. But this doesn't matter very much, because the lack of fore-and-aft pitch balances out reasonably well, and there is little actual noise from the suspension. In any case, the car was not originally designed to go haring around the back-country roads, although a lot are sold in Australia to graziers, we understand. And they are notorious presser-onners.

In this the brakes are a great help, for despite the car's weight the big front discs will do anything demanded of them. Pedal pressures are always progressive, even through the servo, and we couldn't catch them out at any time. It could use a little more rubber on the ground, as a 6.75 tyre is only just adequate for a car of this weight and wheelbase.

We were, however, disappointed with the fuel consumption. The best we ever returned was 18 mpg, and cruising around 70 mph cut our fuel average down to 14 mpg and the tank range to a little over 210 miles, which is not good in Australia. Mind you, this was making full use of downshifts in the transmission; leaving it in Drive on a trip would up the figures quite markedly to perhaps 20 mpg.

Overall, we liked the big car quite a lot. It seems to us to represent better value of a more realistic character than do the equivalent American sedans, although it is down on performance. It has quite a lot of prestige; and if you want to emphasise the fact you can always buy yourself a chauffeur's cap and put mother in the back seat. #

TECHNICAL DETAILS

MAKE Humber OPTIONS nil
PRICE \$2498 BODY TYPE Sedan
MODEL Super Snipe V COLOR Black
MILEAGE Start 1862 Finish 2756
WEIGHT 31.5 cwt

FUEL CONSUMPTION:
Overall 15.1 mpg
Cruising 16-18 mpg

TEST CONDITIONS: Weather fine, Temperature 68 deg F,
Surface bitumen bonded gravel, Fuel premium grade.

PERFORMANCE

Piston speed at max bhp 2708 ft/min
Top gear mph per 1000 rpm 18.3
Engine rpm at max speed 4900
Engine rpm at cruising speed 4350
Lbs. (laden) per gross bhp 27.4

MAXIMUM SPEEDS:
Fastest run 92.4 mph
Average of all runs 89.2 mph
In gears:
1st 39 mph, 2nd 64 mph, 3rd 89 mph

ACCELERATION: Through gears
0-30 mph 4.8 secs
0-40 mph 6.9 secs
0-50 mph 9.8 secs
0-60 mph 14.2 secs
0-70 mph 19.2 secs
0-80 mph 28.5 secs
0-90 mph 39.8 secs

Third Gear Top Gear
20-40 mph 5.3 secs 6.5 secs
30-50 mph 6.3 secs 8.7 secs
40-60 mph 8.1 secs 10.1 secs
50-70 mph 9.4 secs 13.9 secs



STANDING QUARTER MILE:

Fastest run 19.9 secs
Average of all runs 20.0 secs

SPEEDO ERROR:

	30	40	50	60	70	80 mph
Indicated	30	40	50	60	70	80
Actual	27.4	37	46	56	65	76

SPECIFICATIONS

ENGINE:

Cylinders six, in line
Bore and stroke 87 mm by 83 mm
Cubic capacity 2965 cc
Compression ratio 8.0 to 1
Valves overhead, pushrod
Carburettors 2 Zenith
Fuel pump AC mechanical
Power at rpm 129 bhp at 5000 rpm
Torque at rpm 167 lb/ft at 2600 rpm

TRANSMISSION:

Type automatic, 3-speed Borg Warner
Gear lever location column
Ratios: 1st 11.84
2nd 6.13
3rd 4.22
Final drive 4.22 to 1

POST VINTAGE HUMBER CAR CLUB

10th NATIONAL RALLY - AUGUST 1985

CARS ENTERED FOR JUDGING

ALL CARS ENTERED MUST HAVE A CURRENT M.O.T. CERTIFICATE, WHICH WILL BE ASKED FOR AND A CURRENT ROAD FUND LICENCE. VEHICLES WILL BE DISQUALIFIED IF EITHER ARE UNAVAILABLE

CLASS 1 - HUMBERS REGISTERED BEFORE 1935

- 1.1 Svend Hansen, Lemvig, DENMARK. 1931 Snipe 25/70 EV 44939. This impressive car has won the Willy Mol Cup, the Master Class and the Tom Cantle Trophy many times during the past years but is still having work carried out on it!
- 1.2 Martin Williams, Swindon, WILTS. 1935 Vogue. This car has recently undergone a four month intensive rebuild since being a club display car at Bristol this year. Reg. no. 800 MW.

CLASS 2 - HUMBERS REGISTERED BETWEEN 1935 & 1948

- 2.1 Ted Haldford, Iwer, DUCKS. 1939 20.9HP Snipe, 2 EJH. Purchased in 1974 after having had two previous owners, the car has only covered around 60 000m from new. It was in original condition when obtained but required a complete repaint, receiving 16 coats in the process! The headlining, braking system, carpets have been renewed and the engine rebuilt. Has won several awards.
- 2.2 Norman Ramage, Douglas, Lanarkshire, SCOTLAND. 1947 Mkt Pullman, FGD 844. Winner of this class last year, this Pullman is a great credit to Norman having been rescued from a breakers yard in 1978 and subsequently restored.
- 2.3 Tom Cantle, Bishopsworth, BRISTOL. 1938 20.9 HP Snipe, ELJ 938. Owned by Tom since 1963, the car has this year had an extensive engine rebuild. Apart from this, it is in most respects original.
- 2.4 M.E.Jarvis, Birstall, LEICS. 1947 Mkt Snipe, LPA 846. Fitted with the 2731cc SV engine.

5

- 2.5 Ray Harper, Wolverhampton, W.MIDLANDS. 1947 Mkt Hawk, NON 53. Fitted with the 1944cc SV 4-cyl. engine.

CLASS 3 - Mk1 to 6 HAWKS, Mk2 to 4 S/SNIPES & PULLMANS

- 3.1 P.Durham, Hull, HUMBERSIDE. 1956 Mkt Super Snipe, RWT 193. This model represents the last of the separate chassis Humbers. Purchased in 1966 and restored in 1981.
- 3.2 Nigel Burgess, Hounslow, MIDD. 1952 Mkt Super Snipe HCO 858. Purchased in 1971. Was club display car at this year's NEC Classic Motor Show and was 'dressed' to represent George Winchcliffe's epic run to Cape Town in 1952. The car has also been used for film & television work.
- 3.3 Vernon Cox, Sunningdale, BERKS. 1950 Mkt2 Tickford bodied Super Snipe, NWE 908. Following several years under restoration, this rare Humber is now on the road. About 420 Super Snipes carried this body by Tickford. Has awarded 2nd in class at the recent National Classic Concours at Brands Hatch.
- 3.4 John Easton, Worthing W.SUSSEX. 1952 Mkt3 Super Snipe, FDT 281. Purchased by John in 1956 from the ex-Lord Mayor of Hastings, it is in very much original condition. An extensive 'Salon Feature' in the March issue of Practical Classics was done this year, and it will be seen on TV later in the year in a 'Dear Ladies', Hinge & Bracket' special.
- 3.5 Mike Brimmonit, Dalston, LONDON. 1949 Mkt2 Pullman, ECX 300. Mike hopes to bring this car to the rally this year if he can get it finished! It will no doubt be used on business trips to Germany as does his other Pullman, the 1948 Mkt1, LAE 843.
- 3.6 Phil Brothwell, Walton on Thames, SURREY. 1955 Mkt6 Hawk, YPA 54. The car was bought in July of last year having had several previous owners. It is believed to have been laid up for a number of years. The recorded

6

mileage of 74 000m is thought to be genuine. Bodywork, interior, mechanics and fittings are all very original although new sills were fitted and some minor bodywork repairs were carried out earlier this year. The car is still in use regularly for show and pleasure(?)

CLASS 4 - SERIES 1 to 4 HAWKS

- 4.1 Don Lewis, Colliers Wood, LONDON. 1967 Ser4 Hawk estate, TPL 707 F. Registered in March 1968. Purchased in Dec. '82 from a garage where it had been laid up for three years. Is used daily and is pressed into club service at times!
- 4.2 Steve Osborne, Southsea, HANTS. 1966 Ser 4 Hawk, JRX 404 D. This car has received slight restoration work to the bodywork and has been repayed in its original Silver Moss paintwork since last year where JRX was placed 2nd in its class and won the 'Best Engine Bay Presentation' award.
- 4.3 Joan & Jack Makepeace, Rotherham, S.YORKS. 1958 Ser 1 Hawk, 884 VMF. This car is in very original condition although it is used extensively and tows a caravan.
- 4.4 Robert Edwards, Earlsfield, LONDON. 1965 Ser 4 Hawk, OLP 130 C. Purchased four years ago, the car was found to be in very original condition. Apart from the usual maintenance, no other work has had to be carried out.
- 4.5 Ron Campbell, Bournemouth, DORSET. 1967 Ser 4 Hawk, ROF 600 E. Automatic transmission. Gen. mileage 78 000m from new. Interior and bodywork apart from the sills are all original as is the engine and bay area. Purchased new by Ron from Rootes Piccadilly showrooms on 10th March 1967 for £1288. Used 1967 to 70 in the London area on Chauffeur drive hire to Buckingham Palace garden parties; BBC TV work conveying celebrities including Henry Cooper, Colin Cowdrey etc.
- 4.6 David Mead, Bures, SUFFOLK. 1960 Ser 1A Hawk, 1310 JH. Having covered only 28 000m from new, this Hawk is in very original condition. Has won several awards in past years.
- 4.7 W.L.Barron, Tunbridge Wells, KENT. 1967 Ser 4 Hawk, MKT 310 E. Extensively used by Bill for holidays abroad and in this country. Was Master Class winner 1981 & 82, and winner of this class in 1980, 81 & 82.

- 4.8 Derek Hart, Barnet, LONDON. 1961 Ser 2 Hawk estate. 599 CUV. Has covered a genuine 30 000m from new with only one owner. Is very original throughout although a little tidying has been necessary.
- 4.9 Tony Moran, Enfield, MIDD. 1959 Ser 1 Hawk, 615 VME. Winner of this class last year, the car has been in the same family from new. Chauffeur driven until 1963, it passed to Tony's grandfather who some years ago passed it on to Tony.

CLASS 5 - SERIES 1 & 2 SUPER SNIPES

- 5.1 Jim King, Selston, SURREY. 1960 Ser 2 Super Snipe, 2488 BF. Two previous owners from new, one for 19 yrs. With the present owner for 7 yrs who has completely restored the car to the condition since here.
- 5.2 David Clark, Tilehurst, READING. 1960 Ser 2 Super Snipe estate, YXN 235. Charcoal Grey/Dawn Mist duo tone. One previous owner who kept it in a heated garage after buying the car from Rootes Piccadilly showrooms. Total mileage 174 000m +. Shown this year at the National Classic Motor Show in the N.E.C. Birmingham.
- 5.3 Tony Hodkin, Dover, KENT. 1959 Ser 1 Super Snipe, RJG 191. Purchased from Rootes Motors Ltd of Canterbury Kent in 1965 where it is believed to have been sold when new. Mileage 96 000. Never been restored, just looked after!
- 5.4 Angus Stewart, Bangay, SUFFOLK. 1960 Ser 2 Super Snipe YGH 499. Total restoration carried out by Stewart. The car has been the Master Class finalist for the last two years.
- 5.5 Mark & Sally Burmore, LEICESTER. 1958 Ser 1 Super Snipe, SAI 156. Fitted with the unique 2651cc engine.

8

- 5.6 Graham Hawwell, Hedge End, SOUTHAMPTON. 1960 Ser 2 Super Snipe, YLC 578. Previously owned by Col. Sir Claude Holbrook DL, CBE, JP and was chauffeur driven throughout. 36 000m from new and is totally original. Spare wheel never been fitted. Boot and rear compartment virtually unused.
- 5.7 John Harriman, Stevenage, HERTS. 1959 Ser 1 Super Snipe limousine, XGO 82. Specialist conversion by the Harold Radford coachbuilding concern and therefore quite rare. Unique in being left-hand drive, it was exported to Morocco for use of a certain Capt. Cunningham-Reed. Chauffeur driven from new, it ended up with the family in Paris. On the death of the Captain it was sold and re-imported and subsequently purchased by John in 1981.
- 5.8 Norman Ramsay, Douglas, Lanarkshire, SCOTLAND. 1959 Ser 1 Super Snipe, GJV 605. Purchased earlier this year with an ORIGINAL 5 500 MILES ON THE CLOCK FROM NEW!! Spent all of its life in the West Country and in some years barely covered 25 miles! Was then stored for some time. First outing to a national rally.

CLASS 6 - SERIES 3, 4 & 5 SUPER SNIPE

- 6.1 Arthur Gill, Godmanchester, CAMBS. 1964 Ser 4 Super Snipe, UEG 486. This car is in very good original condition throughout and has attended a number of club events. Class winner at this year's Bedfordshire Show at Husbome Crawley.
- 6.2 M. Berry, Barnsley, S. YORKS. 1964 Ser 3 Super Snipe.
- 6.3 Ron Blundell, Streatham, LONDON. 1963 Ser 4 Super Snipe, 910 PKR. Present owner is the third. Spent first four years being a chauffeur driven car. Very original except for rear screen heater which is of course a safety factor.
- 6.4 W. Medcalf, Solihull, W. MIDLANDS. 1965 Ser 5 Super Snipe, DOH 580 C. Maroon coachwork.

9

- 6.5 John Faire, Oadby, LEICESTER. 1967 Ser 5a Super Snipe estate, KJP 230 E. This vehicle has been fully converted to hand controls for John who is disabled. It is good to see him here.
- 6.6 Alan Bowker, Romford, ESSEX. 1967 Ser 5 Super Snipe, RYM 999 E. Partial restoration. All underside & working parts painted. All four doors restored and the entire car resprayed in its original maroon colour. Owned two years, it had two previous owners. Total mileage 72 000m. Was awarded 'Best Number' trophy at the recent Duckler's Road meeting.
- 6.7 Martin Fortune, Harrow, MIDDLESEX. 1961 Ser 3 Super Snipe, J45 BLF. Purchased in October 1982, in original condition. Since then, a new exhaust, battery and clutch have been fitted and the front two wheel arches renewed.
- 6.8 Martin Newell, Haywards Heath, SUSSEX. 1966 Ser 5 Super Snipe estate, GPN 4D. Owned for the last 8 years, this car has been completely rebuilt by the owner which has included an engine rebuild and gearbox and rear axle overhaul. Was on the club stand at last year's Brighton Classic Car Show.
- 6.9 Ray Sellers, Stanwell, MIDDLESEX. 1963 Ser 4 Super Snipe 2454 PH. Only two previous owners, the car has covered only about 33 000m from new. Is in original condition and last year won this class.
- 6.10 Ron & Phil Taylor, Cambridge, CAMBS. 1963 Ser 4 Super Snipe, 887 CVE. Owned by Ron the last 16 yrs. New wheel arches and sills have been fitted but otherwise the car is original.

CLASS 7 - SERIES IMPERIALS 1964 TO 1967

- 7.1 Stephen Lewis, Colliers Wood, LONDON. 1966 Imperial, NAN 479 D. Purchased in 1983 from Walter Clark of Tilehurst who owned the car for 13 yrs. Was originally a company car for the Electric Telegraph Co. of London who gave it the registration, 1 ETC.

- 7.2 Andrew & Freda Harriman, Leeds, W. YORKS. 1966 Imperial, MGP 105 D. Maroon coachwork with beige leather interior. Fitted with period alloy 'Revolution' wheels and radial tyres. A set of original wheels & tyres are kept for originality. The car has been owned for five years and a gradual rolling rebuild is taking place. The mileage is a genuine 71 000m and the car is used regularly.
- 7.3 Harold Munne, Bishop Stortford, HERTS. 1966 Imperial, JJN 37 D.
- 7.4 P. Cunningham, Carlton, NOTTINGHAM. 1967 Imperial, PGU 666 E. Silver metallic coachwork this car is in daily use. Was originally owned by the Don of East Anglia University and then from 1970 to 1982, The Canon of Norwich Cathedral.
- 7.5 A.J. Leeson-Magry, Yate, BRISTOL. 1965 Imperial, ELE 254 C. All original except for the heater ducting in the engine bay and the touching up of some of the paintwork. New tyres fitted 1 000m ago. Underbody treated with Dynatrol 12 mths ago. Present mileage 70 426m.
- 7.6 Derek Hart, New Barnet, HERTS. 1965 Imperial, This car has covered only 25 000m from new with only one owner. Blue coachwork with grey leather interior.
- 7.7 Martin Fortune, Harrow, MIDDLESEX. 1966 Imperial, NBY 848D. Owned since 1967 and has now covered over 200 000m. Won 3rd place in its class at the 1982 National Rally. The car has been resprayed and has received a mechanical overhaul. Is in regular use.

CLASS 8 - SCEPTRES Mk 1, 2 & 'ARROW'

- 8.1 Susan Guy, Catford, LONDON. 1965 Mk 1, PRO 144C. This car has had an extensive restoration carried out on it which was featured in the August issue of Practical Classics. All work undertaken jointly by Trundle's Coachworks and Richard Guy.
- 8.2 R. Wiles, Hookley, ESSEX. 1966 Mk 2, LTR 946 D. Automatic transmission is fitted to this Sceptre.
- 8.3 John Treadwell, Kingston, SURREY. 1965 Mk 2, GPN 974C. Bought in 1976 with 50 000m on the clock, the car has now completed 108 000m. The car is in virtually original condition. Class winner in 1981 & 1982, second 1983 and third in 1984. John is the Sceptre Registrar.
- 8.4 M.A. Sheppard, Poole, DORSET. 1963 Mk 1, 7091 RU. Fitted with the 1592cc engine, some paintwork has been attended to but otherwise the car and its Bronze metallic coachwork are original.
- 8.5 Malcolm Trehaggen, Bedford, MIDDLESEX. 1963 Mk 1, 5954 PH. Purchased by Malcolm during May 1963 it has been in his ownership ever since. The car was mechanically overhauled and resprayed last year. The car is used daily for going to work and is also used on holidays. Total mileage to date is 161 500.
- 8.6 G.J. Gray, Bolton, LANCES. 1963 Mk 1, 1222 VM. This car won its class in 1983 and was a Master Class finalist last year. Mileage is around 35 000m with only one other previous owner. Apart from a respray in its original Quarts Blue paint it is in very original order. Is used daily.
- 8.7 Bill Dowdall, Stanwell, MIDDLESEX. 1964 Mk 1, 424 BOY. This Quarts Blue over Moonstone Sceptre was the class winner last year.
- 8.8 Nigel Tully, Cobham, Surrey, Mk 1, 161 FXH.
- 8.9 Walter Clark, Tilehurst, BERKS. Mk 2, OLO 327E.

The 'Car of Show' winner will be the car accruing the maximum number of points and therefore there will be no Master Class. The PETER DAITON Trophy will be given at the discretion of the Judges to the 'Best Restoration'.

PVHCC

10th NATIONAL RALLY - AUGUST 1985

HUMBER SPARES



HILLMAN SPARES & REPAIRS BLACKBURN

ENGLISH SPARES GALORE

AUSTRALIA'S LARGEST RANGE HUMBER PARTS NEW • RECONDITIONED • SECONDHAND

While our first concern will always be Rootes Group Spares, we have now moved into stocking all model English Spare Parts.

Workshop equipped to recondition engines transmissions, most components stocked on a changeover basis.
We do buy Hillman Humber BMC cars for re-sale or restoration or (heaven forbid) even wrecking.
Contact FTG yard.

MAIL ORDERS

We recommend C.O.D. post for speedy delivery.

HILLMAN SPARES AND REPAIRS

178 Whitehorse Road,
Blackburn, Victoria, 3130.
Telephone: (03) 877 4311, 5 lines

WRECKING YARD

1098 Burwood Highway,
Ferntree Gully, Victoria, 3156.
Telephone: (03) 758 2675

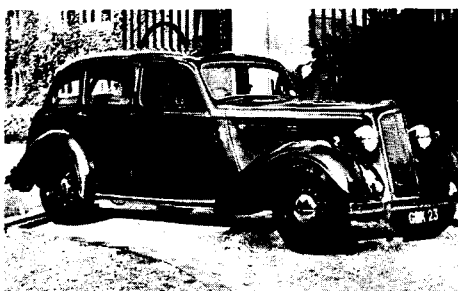
Postal Address: P.O. Box 19, Blackburn, Victoria, 3130.

SHANNON INSURANCES

(VIC) PTY. LTD.

THE CLASSIC CAR INSURANCE SPECIALISTS

**NEW RATES
OUT NOW**



**NEW RATES
OUT NOW**

DON'T BE PENALISED FOR OWNING AN EXOTIC CAR — YOU NEED OUR SERVICE

Classic Car Enthusiasts have been taking advantage of our Insurance Schemes since the early 1970's and as we move into the 1980's the advantages of our CLASSIC CAR INSURANCE SCHEME continue to grow; compare these points with your existing cover now.

- Agreed Value Policy means no hassle payout in a total loss situation
- Windscreens — One claim per year will not affect No Claim Bonus
- First right of refusal to obtain the wreck
- Choose own Repairer or use our selected Body Shop near you
- Full No Claim Rating transferable from any other insurance Company
- Competitive Premiums
- Personal Contact and Service
- One Policy for all your Classic Cars

GENERAL BUSINESS — We are also very competitive in all types of Insurance cover from domestic to business, and can assist with all matters without obligation.

SHANNON'S CLASSIC CAR CENTRE P/L

321 WARRIGAL ROAD, CHELTENHAM, 3192
TEL: (03) 584 7266

OPEN 7 DAYS A WEEK