

May 1989

# *The* **HUMBERETTE**



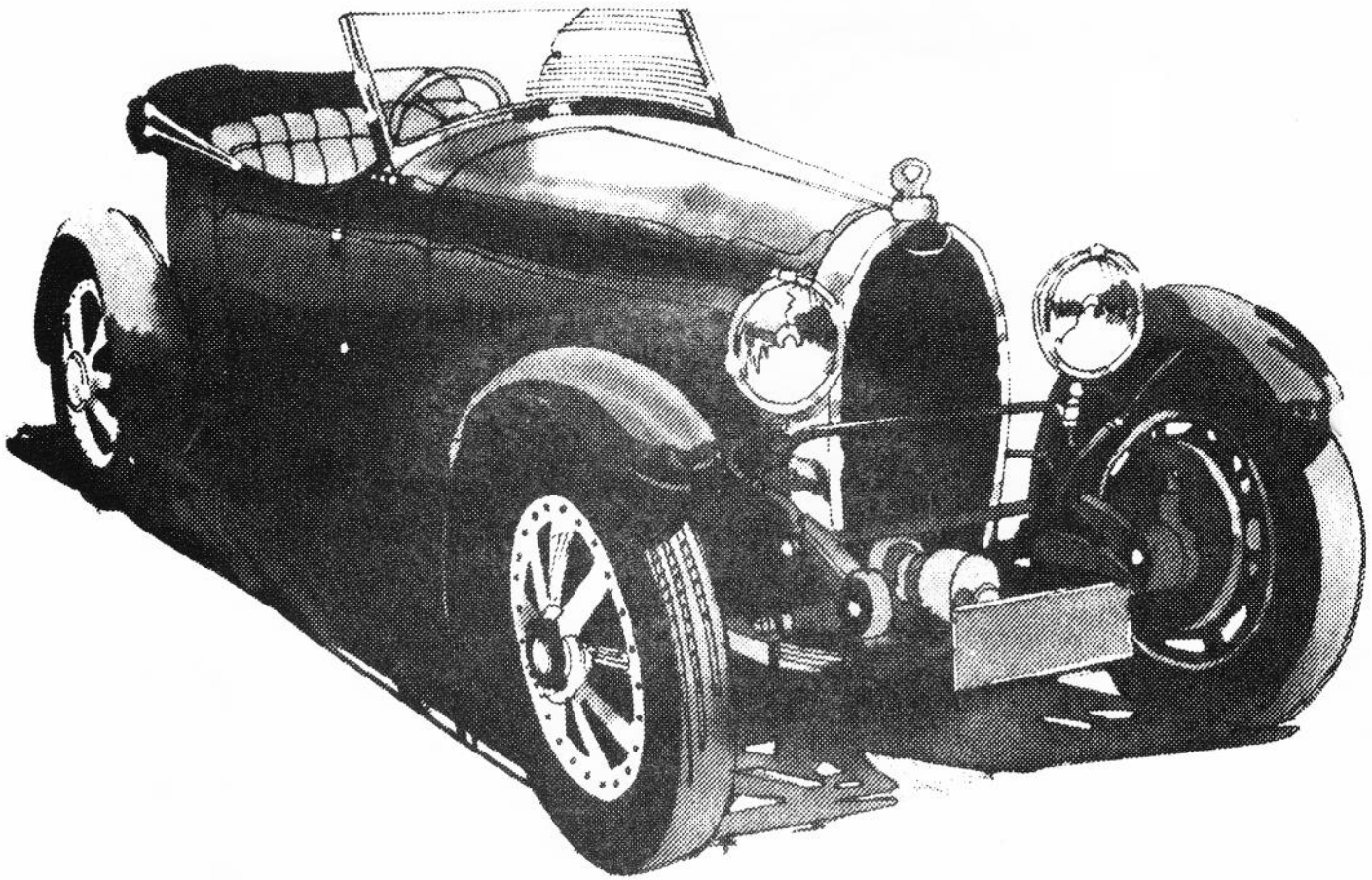
By Appointment to  
The Royal Family

Official Newsletter of the  
Humber Car Club of  
Victoria Inc.

Affiliated with the  
Association of Motoring Clubs



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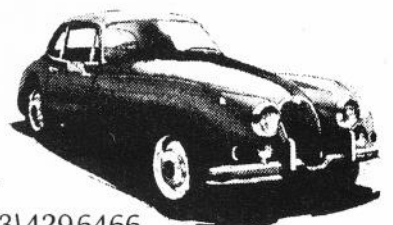
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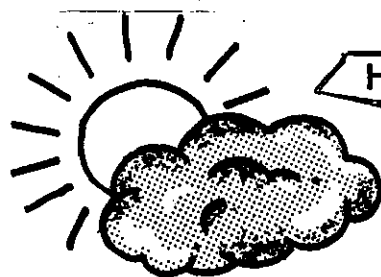
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MAY 28TH. (SUNDAY)	GENERAL MEETING AND FAMILY DAY AT DEEPDENE HALL. 2.00PM.
JUNE 3-4TH	V.D.C. SWAPMEET. AGRICULTURAL SHOWGROUNDS. ASCOT VALE.
JUNE 10TH - 12TH.	QUEEN'S BIRTHDAY WEEKEND TRIP. WARRNAMBOOL AND HAMILTON RALLY. SEE REVERSE OF THIS PAGE FOR DETAILS.
JUNE 3RD.	DARWIN ADVENTURE RALLY DEPARTS FROM PORT AUGUSTA.
JUNE 23RD.	GENERAL MEETING. DEEPDENE HALL. 8.00PM.
JULY 16TH.	AMVC. ALL BRITISH AUTO-JUMBLE AT CHIRNSIDE PARK.
JULY 23RD.	MONTHLY CLUB RUN. QUEENSCLIFF & THE DRYSDALE EXPRESS.
JULY 28TH.	GENERAL MEETING. DEEPDENE HALL. 8.00PM.
JULY 29TH.	INTER CLUB DINNER DANCE AT ELTHAM NORTH HALL. RUN BY STANDARD/VANGUARD CLUB.
AUGUST 13TH.	LUNCHEON RUN TO WESTERNPORT PUB, HASTINGS.
AUGUST 20TH.	CHACA SWAP MEET AT CHIRNSIDE PARK SHOPPING CENTRE.
AUGUST 25TH.	GENERAL MEETING. DEEPDENE HALL, 8.00PM.
SEPTEMBER 24TH (SUNDAY)	GENERAL MEETING AND FAMILY DAY AT DEEPDENE HALL.
OCTOBER 27TH.	GENERAL MEETING. DEEPDENE PARK. 8.00PM.
NOVEMBER 5TH.	ANNUAL CONCOURS D'ELEGANCE. DEEPDENE PARK OVAL.
NOVEMBER 18TH - 19TH.	BENDIGO SWAP MEET. AGRICULTURAL SHOW GROUNDS, BENDIGO.
NOVEMBER 24TH.	FINAL GENERAL MEETING FOR YEAR.
DECEMBER 10TH.	CHRISTMAS DINNER AT ST. ANDREWS HOTEL. 12.30PM.



BEST WISHES

TO THE

INTREPID DARWIN TRAVELLERS.

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COMBINED HUMBER CLUBS OF AUSTRALIA - NATIONAL RALLY 1990.

LOCATION: COWRA, NEW SOUTH WALES.

WHEN: EASTER 1990, APRIL 13TH - 16TH.

ACCOMMODATION: VARIOUS; MOTEL, HOTEL, CABIN, ON-SITE VANS ETC.

PLEASE ADVISE REQUIREMENTS AS SOON AS POSSIBLE. FIRM BOOKINGS  
AND DEPOSITS REQUIRED BY DECEMBER.

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The Humber Car Club of Victoria meets on the 4th Friday of the month in the  
Deepline Park Hall, Whitehorse Road, Deepline (Melway 46 A/7), at 8.00PM.  
New members and visitors welcome.

EVENTS AND OUTINGS - MAY-JULY.

MAY GENERAL MEETING; FAMILY DAY:

Members, with their families and friends, are invited to join your Committee for a social luncheon before the General Meeting on Sunday May 28th. Lunch is B.Y.O. everything with plenty of boiling water, tea and coffee available in the Clubrooms.

There are coin-in-the-slot BBQ's in the Deepdene Park as well as playground equipment for the children.

It is suggested you arrive around Midday to allow plenty of time for a leisurely meal and to check out the cars before the start of formal activities at approx. 2.00PM. This is a good day for the whole family and an ideal opportunity for some of our Country Members to pay us a visit, check out the photo album, browse through the Club Library and make a thorough inspection of the different Humbers gracing the car park.

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QUEEN'S BIRTHDAY LONG WEEKEND RALLY; WARRNAMBOOL, HAMILTON:

ACCOMMODATION: FIGTREE CARAVAN PARK, 33 Lava St. Warrnambool. PH: (055) 622.354. Motel accommodation if preferred. Figtree Caravan Park on-site vans, cabins approx. \$37 per night (double). 3 night minimum. Please make own accommodation bookings unless already notified.

ITINERARY:

FRIDAY: Check into accommodation.

SATURDAY: Assemble Figtree C.P. 9.30AM ; visit to Flagstaff Hill Maritime Museum. Picnic lunch.

Afternoon visit to Tower Hill extinct volcano and other points of historic interest around the district.

Evening booked meal at local restaurant.

SUNDAY: Depart Figtree 8.00AM for HAMILTON.

9.30AM Depart Coles New World Car Park for "Melville Forest" - This is one of the historic properties of the Western District being originally part of the Glendenning Station. We will view the historic wool shed and have a short talk on the various types of sheep bred in the district. "Country Style" morning tea. Lunch at Cavendish Memorial Hall. - Adults \$7.50 ea. children (U.10) \$4.00.

This 3-course lunch (soup, Casseroles, sweets, tea etc.) must be pre-booked and paid in advance. Please advise Margaret before 24th May if required.

1.45PM Depart Cavendish for Hamilton to visit "Wool Bales" Hamilton Ability Industries and Australian Sheepskin Products.

Afternoon Tea at H.A.I. Cafe. \$1.75 prepaid as above. Leisurely return to Warrnambool for BBQ tea.

MONDAY: 10.00AM. Depart for home via Port Campbell and Colac.

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QUEENSCLIFF AND THE DRYSDALE EXPRESS:

WHEN: Sunday July 23rd.

MEET: 10.30AM on the Geelong Road, main rest area outside of Lara. Melway;

DESTINATION: Bellarine Peninsula Railway, leaves Queenscliff Station at 2.30pm (be there by 2.15pm) for the 16Km trip to Drysdale and return. Arrives back at Queenscliff at 4.15. Afternoon tea served on train (extra cost).

FARE: \$8.00 adults; \$4.00 Child. 10% discount if group of 15 or more.

LUNCH: Picnic lunch at Queenscliff pier. BYO or purchase from local shops.

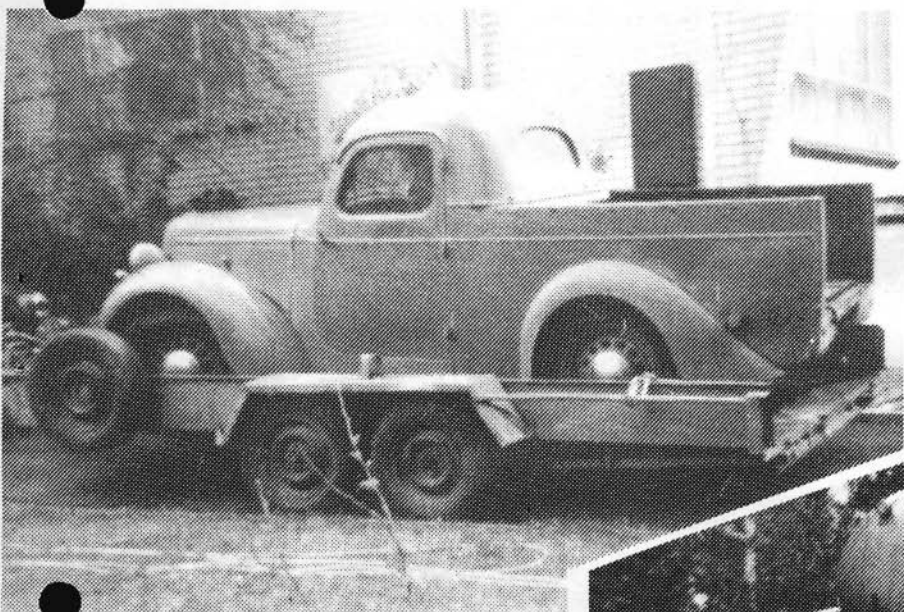


# THE HUMBER CAR CLUB OF VICTORIA INC.

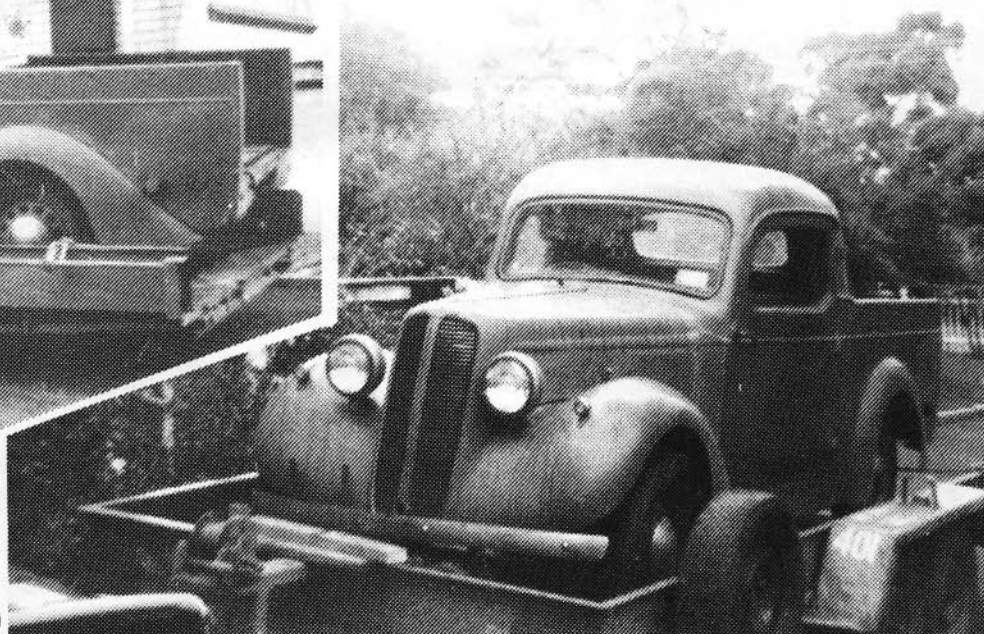
CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

## COMMITTEE 1989-90

PRESIDENT	Geoff Webb	233 6592
VICE PRESIDENT	Margaret Willimott	435 6354
SECRETARY	Arnold Goldman	(059) 75 6807
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	(057) 83 1899
EVENTS DIRECTOR		
LIBRARIAN	Dave Denner	874 7016
REGALIA	Barrie Trubie	890 2984
TECHNICAL ADVISORS:		
Vogues:	D. Dunlop	439 7059
Series V,VA S/Snipes:	A. Goldman	(059) 75 6807
Hawks:	K. Willimott	435 6354
Mk Cars:	B. Kennedy	789 5119
General Information:	B. Kennedy	789 5119
Auto Electrical:	M. Fitchett	366 8987



ANDREW HALLIHAN'S 1936  
8 CWT COMMER UTE



BARRY BOSNICH'S  
SERIES 2 S/SNIPE

**MINUTES OF GENERAL MEETING**  
**HELD ON Friday 28th April 1989 AT DEEPDENE HALL at 8:00pm.**

**PRESENT:** 28 members as per attendance book. Geoff Webb welcomed members and visitors. Present as new members were Darryl Riley, Graeme Finn and Greg Rose, and Dan Carroll from the Daimler Car Club.

**APOLOGIES** were received from Frank Stockwin and Nancy Kennedy. We were also pleased to hear that Adelaide Underwood is improving after her recent illness.

**MINUTES** of the previous meeting as printed in the April 'Humberette' were accepted as a true record on the motion of Jack Waring seconded by Vic Wilson.

**BUSINESS ARISING** The location of the firm that cuts slots in bearings was incorrectly recorded in the minutes. It is in Essendon, but the exact location was not provided. Anyone requiring information should contact Keith Willimott.

**CORRESPONDENCE:** IN: Application forms from Daryl Riley, James O'Brien, Harold Taylor, and Graeme Finn. Enquiries from Tony Nash and Tom East. RTA with proposed changes to club permit scheme. Bruce Cameron with list of Humbers spotted on the road. Roy Meggs with details of Humbers and parts for sale. Hank Pama with details of progress on the modification programme for his Humber. Pine Ridge Car Museum with details of their museum at Purves Road, Main Ridge on the Mornington Peninsula. The Melbourne Classic Car Show with thanks for club's participation. Humber Car Club of Australia with invitation to attend rally at Wambucca Heads.

OUT: Application forms to Tony Heron and Charles Mellquist. Welcome packages to John Perry, Barry Homewood and Bert Groothuis. Request for information to Hillman Spares.

**Exchange Magazines:** Chevrolet Car Club, Humber Car Club of Australia (NSW), Humber Car Club of South Australia, Sunbeam & Talbot Owners Club, Wolseley Car Club, Daimler Lanchester Club, Classic and Historic Automobile Club, Standard Vanguard Club, Austin A40 Club, Austin Motor Vehicle Club, Rover Car Club, Humber Car Club of West Australia..

**BUSINESS ARISING:** Arnold Goldman stated that the RTA will soon be requiring all Club Plate applicants to supply a RVC or club inspection certificate. Discussion generally favoured RVC. The matter is to be discussed at committee meeting.

**TREASURER'S REPORT:** Accounts presented for payment totalled \$1352.46.  
Balance of current account is \$2082.06.

**EDITOR'S REPORT:** Barry Boenich reported that 176 magazines had been sent out to members with a further 16 to other clubs. Request for more articles for magazine, especially on members experiences.

**EVENTS DIRECTOR'S REPORT:** Presented by Margaret Willimott.

The major event in the Willimott family is that they are now grandparents. Details were provided of the next few items on the club calendar. Rootes Club day was a good day out even though not many Humbers turned up. Queens Birthday weekend trip was finalised at Varrnambool.

**LIBRARIAN:** Dave Denner reported that the Series Snipe Workshop Manual is missing.

**TECHNICAL OFFICER'S REPORT:** Bob Kennedy reported that radiator caps on the different Series Snipes are different. Be warned.

Also, when greasing, clean nipple before pumping in enough grease to displace some old grease, wipe clean. Greasing should be done with joints unloaded. Support car on stands that allow wheels and steering to be freely moved.

Rob Dunlop reported that some garages only grease about half the points. On a Series V Snipe with original parts there are 23 grease points.

Arnold Goldman reported that the suggestion that some track rod replacements may be unroadworthy may still be valid but those supplied by Hillman Spares are definitely satisfactory using only new parts.

Rob Dunlop asked about varying the area covered by windscreen wipers. Peter Davenport said that there are two types of motion obtained by use of different limit switches. Another suggestion involves changes to the drive wheel on the mechanism. It could be a useful exercise for someone to bring along an old mechanism for demonstration and discussion.

**AOMC REPORT:** No meeting has been held but Rob Dunlop raised an issue that is to be discussed at the next meeting. Compulsory 3rd Party property insurance is being proposed by the AOMC as a request to the government. Brian Parkinson proposed that the club support such a move. Max Schey seconded the proposal. Argument against the proposal suggested that premiums would rise from \$100 to \$300 or more. Geoff Webb suggested that comprehensive insurance should come down proportionately. The proposal was carried on a show of hands with one vote against.

**HALL COMMITTEE:** Peter Shelden said nothing of great importance had been discussed. Margaret Willimott said there was a request for suggestions for better facilities. An entrance light has been proposed. A new fridge has been supplied.

**CARS FOR SALE & WANTED** Mention was made of several cars and parts available in various places. Most of these will be in next Humberette.

Bob Kennedy still wants a set of wheels for a Mk III Pullman.

**GENERAL BUSINESS:**

Jack Varing has located a supplier for car stickers at 75cents plus tax.

Meeting closed at 9:15pm for a talk on restoration and repair of the interiors of cars by Don Carroll of the Daimler Car Club. There was much interest shown and several probing questions particularly on the matter of removal of the varnish from the wooden trim. Suggestions varied from solvents, that some said are useless, to sanding which requires renewal of the walnut veneer. Supper followed with a continuation of discussion on several topics.

Arnold Goldman  
Hon. Secretary

SOCIAL NEWS AND NOTES

Hello all! When you receive this I will be experiencing the balmy (barmy?!) weather on Queensland's Coast; at least that is when I'm not humming lullabies to our new (and only!) grandchild.

You will however be released from my lengthy social dissertations at our May meeting!! (Now Arnold, refrain from that joyful jump; I'm really going to miss meeting up with our country visitors, plus our Canberra member John Berry who is making the trip down south to meet everyone).

A lovely day greeted us for the Schramm's Cottage outing and I think the whole seven (and a half) of us who attended were greatly impressed with the "old world" atmosphere and the historical significance of this quaint little corner of early Doncaster history. It was most disappointing both to the organizer and to our gracious host at the cottage to find such a small attendance. Sorry you missed the cottage entrance Bill and Joan, but it was great to meet up with you, also Ian McDonald and Allison at Westerfolds Park for lunch later. Those who attended the day were Barrie & Leonie Trubie with Harrison, Jill Webb, Vic & Glad Wilson and the Willimotts. Let's hope our next outing to Queenscliff on 23rd July is somewhat better attended.

If you have, or are contemplating putting a car on the Club Permit scheme you would be aware of the recent changes to the R.T.A. requirement for this scheme. The scheme still accepts cars 25 years or older but from mid March this year it has become necessary to present a current R.W.C. or a certificate of Road Safety when applying for the initial permit. Members renewing their permit should also be aware that it is necessary to present a certification of current club memberships signed by the secretary when paying your permit renewal fee. This item is listed for discussion at the next A.O.M.C. meeting (May 22nd) and should create some lively debate.

Another item that has come to my attention lately is a competition for a BADGE DESIGN for the AUSTRALIA DAY RALLY. This is the Annual Werribee Park Rally organized by the Federation of Veteran and Vintage Clubs. Entries for the design close on August 30th and details will be available at the May meeting.

Please come along and join in the social atmosphere on this day - members are a friendly bunch and I'm sure you'll find them also informative on all sorts of Humber problems.

I'll see some of you at the Warrnambool/Hamilton Rally but until then, cheers!

Margaret

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## SECRETARY'S SECTION

May 1989

Since last month I have had a chance to use a torque wrench on the cylinder head of my Series V Snipe. The torque achieved by just leaning on a twelve inch socket wrench was about 50 foot-pounds, but remarkably even. They are now tightened up correctly to 70 foot-pounds, which is as accurate as anyone can get when 68 is called for. The task is no simple matter though, as it necessitates removal of the rocker gear and the subsequent readjustment of the valve rocker clearances. I know that there are C-spanners available to obviate this, but I don't have one, and I believe that the engineer who designed the Humber engine deliberately placed the head bolts in such locations to prevent them being tightened with the rocker gear in place. Having some valve springs in compression will alter the load on the head bolts and valve springs should all be released before tightening the head bolts. The car now runs well, and Bill Holmes will be pleased to not hear the tappets the next time we meet.

At the last general meeting two matters were raised that will require some decision by your committee. I intend airing my views here in an unashamed attempt to influence the decisions of others. One of the perks of office, one might say. The RTA now requires all new applications for Club Plates to be accompanied with either a Roadworthy Certificate or a Club Safety Authorisation. As the only club member currently authorised to perform this task is Bob Kennedy, I consider it to be unfair to put this task onto him, and recommend that it be club policy to ask members to obtain a RVC when applying for Club Plates. I have approached the RTA for details of the regulations governing RVCs for old cars that were not designed with many of the features on modern cars. This may assist some members who have trouble getting a RVC. I believe that there is still some discussion between RTA and AOMC so we shall hear further developments later.

The other item concerns the possible introduction of compulsory Third-party property insurance for all car owners. This would be similar to the accident insurance currently imposed at time of registration renewal and would be applied to the car and not to the driver. The idea is that no-one will have to pay for the damage caused to his property by some other uninsured driver. The premium would probably be higher than at present, but if there is any justice, the cost of fully comprehensive insurance should come down. In any case it seems like a progressive move at a time when it is regarded as a right to be able to drive on the roads with complete disregard for the rest of the community. The cost of operating a motor vehicle in our community is quite high, and should be evenly spread across the users. In my view a better way of funding insurance would be to have the costs included in the petrol price. It may need an extra 20 cents per litre, but those who use the most petrol would pay a greater proportion of the costs. These users are either on the roads for longer, and are therefore at risk for longer, or drive big powerful cars which can inflict greater damage than the small economy models. Politicians have told me that this is not possible. What they really mean is that it would not be a vote catching move to increase petrol prices, even if the annual premium would disappear. We buy petrol every week, and only pay insurance once a year.

There is a healthy interest in Humber cars in the community, and a number of new and intending members have been asking about available cars for sale. The average price of a roadworthy Series IV or V Snipe is now around \$3000, depending on condition. Depreciation has finally turned into appreciation.

*Below: Biggest styling change for the Rootes family is for the Sceptre, which gets new grille and Super Minx bonnet. Effect is still not marvellous.*

Best of luck, more next month.

Arnold Goldman, Secretary



December, 1965



## FOR SALES

Series VA Snipe, dark green, mech sound, R/W but certificate not supplied, unreg, paint good, interior needs attention. \$1600.

Series VA Snipe, paint good, mech sound, interior good, reg and R/W supplied. \$3500  
Lots of spares also available.

**Contact:** Tony Taylor, Ph: (058) 72 2534, Cobram. (Tony is a policeman and assures me that both cars are roadworthy - Arnold Goldman).

1960 H/Hawk, auto, off white, unreg, runs well, needs new tyres, battery, brake check-up. \$800.

**Contact:** Dr. Joseph, Ph: (03) 592 5810.

Series V.VA bonnet, boot lid, N.S.F. door, good cond. \$30 each - possible other parts, car going to tip. **Contact:** F. Pieterse, Ph: (03) 781 5169.

1964 Hillman Super Minx S/Wagon, suit parts or rest, plenty spares, price negotiable, located Casterton.  
**Contact:** J. Hall, Ph: (055) 81 1103.

1965 Series 3 Vogue, manual, white with red interior, reg Nov '89, good cond all round, price negotiable.

**Contact:** C. McDerottroe, Ph: 509 4984.

British made Stromberg carb, Serial No. P867798.

**Contact:** (052) 43 3883, Geelong.

Series V5 Snipe, power steering, \$25 as is.

**Contact:** Ken Weaver, Red Hill, Ph: (059) 89 2324.

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*The new Humber Sceptre — latest in the Humber range on show in London. The four cylinder 1592 c.c. engine develops 85.5 bhp at 5200 revolutions a minute with maximum speeds of about 28 mph in first, 45 in second, 68 in third and 85 in top.*

### **Parts washer**

Make a parts washer with two buckets. Cut one bucket in half and drill holes in the bottom. Hook wire handles onto the side and slip it inside the untouched bucket. The handles let you raise and lower the "parts tray" in the solvent.



And I forgot the cars. There's another aspect of New Zealand's cultural obeisance. Where else, on earth, are the roads full of Standard Vanguards, Ford Prefects and Hillman Minxes? We even saw two Humbers. (On a previous trip, David Lange told me of a tragic accident — a visiting diplomat in a BMW had had a head-on with a local citizen in a BMW. "The thought of two BMWs colliding in New Zealand," he said, "is mind-boggling. The chances must be billions to one." Whereas Triumph Heralds collide every five minutes.)

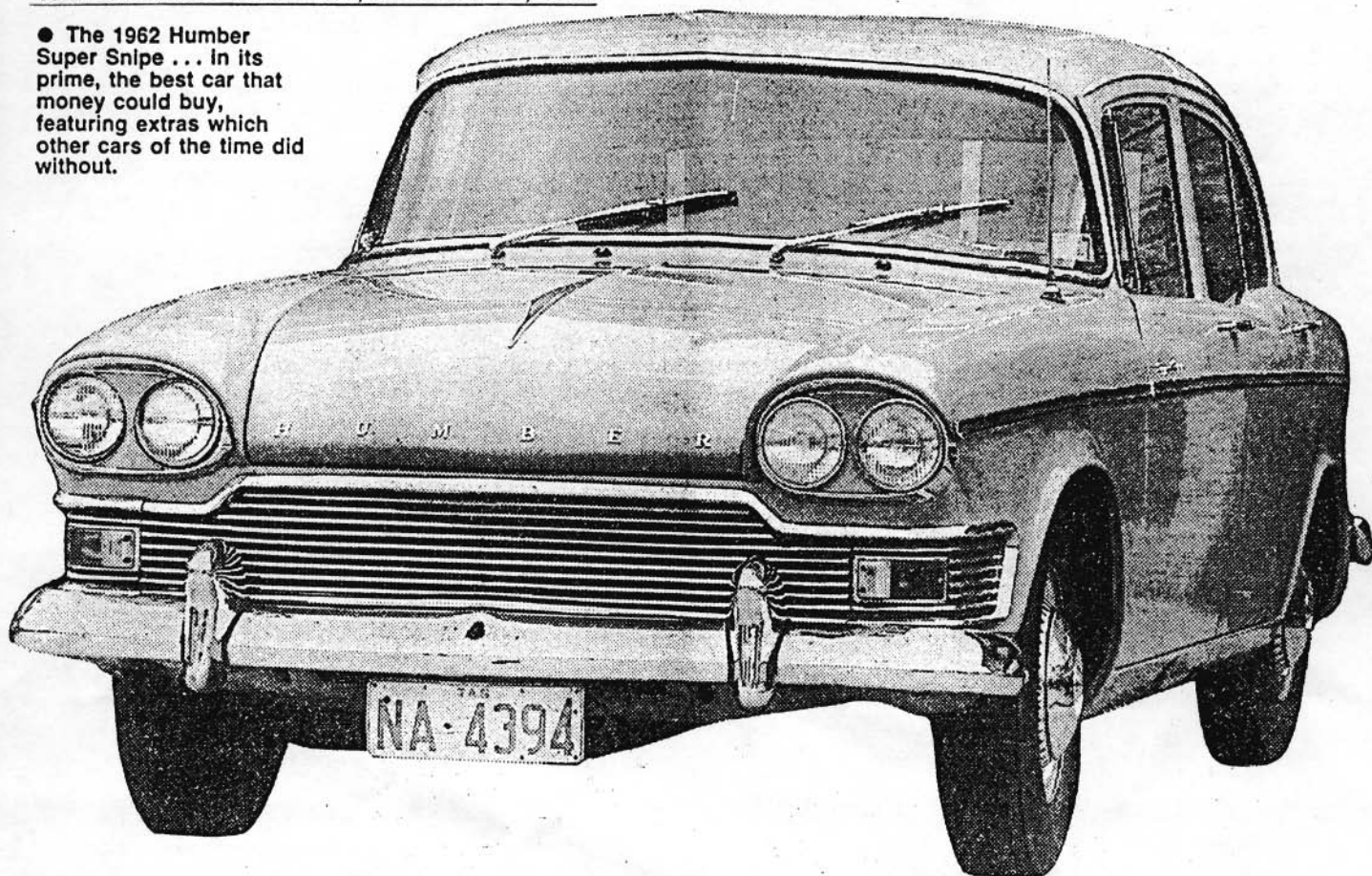
## **FOR SALE**

1963 Super Snipe, Mark IV, White with one rust spot on one door. Genuine 78000 miles assured by present second owner. Registered to Feb 1990 and supplied with PWC. Interior in good condition. \$3500 to club members. At present advertised in the Trading Post at \$3750. Contact Ray Mitchell at Beverford, near Swan Hill, on 050 376 598 between 2pm and 8pm.

# Touch of 1960s English class

-THE SATURDAY MERCURY, December 31, 1988

● The 1962 Humber Super Snipe ... In its prime, the best car that money could buy, featuring extras which other cars of the time did without.



IT looks like it has rolled straight out of a 1960s English *Country Life* photograph and there's a good reason for that.

This immaculate 1962 Humber Super Snipe has only recently rolled out of a barn in the Huon Valley.

It has travelled a ridiculously low number of kilometres, and has been carefully looked after.

The Humber Super Snipe had been locked away in the barn for the past 12 years, and saw the light of day when its owner sold it to Town and Country Motors, at 98 Main Rd New Town.

The Humber has only 27,000 miles on its

*By JAMES BRESNEHAN*

pre-metric clock, and comes with its original mileage books.

Town and Country Motors' owner-manager Mike Trubody says the car is one of the finest examples of the Humber Super Snipe in Tasmania, and stands by its service record.

In its prime, the Humber Super Snipe was the best car that money could buy, and featured extras which other cars of the time did without.

They included things we take for granted today, things like fuel, oil, amp and water gauges, interior lights, reversing light, radio and clock.

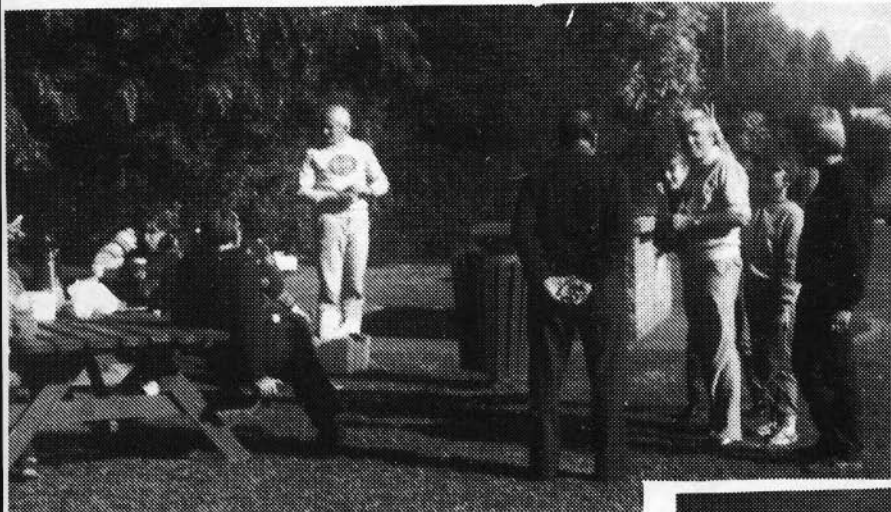
The car will seat six passengers with no trouble, and its beautiful big red leather seats are extremely comfortable and the amount of leg room borders on ridiculous.

The Humber still has its original powder blue paintwork and plenty of chrome.

The Humber is powered by a six-cylinder 3.8 litre engine.

Town and Country Motors is asking \$7,995 for the immaculate 1962 Humber Super Snipe.

CONTRIBUTED BY STEVEN HIBBERT



"HUMBERING AROUND"



# The Mayor's Humber Twelve

John Berry discovers a 1933 Humber Twelve  
in remarkably original condition

ONE of my projects for 1988 was to register fully my 1933 Humber Twelve saloon, which was originally imported to Tasmania in chassis form and bodied by Ruskin for official use by the Mayor of Launceston, in 1933/34. I purchased the car from the chief botanist with the department of Lands, Parks and Wildlife, a Mr Stephen Harris of Hobart, who had owned the vehicle for the past 20 years and who, for personal reasons, reluctantly decided to sell, late in 1987. The car had not been registered for sixteen years, so I had it shipped across Bass Strait, and a car-carrying company delivered it to my residence here in Canberra.

It is a very rare vehicle. There is another 1933 Humber Twelve saloon in Machray, Queensland, and as far as I know, only one in England. It has a four-speed gearbox, leather upholstery with folding arm rest in the rear, thermostatically operated radiator shutters and a 44bhp, 4-cylinder, 1,669cc side-valve engine, which was completely new for 1933. Rated horsepower was 11.98, hence Humber 'Twelve'.

It's not easy getting an old car through the Canberra motor register, especially one that is 55 years old, but eventually, after a number of rejects, I got it through, and was duly presented with a pair of ACT (Australian

Capital Territory) Bicentennial number plates, which were issued only to new registrations during 1988, as part of Australia's official Bicentennial celebrations, marking the arrival of the first fleet from England, in 1788. The number plate depicts the flagpole of the New Parliament House in Canberra.

The engine was reconditioned in 1971, but the differential and gearbox are original, and I believe the original paintwork was touched up at around the same time. The leather upholstery, door trims, roof lining, and interior woodgrain are all original and in reasonable condition. I had to re-do all the chromium plating, however, as something in the air in Hobart, possibly chemicals from the large zinc factory, had attacked it. The reflectors of the Lucas headlights had to be re-silvered as well, and a new cork gasket had to be made for the differential as it was leaking oil. The gauges on the dash are all original and include a petrol gauge (in gallons), an ammeter, a water temperature gauge, oil pressure gauge, speedometer, trip meter, and a mechanical clock.

The spare wheel has a metal cover, but I don't put it on, as it's too much trouble to get it off if I get a flat tyre. The indicators and reflectors have been added in order to get the vehicle fully registered, and are a necessity when driving in modern traffic, especially at night. Top speed of the vehicle is 60mph, but I usually sit at around 35 to 40mph, occasionally going up to 50mph. The brakes are all

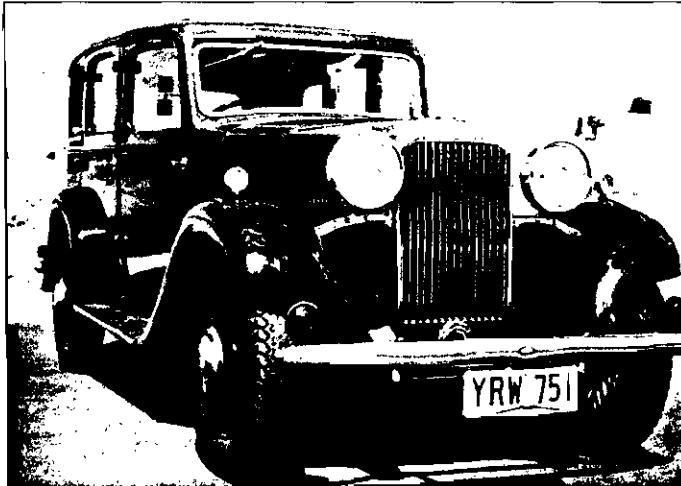
mechanical, but work reasonably well provided they are adjusted at regular intervals. At least I don't have to worry about replacing hydraulic rubbers, or lose the brakes due to a leak of hydraulic fluid. The mechanical hand brake operates on all four wheels, and is very effective. If desired, it can be used whilst driving instead of the foot brake, but of course if this is done, the rear stop light does not come on. There is a lock in the passenger's front door handle, so the car can be safely locked up. The steering wheel hub contains the throttle auxiliary control, the ignition advance and retard control, the headlight dipswitch, and the horn button.

On the road, the car runs along nicely, but of course does not handle as well as a modern car. So far, I haven't noticed any other pre-war fully registered vehicles on Canberra's roads. Occasionally I pass a veteran or vintage car with a club registration on its way to a rally, but never one with full registration.

This has been a very successful project, and I intend to make full use of it, by driving the vehicle around Canberra whenever I so desire, rather than locking it away in a garage as a collector's item.

A noteworthy difference between the English 1933 Humber Twelve and the Ruskin-bodied Humber, is that my Twelve has the handbrake in the centre of the front seats rather than under the dashboard like the English-bodied car.

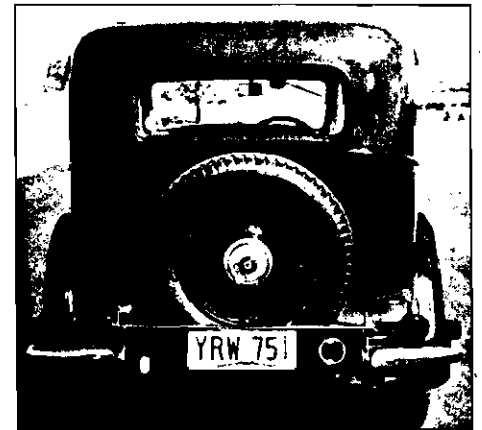
*Below: Except for the chromium plating and some touching up of the paintwork, the car is completely original.*



*Below left: The tyres look just a little fat as they are 5.50 by 17 against the original 5.00 by 17.*

*Below right: Inside, all the carpets, trim, upholstery and woodwork are original and unrestored.*

*Opposite: There should be a steel cover over the spare but it is usually left off, as it is difficult to remove should there be a puncture.*

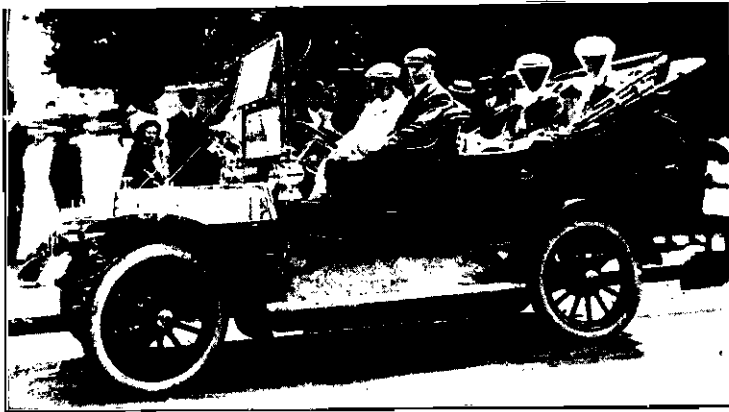




# Some of the Contestants in the Recent Competition.

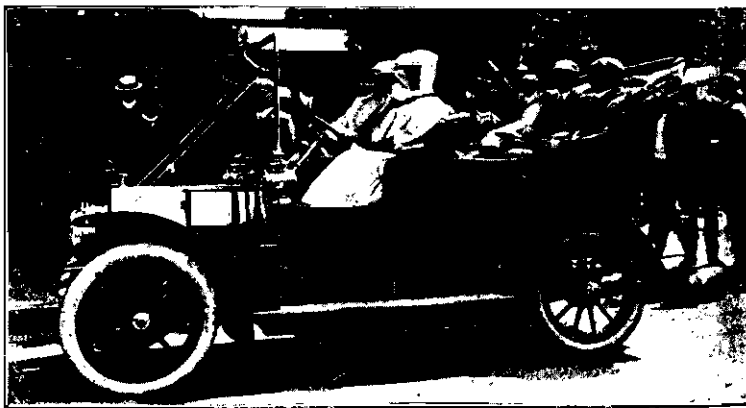
December 27th to 31st, 1907.

Canterbury Reliability Trials, N.Z.



(7) DR. FINCH'S 15 H.P. HUMBER.

(7). PRIVATE OWNERS' CLASS.—Dr. Finch's 15 h.p. 4-cylinder "Humber" car. (Royal Automobile Club rating 20½ h.p.). Entered and driven by owner. Automobile Club observer (first day) Mr. J. Peacock. The following is the judges' report —First day, non-stop; second day, non-stop; third day, 15 seconds missed gear on hill and 2½ minutes adjusting tremblers on coil; fourth day, stopped 1 hour 40 minutes 24 seconds, coil troubles. This car had no mechanical or tyre troubles the stoppages being entirely due to the electrical coil. We can supply from stock at once "Humber" cars same as illustrated. Prices and catalogues on application.



(8) MR. A. MORTEN'S 15 H.P. HUMBER.

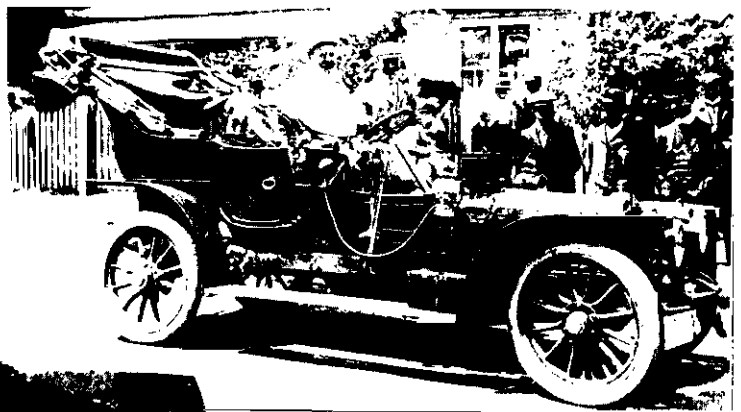
(8). PRIVATE OWNERS' CLASS.—Mr. A. Morten's (President of the Canterbury Automobile Association) 15 h.p. 4-cylinder "Humber" car (Royal Automobile Club's rating 26½ h.p.). Entered and driven by owner. Automobile Club observer (first day), Mr. J. Temple. The judges' report is as follows:—First day, non-stop; second day, stopped 3 minutes changing gear on a hill; third day, stopped 10 minutes 25 seconds cleaning dirt out of carburetter; fourth day stopped 2½ minutes owing to crossing water race on the deep side. Awarded 927 marks. This car came through without any stoppages for tyre troubles. We can supply from stock at once "Humber" cars same as illustrated. Prices and catalogues on application.

CONTRIBUTED BY PETER DAVENPORT

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MR. DAVID MATSON'S 15 H.P. TALBOT.

Mr. David Matson's gold medal "Talbot" car is shown coming down the Rakai Gorge on the last day of the trials, 31st December 1907. Grade about 1 in 5.

The team of eight cars (large class only) as illustrated, with observers, started on the first day from Christchurch to compete in the reliability trial of 503 miles. These cars came through the trip most successfully, none of them having any mechanical or tyre troubles, the stoppages in all cases being due to missing gears on hills, stoppages in water races, and petrol troubles.





## Reconditioned Steering Mechanisms

At a recent general meeting I mentioned that a member had been advised not to use a particular supplier of reconditioned track rods for the Series Snipes. I have since discussed the matter with Norm Withers at Hillman Spares in Blackburn. He assures me that any reconditioned track rods that he sells are fitted with new ball joints and rubber bushes. The rubber bush end is not a problem as new bushes are readily available. The end with the ball joint is the one that causes the problem. New spares are not readily available, and Norm uses new parts that he removes from left-hand drive units. These left-hand drive units are not available in large quantities and Hillman Spares have all that are available. The cost of the reconditioned track rods are \$140, and your old unit is required as part of the deal.

Shown below is a diagram of a typical ball joint such as is found at the end of the track rod or tie-rod. The suggestion is that some unscrupulous repairers may take up the wear between the ball pin and the bronze bush by use of a spacer and rewelding the unit back together again. It is probably not possible to see the difference unless it is compared side by side with a correctly repaired unit. So take care, ask questions of the supplier, and stick with reputable dealers.

Arnold Goldman  
Secretary

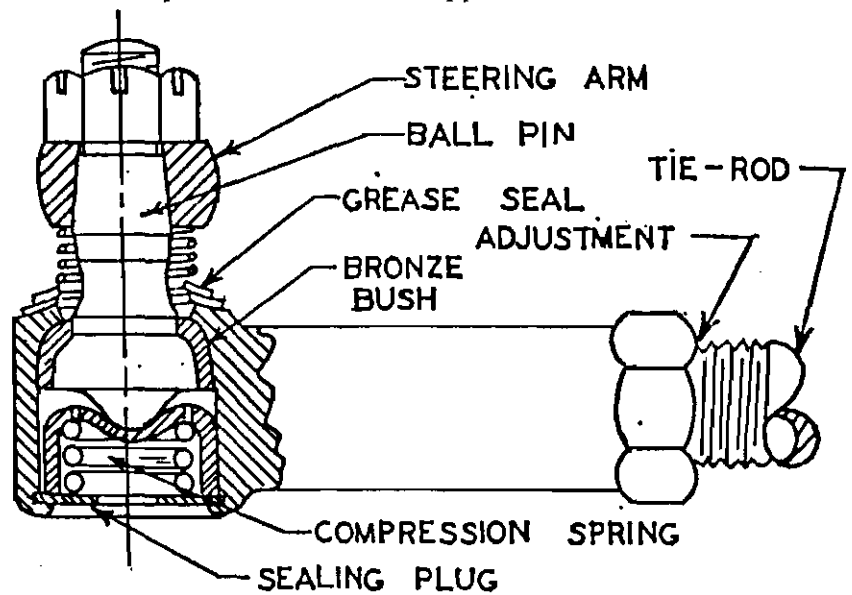
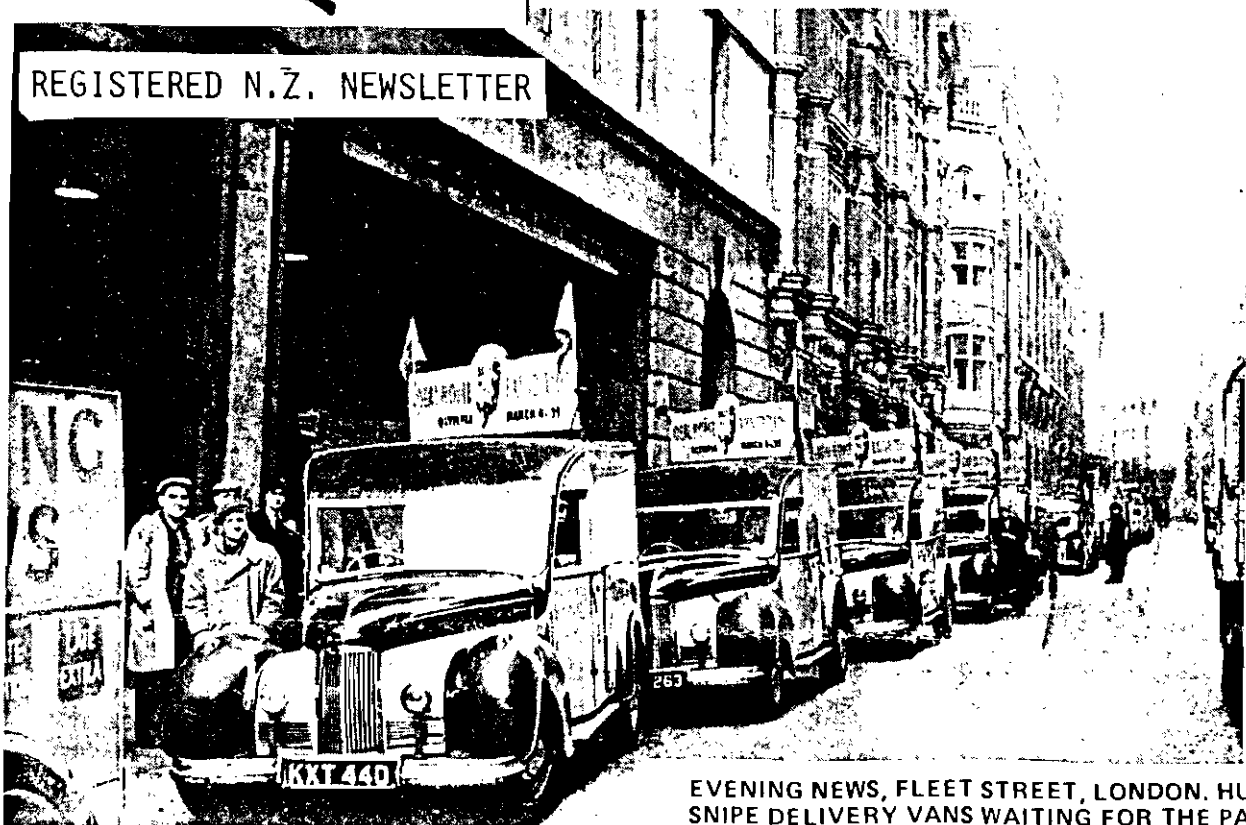


Fig. 32 — Self-adjusting Socket Joint

# TORQUE

REGISTERED N.Z. NEWSLETTER



EVENING NEWS, FLEET STREET, LONDON. HUMBER SNIPE DELIVERY VANS WAITING FOR THE PAPERS

# Water Temperature

By Maurice Rachow

Well, summer is with us again so I think it is time to examine how well we are cooling the engine of our cars. As I have spent a lot of time keeping the engine of my Series 5A cool I think it would be better if I told you what I did and you can decide just what you want to do with your car.

Firstly let's examine the 1st of the 5 components that go to heating the engine. Notice I said heating and not cooling the engine! First up is the temperature gauge. Most people will panic as soon as the needle goes into the Red Zone and start to blame the radiator, but wait, is the gauge reading correctly? Humber use a 10-volt system for the Fuel and Water gauges which takes its power from a small tin box screwed onto the back of the Dash above the cigarette lighter. This regulator is probably a bi-metallic vibrator, open-close-open etc., taking 12 volts in and giving 10 volts out. Now if the regulator, due to old age etc., gives out more than 10 volts, then the gauge reading will be high. How do you check it? Two ways, first on a cool day the temperature needle should be dead centre of the gauge, or second, put a multimeter on the gauge and read 10 volts if you're lucky. If you are satisfied your gauge is O.K. we will move on to the water pump. Unlike the Rover which had an aluminium Impellor which used to corrode away and so did not pump a good flow, the Humber has a Cast Iron Impellor and should last a lifetime, so scratch the water pump and move onto the Radiator.

The Radiator is the most ignored but easy component to fix; if you do not know when your radiator was removed and stripped by a radiator shop, do it now. If you have or had rusty water showing in the radiator you could have blocked core tubes and an overheating problem. Believe me it is no good just cleaning the radiator with a garden hose. The top tank should be removed and the tubes cleaned out by an expert. I have mine done about every 3 years or so, even when I use an Inhibitor in the water.

Next on the list is air flow. I have fitted a second fan blade to the water pump pulley as I consider the 2-bladed fan which may be good in a cold climate is not good enough in our hot climate, so we have now increased the air flow at slow speeds or at idle in traffic, so what's next. The Series 5A has a gearbox which cools its oil through the bottom tank of your radiator. This again may be O.K. in the cold but is murder out here. So what to do? Why, fit an external oil cooler and stop trying to overheat your engine water by feeding the heat from your gearbox into your radiator.

Now that you have decided to fit the oil cooler the question remains, where? Most people fit it behind the grill and in front of the radiator. Not I. I am trying to keep the radiator as cool as possible, so where to put it? I simply fitted it on the righthand side of the engine, attached to the mudguard so it would be in the air flow of the fan.

So, we have checked the gauge, pump, radiator, and gearbox. What's next? It's a funny thing called a Thermostat.

The Thermostat. Over the years I have heard some funny stories about thermostats, and have come to the conclusion that most people just do not know what it's for. Can you answer that question. Wrong! It is to keep the engine HOT not cold. Some people seem to think the engine will run cooler if the thermostat is removed. What do you think it's there for?

Let's start with the basics. The engine is designed to run at a certain temperature. The engine will not run properly until this temperature is reached, so the thermostat remains closed until our required temperature is reached and then it opens about  $\frac{1}{8}$ " to allow a Controlled Flow of water to circulate. If the radiator is a good one, and you remove the restrictor called a thermostat, then the water will flow too fast through the radiator to cool it! Keep in mind the radiator is a heat exchanger, to exchange the heat from the engine water to the air. The design is such that the size of the radiator, the size of the water pump etc., and the thermostat will give a flow rate of water through the system, and so cool the engine. Some of you may remember the early Rolls Royce cars that had a vertical shutter in front of the radiator, this was thermostatically controlled and remained closed until the engine warmed up and then this opened to control the water temperature.

Now here is a tip that even I use sometimes when I am caught in heavy traffic on very hot days. Open your windows, select Hot on your dash lever, select Car on the other lever, and switch On your hot air fan to High if you have a 2-speed fan. Why, you ask? Well, apart from cooking yourself, you are putting into your cooling system another small radiator, and when you switch on the fan to increase the air flow through the radiator (unfortunately into the car), you are simply increasing the area of the heat exchange in your water system. So when you speed up out of the traffic jam, select cold, close off the air supply and be thankful you may have saved your engine from overheating.

### NEGATIVE VIEWS ON HUMBER!

I am writing to you to let you know how very much I enjoy your magazine "Restored Cars". It has much good reading between its covers.

I have just finished reading publication No. 53, and like all your previous editions, enjoyed it very much.

I do however, have a "bone to pick" with your author come motor historian, Michael Sedgwick, on his article "Humber History". Realizing Sedgwick is a well known author and has written many articles on motor history I do not dispute his historic accuracy in this article nor do I question the research that has gone into this article, but hard cold facts, if that, can make an article very uninteresting.

Frankly the article lacked any positive virtue that Humbers had. It in fact tended to de-rate the Humber cars as slow and ill-handling cars.

Having owned Humbers in the past, both Series I and Mark II Super Snipes I must disagree.

Whilst not sports cars in their performance and handling, they offered luxury and silky smoothness that is hard to even get in cars today unless you pay \$35,000 or more.

When big Humbers went out of production in the late sixties the Dept. of Supply was hard pushed to find another car of the quality, dignity and luxury and calibre of the Super Snipe.

Although Sedgwick may not like Humbers himself, he has no right to bring his negative undertones into the article. He knows that the Rootes Group is long gone and that their cars are slowly leaving the motor ranks. It would be a good idea to mention their positive points which far outweigh their minor negative points.

Humbers were far from stolid, in fact, they were a clubroom on wheels. At 70 MPH their motors and transmissions were under lower mechanical stress than most other cars and that's what good engineering is all about.

Their last virtue was that they were easy to service and very reliable and could do long miles (longevity). (One of mine did 186,000 miles without any major overhaul.)

In short, Humbers were excellent cars at a very competitive price and on a cost versus value basis a better car than a Rolls-Royce and I have driven a number of them too.

I am practical and not a dreamer. I hate to see people rave about fancy names like R-R, Ferrari, Jaguar etc when most of these marques are highly over-rated and over-priced.

And they have many faults too.

Keep up a good magazine.

J. FOREMAN, RMD, Melton,  
Via Kading, SA 5554

COMPILED BY JOHN BERRY.

TWO PUBLISHED LETTERS  
FROM A POPULAR MOTORING  
MAGAZINE REFERRING  
TO HUMBER VEHICLES.

### MORE ON HUMBER

Upon reading the Humber letter from publication No. 56, I felt I had to write and agree with J. Foreman about his feeling for the Humber cars. I would call it the good days of the Humber. As a mechanic I spent a number of years working with them.

The simplicity, from a working point, was a welcome one. I owned a 1958 Humber Hawk for over three years and believe me, it was a class car to drive. Tons of power and took hills with ease. The big four motor never ever let me down. Only one fault I had to find was that the gear box was much too light for the size of the car. I called it a work horse, but handled like the best of cars today, and handled rough roads, as if it enjoyed it. On a sharp corner in loose gravel, the back would drift around and never gave me any concern. I just knew I would never lose her. It was the kind of car that became a part of me, and it seemed to know what I wanted from her. If I ever loved a car, she was the one. The brakes were always there, and in any condition I ever encountered. I had just what I needed, and she steered, as if it really wanted to answer my every wish.

The boot was made to handle all your holiday needs, and with a roof carrier full as well she sat down low, but never faltered in her performance. She gave me a happy 23 miles to the gallon anyway, and under the conditions, and places she took me, I would say, my Hawk, you're a beauty. Yes I loved that car and would have one again if it was in first class condition, as was the case when I bought her.

Keep the magazine rolling and I'll keep buying it.

Vern Baker, 89 Crawley St.,  
Aspley, Brisbane 4034

Your Humber sounds like an old Chevy or Studebaker Vern.

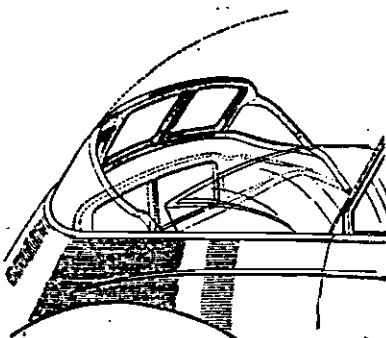
\* EDITOR'S  
NOTE COMPARING  
HUMBERS WITH  
AMERICAN  
VEHICLES.



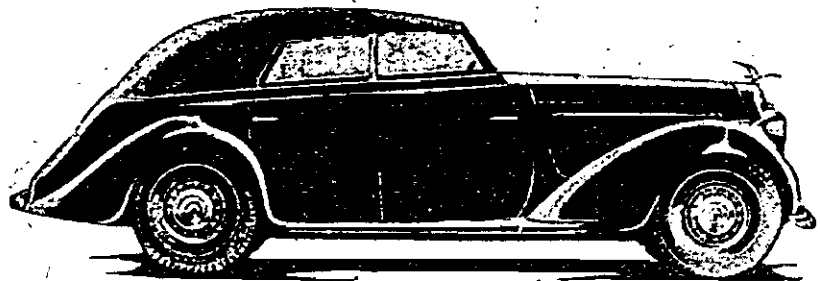
MARK IV HUMBER SUPER SNIPE

ABBEY COACHWORKS, LTD.

October 14, 1936.



A detail view of the Abbey back light, which represents a great advance in rearward visibility for drop-head coachwork.



Above is the Abbey (Humber Snipe) cabriolet.

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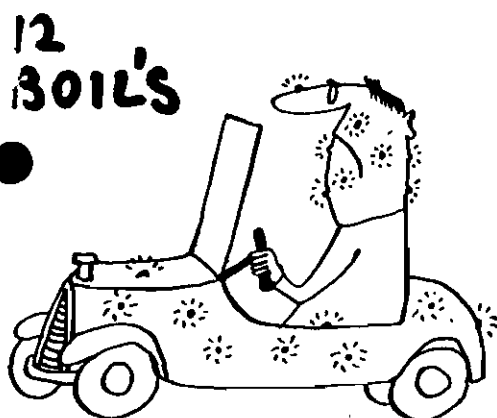
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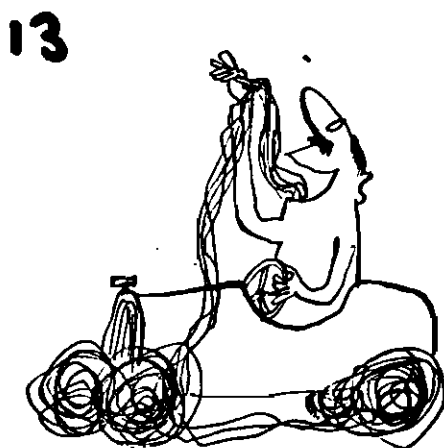
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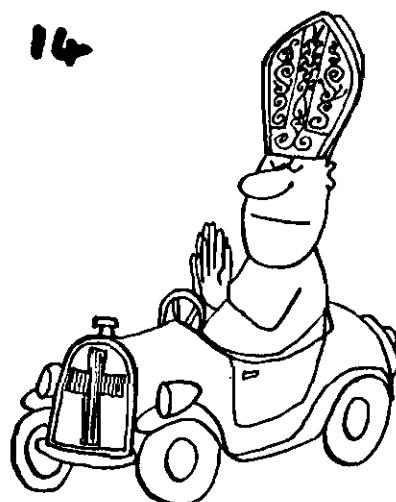
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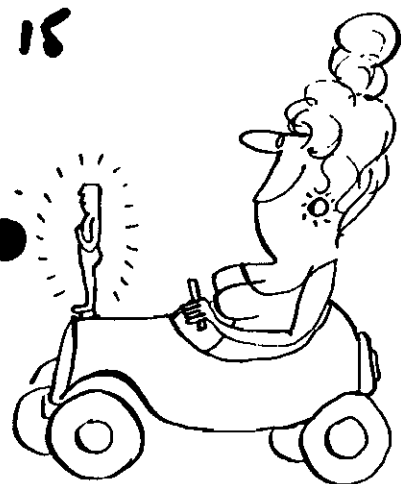
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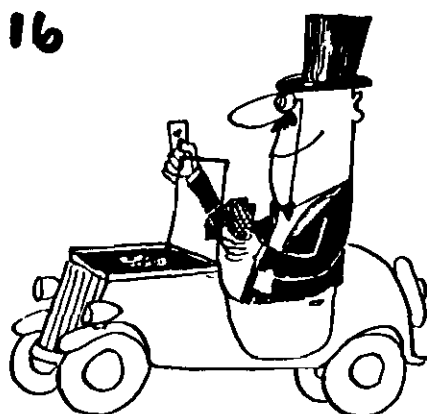
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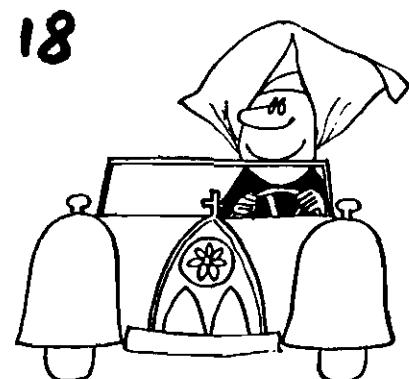
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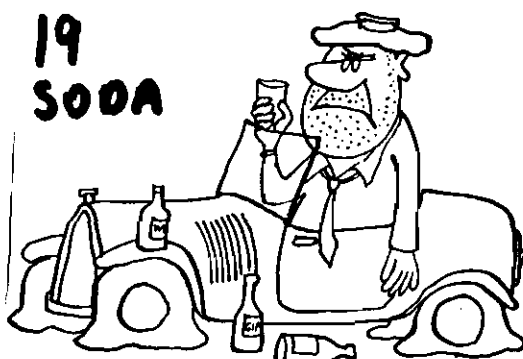
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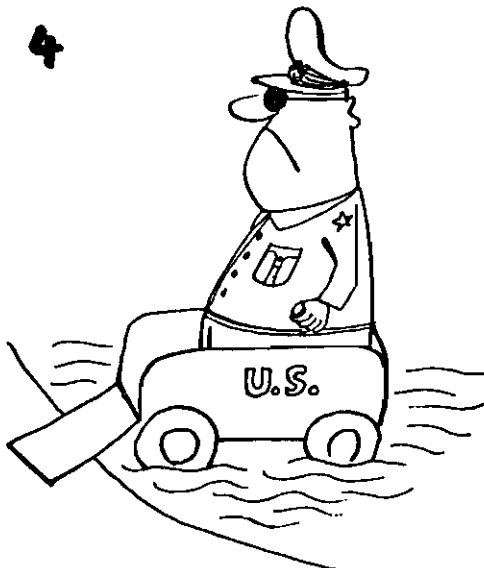
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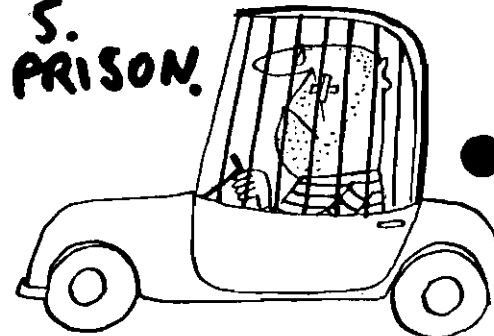


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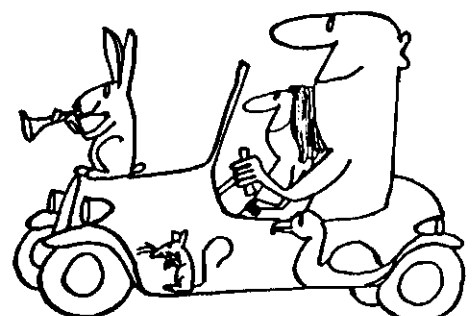
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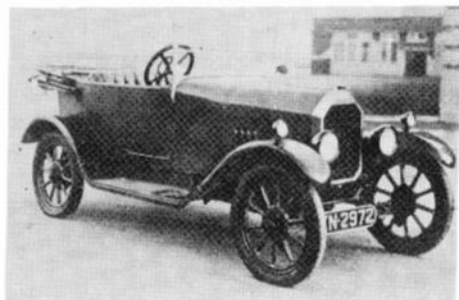
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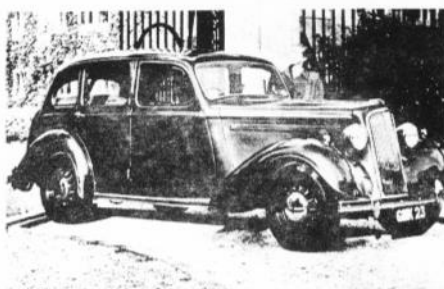
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