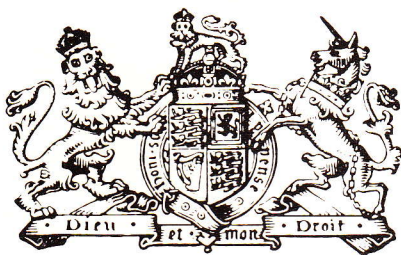


November 1985

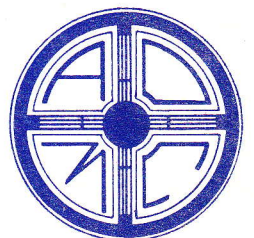
The **HUMBERETTE**



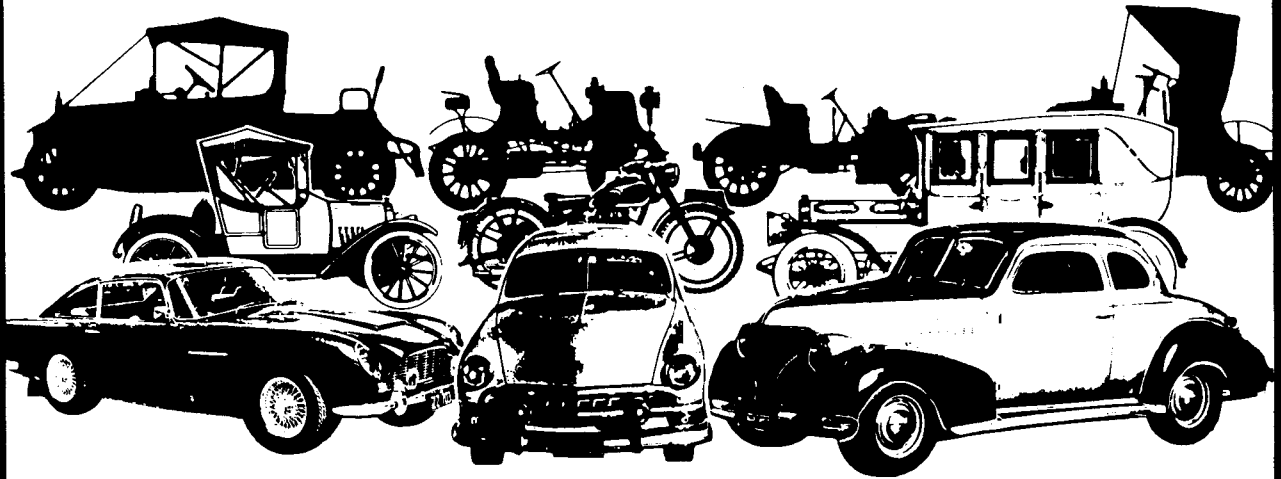
By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



Sutherland



Antique Vehicle Insurance

96 Wellington Parade, East Melbourne, Victoria 3002
(P.O. Box 129)

Telephone: (03) 419 8166

NOVEMBER
NOVEMBER. 22ND.

FINAL GENERAL MEETING FOR 1985. 8.00PM.
(SPEAKER: REPRESENTATIVE FROM VICTORIA POLICE FORCE).

NOVEMBER. 30TH.

ANNUAL PRESENTATION DINNER, "GOLDEN LANTERN" RESTAURANT.
(SEE DETAILS BELOW).

FORWARD PLANNING: 1986.

JANUARY. 24TH.

GENERAL MEETING. DEEPDENE HALL. 8.00PM.

JANUARY. 26TH.

AUSTRALIA DAY CAVALCADE. WERRIBEE PARK.

FEBRUARY. 16TH.

EUROPEAN MOTORING SHOW. FLEMINGTON RACECOURSE, MEMBER'S CAR PARK.

FEBRUARY 28TH.

ANNUAL GENERAL MEETING. DEEPDENE HALL. 8.00PM.

MARCH. 2ND.

AMERICAN MOTORING SHOW. FLEMINGTON.

MARCH. 16TH.

BRITISH MOTORING SHOW. FLEMINGTON.

MARCH. 28-31ST.

EASTER NATIONAL RALLY. FORBES.

NEXT OUTING:

WHEN:

PRESENTATION DINNER.

WHERE:

SATURDAY, NOV. 30TH. AT 7.00PM.

GOLDEN LANTERN REST. 269 LOWER HEIDELBERG RD. EAST IVANHOE.
MELWAY MAP 31 J/9.

DRINKS:

BRING YOUR OWN LIQUOR. ORANGE JUICE AVAILABLE.

ACTIVITIES:

CHINESE DINNER. TROPHY PRESENTATIONS. RAFFLE DRAWN.
LUCKY DOOR PRIZE.

HUMBER LINE-UP, ANNIVERSARY DAY.



ANNIVERSARY DAY TROPHY WINNERS:

MOST POPULAR HUMBER: TOM McALPINE, MK.1 SNIPE. "HENRIETTA".

MOST POPULAR NON-HUMBER: JOHN FOX, DAIMLER V8 250.

MILEAGE GUESSING COMP: STEPHEN LAURIE.

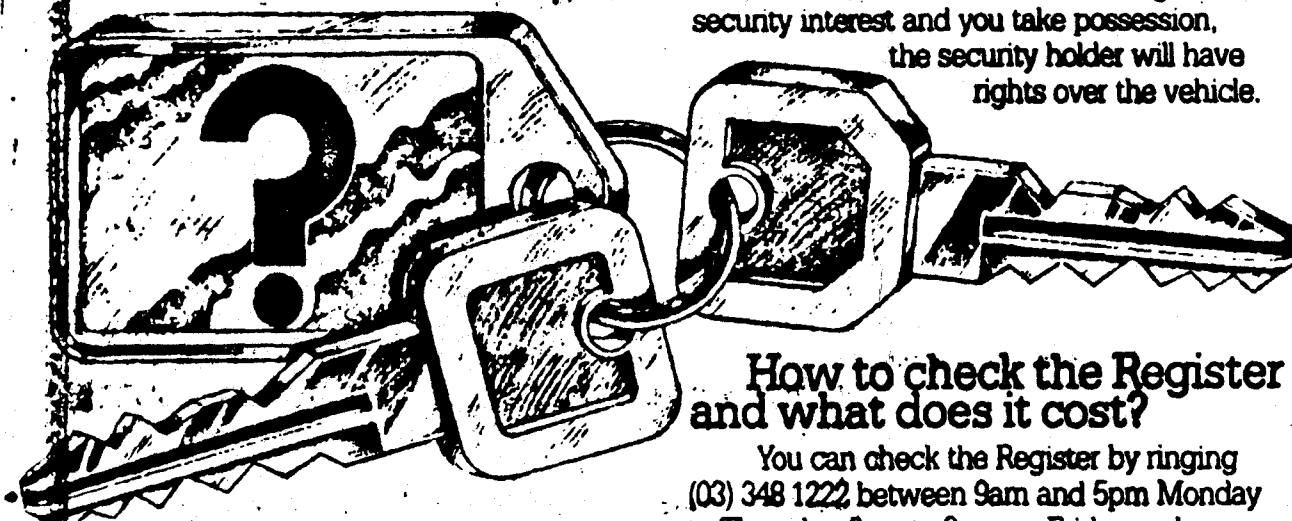


HAPPY CHRISTMAS EVERYONE!



Just because you've got the keys doesn't mean the car is yours.

Before you buy a motor vehicle, motorcycle, caravan or trailer, check with the Vehicles Securities Register.



What is the Vehicles Securities Register?

The Vehicles Securities Register is a computer register on which financiers record all leases, mortgages on goods and hire purchase agreements on motor vehicles, motor cycles, caravans and trailers.

Why check the Register?

By checking the Register before purchasing a vehicle, you can find out if there exists any hire purchase or other security interest in the vehicle. If there is a registered security interest and you take possession, the security holder will have rights over the vehicle.

How to check the Register and what does it cost?

You can check the Register by ringing (03) 348 1222 between 9am and 5pm Monday to Thursday, 9am to 9pm on Friday and between 9am and 6pm on Saturday. You give a car registration number and you will be told if there is a security interest on that vehicle. Telephone advice provides no legal protection. A certificate confirming the telephone call will be provided if you send \$2 to Box 444 P.O., Carlton South, or visit the Register office, corner

Drummond and Princes Streets, Carlton between 8.30am and 4pm weekdays.

Why a certificate is needed

The Certificate protects you. If you get a "clear" certificate or if the dealer has a "clear" certificate and there is a security interest, the security interest cannot be enforced by repossession. A "clear" certificate is one that indicates that there is no security interest over a vehicle.

What's a dealer's certificate?

Provision is made for a dealer to obtain a "clear" dealer's certificate for a particular vehicle and where such a certificate is issued, you may rely on it. A Dealer's Certificate is current for 60 days. If you buy from a dealer possessing a certificate, check that:

- the vehicle number and description are correct;
- the certificate was issued to that dealer at that address;
- the certificate is current and is "clear".



Road Traffic Authority
An Authority of Victoria Transport

THE HUMBER CAR CLUB of VICTORIA

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

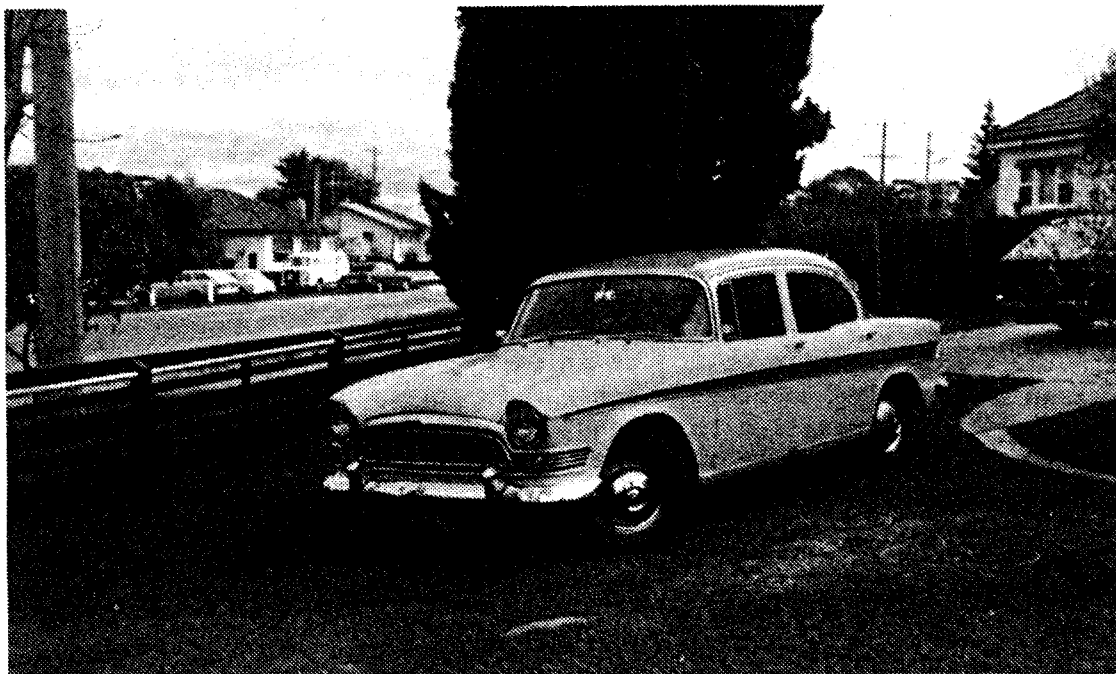
COMMITTEE 1985/86

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Bill Holmes	(052) 57 1067
SECRETARY	Margaret Willimott	435 6354
TREASURER	Rob Dunlop	439 7059
EDITOR	Barry Bosnich	460 4505
SOCIAL SECRETARY	Barbara Dunlop	439 7059
MEMBERSHIP REGISTRAR	Nancy Kennedy	789 5119
LIBRARIAN	Keith Willimott	435 6354
TECHNICAL ADVISORS	Tom McAlpine	(051) 27 4755
	Des Judd	789 6952
PUBLICITY/REGALIA	David Dunlop	439 7059

KEN ROWLINSON'S SERIES II S/SNIPE

The car was imported from England in 1960 for Government House where it was used as chauffeur car for the former Governor of Victoria, Sir Dallas Brooks.

In late 1961 it was sold to the second owner, Mr. Jack Stephens, who used the car daily till I bought it in November, 1983 with 115,500 miles recorded. A reconditioned motor was fitted at 117,800 miles, and the vehicle has covered another 3500 miles since. Colour is light blue, with blue-grey side strip and roof. Interior is red.



PRESIDENT'S REPORT (Kennedy's Klangers)

Well fellow club members, we can all stand tall and proud of ourselves. The 10th Anniversary get together certainly turned out very well indeed. Forty seven club cars turned up that we know of, we believe a few floaters drifted around throughout the day.

The club cars far outnumbered the visiting club cars by about 2 to 1.

The indoor display certainly received a lot of comments, all good. Margaret and Keith Willimott put a lot of effort into getting all the snaps sorted out. A big thank you to both of the Willimotts for a job well done.

Weather wise it turned out to be a good day. In the morning we were a bit worried but it turned out sunny in the afternoon when it mattered.

Throughout the day various club members volunteered their services to make the day a huge success. Out on the oval, members handing out paperwork, directing traffic, plus lots of other tasks. Inside the clubrooms, other members worked in the setting up of the display, running the eatery (very popular), selling raffle tickets, regalia and sorting out a hundred other little things as they cropped up.

Some members asked why there were no photographs of their cars on show, all I can say is we have asked members at different times to supply our 'club registrar' (Nancy Kennedy) with snaps of their cars so we can place them in the club album, so it is back to you.

The club's concours went off well, the weather again smiled, sunshine all day. Extra efforts put in for the big event was obvious by the shine inside, outside and under the cars entered and also by the other Humbers there for the outing.

On announcing the various winners, I made a mistake on the Mark Class. To put the record straight, Tom McAlpine won this class with his MK I Super Snipe - Sorry Tom. Also my 1926 9/20 Roadster was not in the Vintage Section as it was in the class at the top of the tree, 'CAR OF THE YEAR'.

Well I must be away now and get myself ready for the Bendigo Swap Meet. So until I see you at the next get-together, Happy Humbering.

P.S. Don't forget, next general meeting we have the Police as our speaker.

Bob Kennedy.

SECRETARY

My first duty this month must be to thank all helpers and participants in our 10th Anniversary celebrations.

Despite the weather's attempt to put an early "damper" on proceedings, the day was an outstanding success. This was in no small part due to the "clubmanship" that prevailed throughout the day and it proves first how impressive the result can be when everyone is prepared to pull their weight together. Congratulations, all!

Please read the "Anniversary Report" published in this Humberette. I suggest you also read the November issue of the Daimler Lanchester Journal which reports the event as seen through the eyes of a guest club. (This will be tabled at November meeting).

Other activities during the very busy months of October/November included the STANDARD/VANGUARD DINNER DANCE at which the H.C.C.V. was represented by the Dunlop and Willimott Families. This event had a "Back to the 50's" theme and some most authentic 50's costumes were displayed - albeit in "Swinging" style during the judging session which encompassed a progressive bar dance, followed by hokey pokey and conga - energetically led by Hans Pedersen from the Austin M.V.C. (Conclusion: We're not as young as once we were!). This was another occasion which showed first what can be achieved by a club with voluntary workers all pooling their effort. I can thoroughly recommend the caterers (Tommy's Taters) who managed to successfully feed the 160 participants with a most succulent spit roast followed by fruit salad and icecream.

Other clubs participating included the Austin M.V.C., Daimler Lanchester, Jaguar, Jowett, Rambler and Triumph. I believe there may be more such evenings to come in the future.

Two items in this Newsletter should command your special attention. When purchasing any second hand car it is well worth the \$2.00 fee required to satisfy your own peace of mind (and the law) by checking the VEHICLE SECURITIES REGISTER. With the present Car Finance provisions, particularly where newer cars are concerned, it is sheer foolishness to enter into any purchase agreement without first checking whether or not finance is owing on the vehicle.

The other item for your notice is the A.O.M.C. British Motoring Show, next March 16th.

Our club will again be attending this show and if you want a souvenir badge please note that applications close on December 13th. Orders and cheques should be forwarded to A.O.M.C. at 8 Farleigh Avenue, Burwood. It will be great to renew acquaintances at this event with some of our 10th Anniversary Guest Clubs.

Our last outing for 1985 is the PRESENTATION DINNER on November 30th at Golden Lantern Restaurant. There are still places available if you wish to join in this event. Please let Barbara know by next meeting so that she may notify the restaurant of exact numbers. We are committed to a minimum of 50 people and the cost of \$13.00 per head represents good value. Don't forget the Christmas Hamper raffle will be drawn during the evening.

Unfortunately there will be no Australia Day Display in the Treasury Gardens next year. The Australia Day Cavalcade to Werribee Park will however, still take place on Sunday 26th January and is open to all vehicles more than 25 years old. See announcement this Humberette.

There has been a excellent response to our "Humber Aid" program. All state clubs have indicated their willingness to participate and I am currently compiling a Directory from information to hand. This will bear listings by state, area and assistance available. Copies of the Directory should be ready shortly. They may be obtained by forwarding a S.S.A.E. (Tax form, document size) to HCCV at 23 High Street, Watsonia 3087.

In conclusion may I wish everyone a Happy Christmas and safe driving during the holiday season.

Margaret

H.C.C.V. CONCOURS, 1985

Held at Deepdene Park: 3/11/85.

Results: Winning cars in each class were:

MARK CLASS:	Tom McAlpine - MK I S/Snipe
SERIES CLASS:	Bill and Joan Holmes - Series II S/Snipe Estate.
VOGUE/SCEPTRE CLASS:	Keith Willimott - MK I Sceptre
PRIDE OF OWNERSHIP:	Bob Bruce - Series V S/Snipe
CAR OF THE YEAR:	Nancy Butt - Series IV S/Snipe
OUTRIGHT WINNER:	(Concours) Keith Willimott - MK I Sceptre
MOST POPULAR CAR:	Keith Willimott - MK I Sceptre

Thank you to all who participated in the day also to our Chief Judge, Roy Pepprell and his assistants.

SOCIAL SEC'S REPORT

Christmas Hamper Raffle drawn on 30th November at Annual Dinner. Tickets - 50c each or 5 for \$2. We still need donations, theres a space left in the hamper still.

Annual Presentation Dinner:

Date: 30th November, 1985.

Time: 7p.m.

Venue: Golden Lantern Restaurant
269 Lower Heidelberg Road,
EAST IVANHOE

Menu: Chinese food unless otherwise ordered in advance. Please let me know if you prefer Australian food by or at next meeting. (Nov 22nd)

Cost: \$13.00 per head and B.Y.O. drinks.

I need to know numbers by next meeting so please pay then or if you don't get to the meeting, ring and let me know if you are coming.

Barbara Dunlop,
Social Secretary.

"CONGRATULATIONS"

As a member who helped out at the 10th Anniversary I would like to express my congratulations to Margaret our Secretary, for such an excellent job. There was nothing Margaret forgot.

I'm sure all members and visitors had a lovely day. It was good to meet up with some of our past members who were with us on the day. Congratulations Margaret and all the others who made it such an enjoyable day.

Yours sincerely,
Joan Holmes

FOR SALE

1968 S/Snipe 5A, very good order, 5 good tyres, radio, nice car, dark green with grey int. Blowing smoke No. 2 cylinder, \$1250. J. Kerrison, Flat 6, 78 Queens Road, Melbourne - Ph: 529 7148.

Series 3 S/Snipe, green, white roof, red int. Seat belts, radial tyres, tow bar, new uni's, disc pads, reco/radiator. Manual gearbox, R/Worthy, reg May 1986. \$750. Roger Wells, Ph: 338 0554.

Series 5 S/Snipe, reg March 1986, good tyres, small rust one door, also spares inc, head, manifold with twin carbs, lights front & rear etc. W. Manual 1-5 S/S & imp, \$1000. Roy Grafton, Mooroolbark, Ph: 726 0096.

Series 5 S/Snipe, no reg, g/box, unserviceable, sage green, grey int, \$200. E. Strong, Ph: 762 3462.

Series 4 S/Snipe, runs well, elect ignition, 120,000 miles, reg july 1986, charcoal with red int, \$1200. Mr. Bond, Ph: 523 5250.

Series 3 or 4? S/Snipe, no reg, grey with red int, running, new tyres and batt, spare engine and trans, \$1000 o.n.o. Mrs Thomas, Ph: (059) 62 4689.

Hawk MK VI (2 cars - 1 partly restored, 1 parts car). Partly restored car has had over \$600.00 spent on it and needs only minor adjustment to clutch, brake and gear box for completion. Body V.G. (no dent a), new exhaust, newly chromed bumper bars, original upholstery in E.C, original motor in E.C. (only 60,000 mls).

Parts car has good body and bumpers, \$500 for both cars. R. Antoniadis, 24 Powlett Street, Sunbury, Ph: 744 4801.

Humber Hawk Series II, Automatic, charcoal/white, red int, registered N.S.W. to Dec 1985. Reasonable condition, \$1500 neg. B. Armstrong, Narandera N.S.W. (069) 591 501.

1960 Series II S/Snipe, motor, very good gearbox, needs diff, small rust, been on blocks since 1980. Trevor Wade, 10 Patho Court, West Meadows.

WANTED:

Clock for MK IV S/Snipe, also chrome strips from along the sill. Needed by Queensland reader to complete car for Forbes Rally. Contact Neville Castle, 167 Douglas Road, Salisbury, QUEENSLAND 4107.

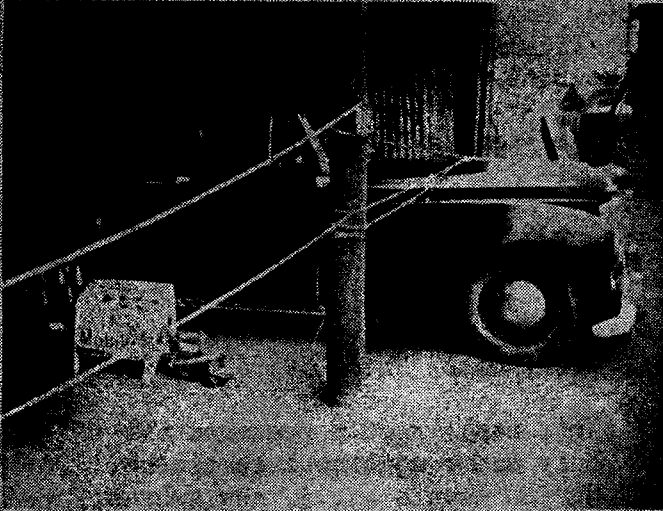
REPAIRS:

H.C.C.V. member, Mrs M. Catterall has had clock in her Series V Humber repaired by Mr O. Gabel of Clockcraft, 647 Canterbury Road, Surrey Hills, Ph: 890 1749.

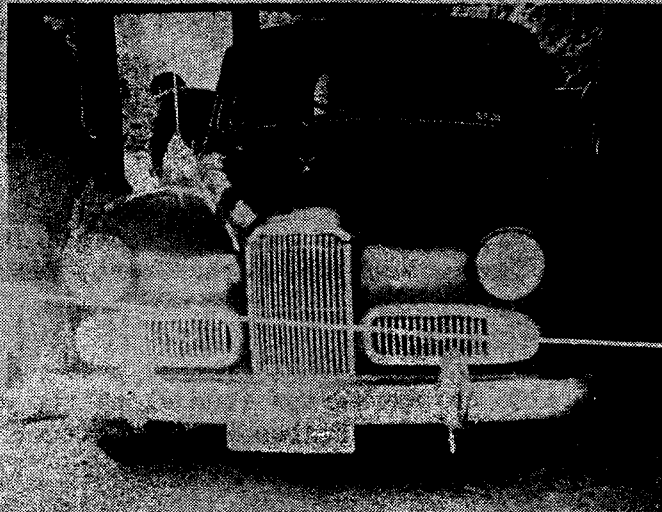
GIVE AWAY:

Series Snipe Parts. Jim Gerats, 1 Hinkler Road, Glen Waverley, Ph: 233 8528.

COLONIAL ANTIQUE AUCTION
BOTHWELL TAS.
OCTOBER 17th-20th 1985



The 1952 MK III Pullman as used in the Royal Tour of '54, peers from it's resting place.

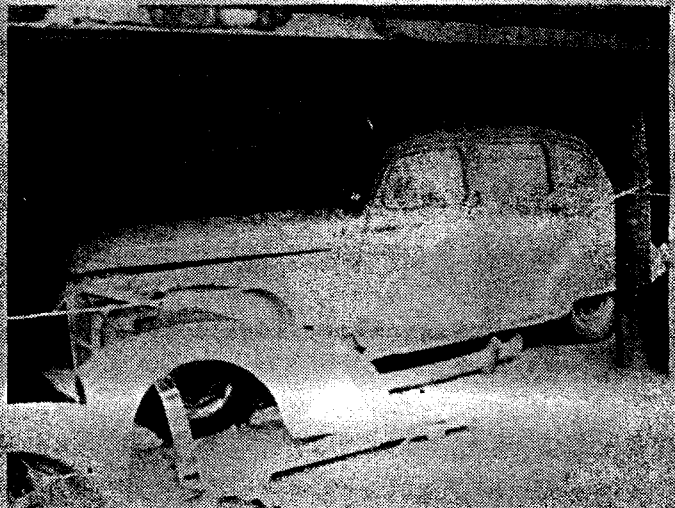


Once the proud conveyer of a former Tasmanian Governor Sir Ronald Cross, this fine Pullman finished in cream livery sold for \$2800.

Club Secretary Nina Densley with the "Royal Pullman". This car sold for \$3800.

\$1000 secured this this MK VI Hawk which was in remarkable condition including the original handbook.

Basically complete and a good source of parts, this MK III Super Snipe sold for \$460.





6 Woodward Ave. Hillcrest Burnie 7320 Tas.



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

Hello once again fellow members,

Boy!! has it been a busy month! Our meeting at Carrick and Rutherglen was a great success and Tas. member Chris Easton has more to say in a moment. Nina & Brian Densley and myself attended the much publicised (including Television) Bothwell Colonial Auction. Of interest to us of course were the four Humbers up for grabs with no reserve. These being two Humber MkIII Pullmans, a MkVI Hawk and a MkIII Super Snipe. The Pullmans have an interesting history, the first, a cream respray (rough), was the former Tasmanian Governor Sir Ronald Cross' personal car and the second was a participant in the 1954 Royal Coronation Tour of our fair State. My informed sources tell me there is one other Pullman Royal Tour car lurking somewhere in the State.

As for the MkVI Hawk, this was complete and only needed a clean up and some detail work to make roadworthy. Black in colour with the interior in excellent condition including the owners handbook.

The MkIII S.S., well, it could be a restoration project, but you would have to be a bit of a masochist. I would prefer to say it was a good parts car.

Nina, Brian and myself arrived about 11:45am and noticed the variety of Interstate number plates, W.A., S.A., N.T., VIC., N.S.W., and Queensland. 60% of bidders would have been dealers and collectors. We duly registered and proceeded to check out the place, bidding at this time was mainly on a first come, first served basis. Seeing that the cars did not come up for auction until around 4:00pm, it was an adjournment to the King Hotel for lunch and drinks. Reaction from the barmaid; "G'day, here for the auction are Ya" Obviously we were not locals, how'd they ever guess.

Came the time for the cars to go up for grabs, the crowd were already revving up for the main event of the day. Vantage points taken, battle lines drawn, hey!, check out the opposition. Hawkers in the crowd to boost things along, Scouts at the ready to report to the auctioneer. The tension mounts, God! you could feel it in the air! "Ladies and Gentleman, we have before you".....

Above the staccato rasp of the auctioneer came the sharp replies of the scouts as they stabbed into the crowd to report bids. Bid after bid came flying from all directions, I ducked for cover in a state of shock as the bidding soared way above realistic expectations.

After the dust had settled and everybody was on a more friendly footing, the cars and their prices discussed, names and addresses were taken and an introduction to the Club arranged.

CONT/.....

Prices paid for the cars were as follows:

HUMBER PULLMAN LIMOUSINE 1952 Cream, ex Sir Ronald Cross.....	\$2800
HUMBER PULLMAN LIMOUSINE 1952 Black, ex Royal Tour Car.....	\$3800
HUMBER HAWK MKVI 1955 Black, very original	\$1000
HUMBER SUPER SNIPE MK III 1952 Metallic Silver, original	\$460

THE ESSENCE OF CLUBMANSHIP

Enthusiasts gathering from intrastate, magnetised.
 Mechanical thoroughbreds reflecting sunlight, their coats a credit to the attentive grooms.
 Owners and families patting and appraising respective steeds, assessing the competition.
 Cameras recording for magazine and family albums, both cars and menagerie of occupants.
 The meeting, cosy open hearth, scones tea and cakes, business assessed, no heated arguments, memorabilia requests noted and future forays planned.
 A short excursion in convoy, akin to prohibition times, without the danger, curious glances from passers by, some even recognition.
 Another pit stop, steeds inline, members refuel with various un-leaded drinks, pedigrees of cars discussed and characters, good or bad, remembered.
 Too soon it is but over, no Le Mans start, just a majestic glide towards stable, dinner and cosy chair to reflect upon the days events.

CHRIS EASTON.

LAKE BARRINGTON TRIP

A great day was had by all who attended, all three of us!!! What happened to the rest of you, too far out of the city was it, or did you get yourselves lost.

As we arrived on the scene, there were two Humbers and three Jaguars to greet us. David Yaxley and family with their splendid looking 1938 Snipe and Nina Densley and her very smart 1966 Vogue. So we were three all. Then the Jaguars began arriving in force, models ranging from a beautiful grey MK IV, through to Ser.II XJ6'. My choice was a magnificent MK II 3.8S in gleaming bright red. Brian Densley brought along his handsome MK I 3.4 saloon and there was even a Ferrari in attendance.

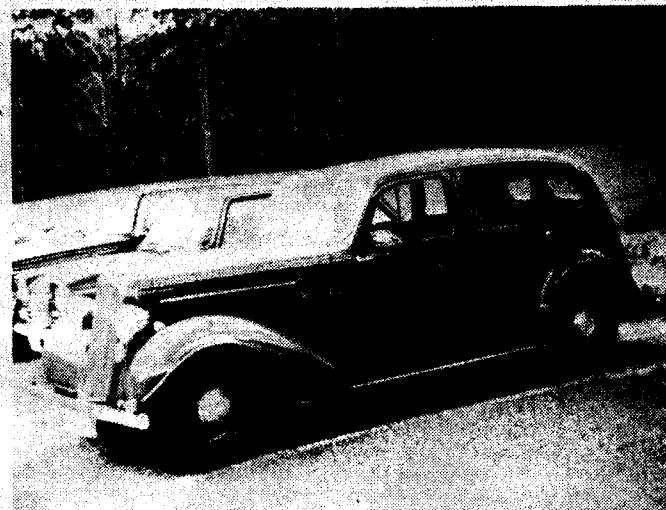
The afternoon passed quickly with barbecues, wine and chat. The Jaguar boys were interested to learn of our Club and thanked us for coming along. I have written a thankyou letter on behalf of the Club to the Jaguar Car Club in appreciation of their invitation.

FOR SALE:

1967 Ser.VA Super Snipe, Reg. to end of Nov'85, 80,000mls Gen. Black exterior, Red interior, Ex Tas. Gov't car, new tyres needed, Plus a second car, \$800 O.N.O.

CONTACT: Jenny Cannon at 1 Ross Ave., off Invermay Rd., or ring 262662

LAKE BARRINGTON TRIP
IN CONJUNCTION WITH
THE JAGUAR CAR CLUB TAS.
OCTOBER 20th 1985



The "Barbie" well in progress with the Jag. people as Nina's sheeky little Vogue nesles between her bigger broer Snipes.

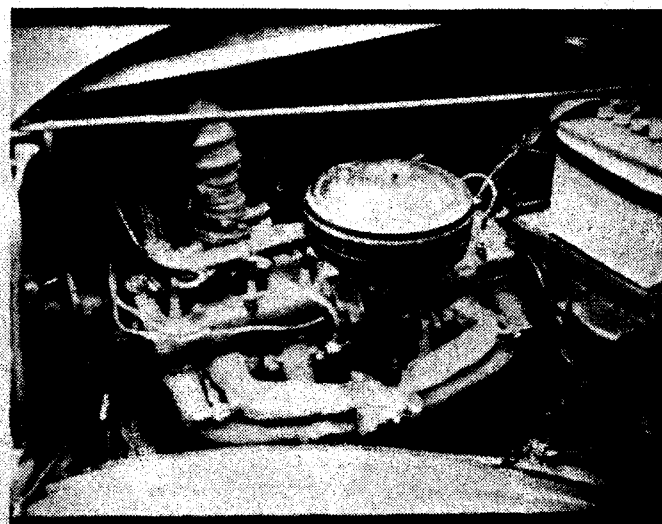
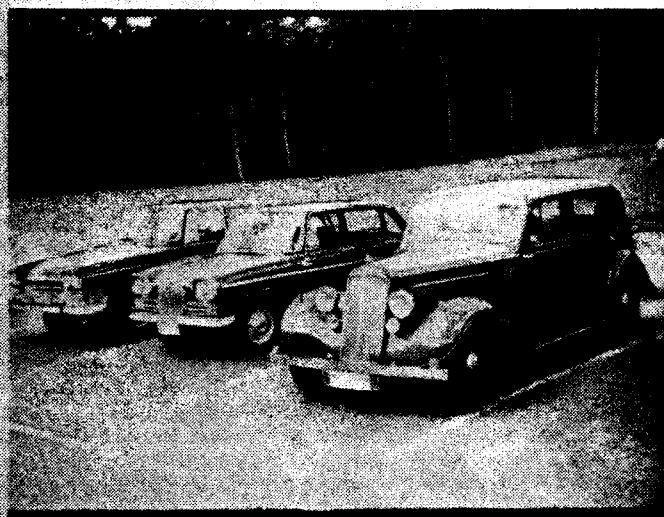
Although we were but three,
Oh! what a sight to see,
Humbers through the ages,
As they grace these pages.



David Yaxley's 1938 Snipe is a credit to him, original and un-restored.

A close-up view of that majestic mascot adorning the bonnet of David's car.

That lusty sidevalve six lurking under the bonnet of David's Snipe. This motor is untouched and ticks like the proverbial.



SEPTEMBER MEETING CARRICK TO RUTHERGLEN



Chris Easton and family pose on the nose of their sturdy MKVI Hawk.

Another shot of Chris Easton's handsome Hawk.

Members discuss the pros and cons of Humber ownership.



A brace of fine English steeds await the attention of their grooms.

Two very cute models in Nina Densley and her 1966 Vogue.



Our day began early with the first phone calls expressing doubts about the weather. An initial early call to the Park Secretary/gate-keeper didn't give us much hope. "You won't get on to the oval in this weather!". However optimism, or was it Divine intervention, prevailed and some fast-talking P.R. by Lloyd Hughes had the gate to the oval opened for us by 11AM.

By this time the Willimott household had started disgorging its bulging mass of Anniversary paraphernalia - display boards, car ramps, cent auction items, signs, voting forms, birthday cake, trophies, badges, afternoon tea supplies (just in case we don't have any in the cupboard), cups & saucers, Humber bicycle etc., etc., etc.

Four car loads and two trips later, everything was in place. Remarkably, Keith & I were still on speaking terms!

Early afternoon saw members, ex-members, visitors and a wide array of vehicles arriving en masse.

In all, some 47 Humbers and a similar number of other British vehicles turned on a magnificent display round the perimeter of Deepdene Oval. Adding their special charisma to the line-up were Daimlers, Rovers, Austins' (including an impressive Austin Princess), Wolseleys, Vanguards, a Bentley and many others including several Veteran & Vintage vehicles. Rob. Dunlop and his band of helpers did a marvellous job with the parking, aided by Jack's very capable sign-writing on the direction boards.

It was a wonderful occasion on which to meet other car owners, inspect the vehicles (including some beautifully restored non-Club Humbers), and generally spend a very relaxing afternoon in convivial company.

Among ex-members bringing a touch of nostalgia to proceedings were Ralf Chalmers, the Beardsmore family complete with new baby daughter Brianny, George Philpott and wife, David and Kaylyn Raynor (who was doing a wonderful job in the kitchen) & Kelvin Hughes; and others whose membership probably goes back before my time. It was great having their company.

Meanwhile, inside the Hall buzzed with activity. The "Cent Auction" was the main fund-raising activity of the day & the \$100 raised helped defray expenses for Hall hire, use of the oval etc.

Highlight of the indoor activities would have to be the 5 large display boards prepared by Keith, Rob., Bob & David. These showed photographs and other memorabilia depicting the history of the Club, its members & cars, outings, rallies, and early advertising literature of the Marque provided by Barry and Bob.

The 1963 "Humber Sports" bicycle, kindly loaned for the display by my brother, also drew its share of onlookers.

Later in the afternoon, with the hall filled to capacity, the formalities of the celebration took place. Club President 1985, Bob Kennedy, warmly welcomed everyone present and especially Club Founder, Lloyd Hughes, Camberwell Council representative Cr. Colin Bowden, Deepdene Hall Chairman, Cr. Laraine Beattie, members of participating clubs, ex-HCCV members and all visitors.

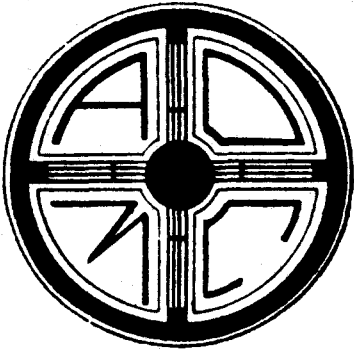
Cr. Beattie was invited to unveil the Honour Board which will shortly hang on the Clubroom walls. Thanks were expressed to Geoff Day and the Forth family for the preparation of this board.

Presentation of trophies and prizes followed the cutting of the Anniversary cake by Foundation President, Lloyd Hughes. The cake, made in the shape of the club badge and decorated with Snipe motifs and club logo, was a joint effort by Barbara & Margaret.

Formalities completed, there remained only to partake of the plentiful afternoon tea goodies prepared and provided by all Club members. A special thankyou must go to Joan, Nancy, Barbara, Kaylyn and their band of enthusiastic helpers who so smoothly and efficiently dispensed tea, coffee, food & good humour.

CONGRATULATIONS ALL & THANKS FOR A WONDERFUL DAY!

THE ASSOCIATION OF MOTORING CLUBS — PRESENTS —



at

FLEMINGTON • RACECOURSE
members car park

Further enquiries
to
288 4117
or
391 8327
after 6pm

The European Motoring Show

SUNDAY 16
February 1986



ENTRY -
Display Vehicles - \$2.00 per car
incl. occupants.
Spectators - \$2.00 adult, \$5.00 family.



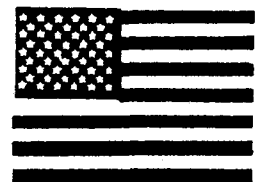
Council of Europe

THE AMERICAN MOTORING SHOW

SUNDAY 2
March 1986



ENTRY -
Display Vehicles - \$2.00 per car
incl. occupants.
Spectators - \$2.00 adult, \$5.00 family.



THE BRITISH MOTORING SHOW

SUNDAY 16
March 1986



ENTRY -
Display Vehicles - \$2.00 per car
incl. occupants.
Spectators - \$2.00 adult, \$5.00 family.



Badges for all shows available by pre-booking only.
Deposit of \$5.00 required for each badge with booking.
Balance payable on collection of badge at each show.
Pre-booking for badges closes 13th December 1985.
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WHEELS FULL ROAD TEST
CONTRIBUTED BY ROSS BROMLEY.

The first British car to have four headlights, the new Humber Super Snipe not only looks better but also has interior improvements for comfort.

Over the past couple of years, Rootes Australia Limited has done its best to impress people that it has been giving them very good value for money.

The accent has been on better and better finish and the lowest price possible.

Its claims have been well justified with most models in its wide range out none more so than the Humber Super Snipe.

Basically a conventional design that was introduced four years ago, the Snipe has been gradually improved and modified until last year, the Series Two was rightly regarded by many as one of the best values, pound for pound on the whole market.

There was not anything startling in its shape and most of its features were conventional. Its greatest virtue was probably its lack of radical features. Its engineers and designers had clearly gone so thoroughly into every aspect of the car, and had had the experience of a generation of motor cars based on the same principles to guide them that they were long past the stage of making any mistakes.

It was difficult to foresee Rootes making a new model out of the Super Snipe in 1961, short of a brand new design, so thoroughly competent was the 1960 model.

But they did manage to make a new model of it. and one that startled the London Motor Show when it was released there at the end of last year and will undoubtedly startle many Australians as it gets about here.

To pinch a line from one series of Rootes' own advertisements, there was a touch of genius about the way they decided to make it a new model.

They made the Humber into the first British car to feature four headlights.

When American makers, almost to a man, decided to do the same thing three years ago, most critics sneered and said it was just another Yankee styling gimmick.

The same was said of the new Humber. But after giving one of the first double-double Snipes off the Australian production line a thorough test. I am inclined to take issue with these critics.

In the flesh, the new front treatment of the Snipe looks just fine. The double double headlights fit in well with the new broader fenders, the heavy "sterling grin" radiator grille and the sweeping flattened bonnet.

The treatment has extended the length of the Humber by nearly four inches, although there is no change in the wheelbase, or the body back of the windscreen.

The car now has a much lower look, a massive almost leering appearance that means business.

And this is a car that does mean business.

The three-litre six-cylinder engine is a line piece of engineering that helps to give this 30 cwt sedan an impressive performance that will keep it ahead of all but a few cars available out here.

There is no nonsense about this smooth six. It has hemispherical combustion chambers and an oversquare cylinder pattern.

With the lower of alternative compression ratios available for the Snipe that is chosen for Australian conditions and our comparatively low octane fuel (7.5 instead of 8.0 to 1), the engine develops 125bhp. Its performance would indicate that the 125 are pretty honest horses, unlike those under the bonnets of some cars.

Despite several attempts I was unable to get a better top speed than 94.7 mph - a fair way off the claimed 100 mph.

Perhaps the lower compression ratio makes the Australian Snipe a slightly slower vehicle than its British parent. But the test cars low mileage 1200 and the fact that I gave it no more run-up (about two and a half hour miles) than every other car gets on my test track, probably had more to do with a top speed figure that is probably disappointing to Rootes.

However, the company has little cause for disappointment. There are very few cars sold in Australia capable in standard form of a genuine ton, despite that their speedos and advertising blurb claim and having a genuine maximum speed well into the nineties puts the Humber into pretty exclusive company anyway.

Acceleration was particularly good for a big car equipped with automatic transmission.

But the Humber's greatest virtues were shown cruising on the open road. A cruising speed of 75 to 80 mph was well within its capabilities and allowed driver and passengers to relax completely.

The body sat down well on the road and the suspension was untroubled by rough patches or tight corners.

The suspension actually contained the most important of several detail changes in the Super Snipe that are not immediately obvious.

The front coil springs have been given a higher flexing rate and the leaf springs at the back are wider. Combined with a slight change in shocker settings, these relatively minor alterations have helped to make a noticeable improvement in the car's riding qualities.

But the ride on the new model is firmer, smoother and more satisfying to the keen driver who likes to push this very willing car along fairly hard. The tendency of the old model to pitch somewhat in some conditions has gone and body roll on corners has been reduced considerably.

One old Humber fault has not been corrected. The tyres still squeal on corners like a bunch of Presley fans.

It may have been the fault of the particular tyres on the test car, but I rather think it was their design - big, fat and low pressure.

However, if you can stand the noise, you will find the Humber will corner with zest and polish.

Other detail changes are mainly in the fittings department.

The dashboard has been slightly rearranged and reorganised for the better.

The heater controls are simpler and the fresh air ventilation greatly improved. Now two fresh air vents are provided - one on each end of the dashboard and they can be individually controlled, a la Mercedes-Benz. Unfortunately, they operate independently of the heater, which still effectively pumps out its comforting blasts through ducts under the dashboard for the passengers benefit and through demisters to keep the windscreen from clouding over.

The choke control has been altered too. For some reason, Super Snipe chokes in the past have always seemed stiff and hard to operate.

The new model has a sliding lever to control the choke, and it works like a charm. The choke opening can be varied as with the conventional push-pull button, but the Humber's lever has three positions marked - cold start, warm up and normal running.

When the choke is operating, a bright white light shines - a commendable reminder for those who tend to forget they have left the choke fully or partly operating.

The rear vision mirror has been redesigned too, but it is still far from perfect. The Super Snipe has a very broad, but comparatively shallow back window. The mirror, however is very deep and quite narrow. Through it, the driver can see through only about a third to one half of the rear window.

Rootes never seems to have made up its mind about Humber rear vision mirrors. They have had them on the dashboard, dangling from the ceiling: they have had them broad and they have had them narrow. Last year, the mirror was curved and although it gave comprehensive rear vision, the view was quite distorted. This year, the matter still seems unsolved.

From the driver's point of view, the best detail change has been the re-positioning of the intermediate hold switch.

The switch is now incorporated in the automatic transmission selector lever. You just push the lever towards the dashboard-at right angles to its normal travel plant and, voila, you are in intermediate. A simple and very effective arrangement.

Of course, intermediate can also be obtained by flooring the accelerator and it will stay in that ratio until the car is doing 60 mph, when a safety switch will automatically move the transmission back to top - to prevent any possibility of over-revving.

In normal drive, the Borg-Warner three speed unit starts off in second and changes into top as soon as the driver's attitude to the accelerator permits it. Of course, low ratio can be obtained by moving the selector to L.

A very high degree of driver and passenger comfort is provided in the Humber. There are arm rests on all doors and in the centre of both seats. Carpet covers the floor and highly polished walnut figures on the dashboard and doors.

A heater, a complete range of instruments, windscreen washers, two speed electric wipers, quick-action window winders and a lockable glovebox with a light inside that can also be used as a map light are among its many creature comforts.

And the twin headlights more than prove their worth in operation. On full beam, when all four headlights stab the darkness ahead, the whole road seems to be floodlit for several hundred yards. It is well possible with them to drive the Humber at its normal daytime cruising speed.

Rootes has definitely improved the breed with its latest Humber Super Snipe. At its price of twenty shillings under 2000 pounds, it is one of the best big car values on the Australian market.

VOCATION

The slight figure bends forward with his head in the open maw of a Falcon, ear cocked like a conductor's to isolate the many sounds of the mechanical ensemble. A touch here, a twist there, and a chug can swell to a roar, a snarl fade to a purr. Somewhere a tranny is pumping out pop, but his ear stays tuned to the music of the motor. You feel he will not leave until this sick engine is running smoothly again.

This boy didn't have to see the careers adviser at school, or the CES after leaving. Even before he'd left he'd brought two bombs back from the dead, working weekends when his mates were at the footy. A job at the local garage was waiting for him.

And even in these days of computers and sealed components and diagnostic tuning there will still be need for the dedicated mechanic with grease in his hair and under his nails, coaxing machinery back to life.

Oh happy, fulfilled young man, who combines job satisfaction with satisfied customers, where the hell can I find you?



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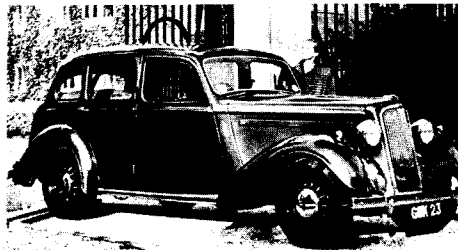


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