November 1989

The HUMBERETTE

CAR CLUB
HUMBER
VICTORIA

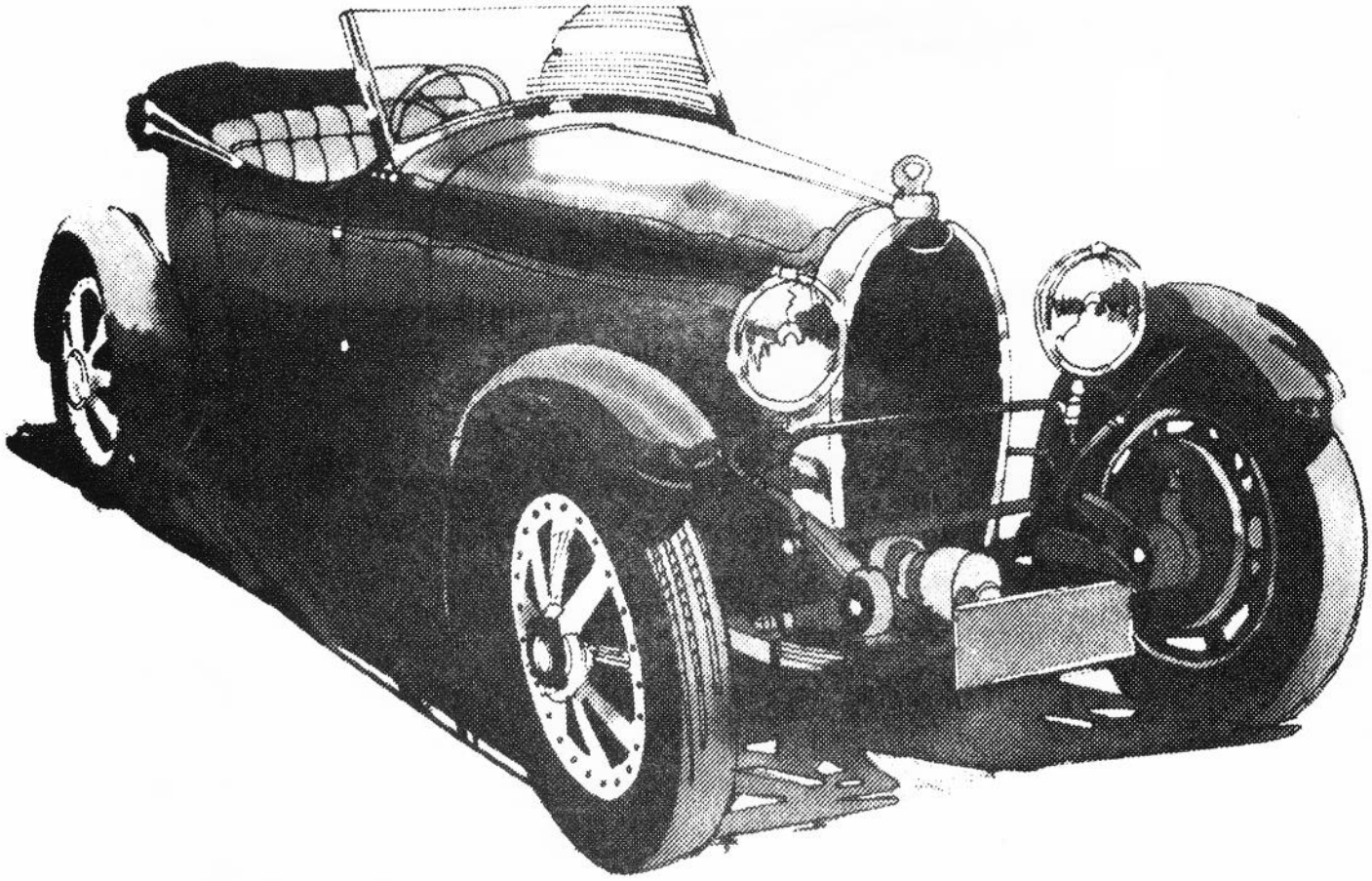
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs

THE HUMBERETTE IS REGISTERED BY AUSTRALIA POST AS A PUBLICATION No. VBQ 0274

Vintage Insurance with Modern Benefits



VGL specialises in vintage, veteran, classic and collector insurance, along with hot rod and modified vehicle insurance. And because we recognise the needs of today's enthusiast we offer such benefits as:

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CALENDAR

NOVEMBER 24TH.	FINAL GENERAL MEETING FOR YEAR, DEEPDENE HALL, 8PM. TO BE FOLLOWED BY; SPECIAL GENERAL MEETING, THE BUSINESS OF WHICH IS TO VOTE ON THE PROPOSED CHANGES TO THE CONSTITUTION AS OUTLINED IN THE OCTOBER HUMBERETTE. AFTER THE MEETING THERE WILL BE A FESTIVE SUPPER & CHRISTMAS ACTIVITIES. CHILDREN WELCOME. MEMBERS ARE REQUESTED TO BRING A PLATE FOR SUPPER.
NOVEMBER 27TH. (MON.)	A.O.M.C. DELEGATES MEETING. PROGRESS ASSOCIATION HALL, 8.00PM.
DECEMBER 7TH. (THURS.)	HALL COMMITTEE MEETING. 8.00PM.
DECEMBER 10TH.	CHRISTMAS BREAK-UP PARTY AND PRESENTATION DAY. EDWARDES LAKE BISTRO, (RESERVOIR HOTEL) EDWARDES ST. RESERVOIR. MELWAY MAP 18 D/5. SEE BELOW FOR DETAILS.

FORWARD PLANNING:

JANUARY 26TH 1990.	FIRST GENERAL MEETING FOR 1990. 8.00PM. DEEPDENE PARK HALL. COME ALONG AND HELP US CELEBRATE THE START OF A NEW DECADE. BYO BBQ TEA BEFOREHAND. 7,00PM. BYO EATS, DRINKS SUPPLIED.
FEBRUARY 11TH.	"PICNIC AT HANGING ROCK". ANNUAL MULTI-CLUB EVENT ORGANISED BY THE MACEDON RANGES AND DISTRICT MOTOR CLUB. FULL DETAILS IN JANUARY HUMBERETTE.
FEBRUARY 25TH.	FAMILY DAY AND ANNUAL GENERAL MEETING. DEEPDENE HALL. 12.00 MIDDAY FOR PICNIC LUNCH. MEETING COMMENCES 2PM.
FEBRUARY 25TH.	AMERICAN MOTORING SHOW. FLEMINGTON RACECOURSE.
MARCH 2ND-4TH.	GRAND SOUTHERN SUPER SWAP MEET. BALLARAT AERODROME.
MARCH 4TH.	BRITISH MOTORING SHOW. FLEMINGTON RACECOURSE MEMBER'S CAR PARK.
MARCH 18TH.	ANNUAL ROOTES "G-T" DAY. ORGANISED BY HUMBER CLUB.
MARCH 23RD.	GENERAL MEETING. DEEPDENE HALL. 8.00PM. SPEAKER TO BE INVITED.
EASTER 1990. (APRIL 13TH - 16TH).	COMBINED HUMBER CAR CLUBS OF AUSTRALIA NATIONAL RALLY, COWRA, NSW. MOTEL ACCOMMODATION BOOKINGS ONLY (FRI. SAT. & SUN. NIGHTS.) RALLY REGISTRATION FEE $15.00. ACCOMMODATION BOOKINGS SHOULD BE MADE AS SOON AS POSSIBLE. - DEPOSIT OF $50.00 REQUIRED FOR ACCOMMODATION BOOKING. (CHEQUES SHOULD BE MADE PAYABLE TO HUMBER CLUB OF AUSTRALIA.)

CHRISTMAS BREAK-UP.

WHAT'S ON:	BREAKUP PARTY; PRESENTATION OF AWARDS; DRAWING OF CHRISTMAS HAMPER.
WHERE:	EDWARDES LAKE BISTRO (PRIVATE SECTION). OPPOSITE EDWARDES LAKE RESERVE AND YACHT CLUB. MELWAY 18 D/5.
WHEN:	SUNDAY, DECEMBER 10TH. 12.30PM TO 4PM. MEET NOON IN HOTEL CAR PARK.
COST:	APPROX. $12.50 PER HEAD PLUS DRINKS. SMALL CHILD'S MENU $3.00.

ROTARY CLUB OF TRARALGON INC.
DISTRICT 982

PRESIDENT: IAN RUNGE (051) 745775
SECRETARY: JIM FORREST (051) 745803
ORGANISER: FRANK O'NEILL (051) 745361 - All hours.

P.O. BOX 160,
TRARALGON, VIC. 3844

FIFTY ANNUAL ROLAND HILL MEMORIAL RALLY

SUNDAY - 1ST APRIL, 1990

The Rotary Club of Traralgon is pleased to announce it will again be conducting the Annual Roland Hill Memorial Rally which will be held on Sunday, 1st April, 1990.

The event will be run over approximately 160 kilometres of sealed roads giving some of the most attractive and panoramic views through undulating farm land together with picturesque mountain scenery.

Lunch will be available at the picnic area overlooking the well known Upper Thompson Dam. We have arranged for the Site Engineer to show a very informative documentary on the construction of the dam. Supporting documentation will also be distributed.

This rally is a reliability ride with a number of control points where riders and drivers choose their own average speed for the day. It is a test for reliability, not a test of speed which will give passengers time to observe points of interest, etc, as there will be questions and answers during the course of the day. A trophy will be given for this section as well as four categories of entrants.

CATEGORIES ARE: Up to 1969 - For motor cars and motor cycles
1970 and above - For motor cars and motor cycles

ENTRY FEE: $17.00 per motor car or motor cycle (includes lunch & badge)

EXTRA LUNCH: $4.00 per person - $2.00 per child

EXTRA BADGE: $5.00 each

PROGRAMME

9.15 am - Cup of tea at City of Traralgon offices, Kay Street, Traralgon

10.15 am - Rally briefing

10.45 am - First riders and drivers depart

12.15 pm - LUNCH - Venue: Upper Thompson Dam.

4.15 pm - Completion of run

7.30 pm - A barbeque dinner will be held at the City of Traralgon offices, Kay Street, Traralgon, together with a video of the days events and presentation of trophies.

Overnight storage for vehicles will be arranged (if requested).

To assist with catering and ordering of badges, please return entry forms as early as possible.

ENTRIES CLOSE: 7th March, 1989 ENTRIES TO: Traralgon Rotary Rally,
P.O. BOX 160,
Traralgon, Vic. 3844

We look forward to your participation and early response. For further information contact Frank O'Neill on Phone: (051) 745361.

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P.O. BOX 160
TRARALGON, 3844

FIFTH ROLAND HILL MEMORIAL RALLY

RELIABILITY TRIAL ENTRY FORM

NAME:_____ PH NO:_____

ADDRESS:_____

_____ POST CODE:_____

MAKE OF MOTORCYCLE OR CAR:_____ REG. NO:_____

YEAR OF MANUFACTURE:_____

TICK ONE OF THESE CLASSES: SOLO ___ OUTFIT ___ PILLION ___ CAR ___

TICK YOUR CHOICE OF AVERAGE SPEED:

40 KMH/25 MPH ___ 50 KMH/31 MPH ___ 60 KPH/37 MPH ___ 70 KPH/43 MPH ___

DAYS ENTRY FEE: $17.00 PER MOTORCYCLE OR CAR - INCLUDES BADGE, MORNING TEA AND LUNCH.

EXTRA BADGES: $5.00 EACH. NO OF:_____
EXTRA LUNCHES: $4.00 EACH. NO OF:_____ (CHILD) $2 EACH. NO OF:_____

BARBECUE, SHOWING OF VIDEO OF RALLY, PRESENTATION OF TROPHIES $7.00 EACH. ____
CHILDREN $3.00 EACH ____

B.Y.O. DRINKS. COOL STORAGE AVAILABLE.

START AND FINISH OF RALLY AND BARBECUE AT TRARALGON CITY OFFICES.
NOTE: LUNCH VENUE - UPPER THOMPSON DAM PICNIC AREA, NORTH OF MOE.
(SEE MAP OTHER SIDE OF THIS FORM).

9.15 am TIME CARDS AND MAPS ISSUED. MORNING TEA
10.15 am BRIEFING OF RALLY
10.45 am FIRST COMPETITOR LEAVES

COMPETITORS NEED TO BE ON TIME AS IT IS TOO LATE TO COMPETE AFTER THE START. PLEASE MAKE TO EFFORT TO BE THERE AT 9.15 AM AS THERE IS A LOT OF ORGANISING BEFORE BRIEFING OF THE RALLY.

ENTRY FORM AND FEES - POST TO TRARALGON ROTARY CLUB INC. RALLY, P.O. BOX 160, TRARALGON, VIC. 3844 BY THE 7TH MARCH, 1990 - CHEQUE OR MONEY ORDER PAYABLE TO TRARALGON ROTARY CLUB INC.

THE DECISIONS OF THE TRARALGON ROTARY CLUB INC. AND ITS DULY APPOINTED OFFICE SHALL BE BINDING ON ALL ENTRANTS.

ALL ENTRANTS ACKNOWLEDGE THAT THEY SHALL COMPLY WITH THE PROVISIONS OF THE SAFETY ACT 1986 AND ACKNOWLEDGE THIS EVENT IS NOT A SPEED TRIAL OR A RACE. ALL ENTRANTS, DRIVERS AND THEIR PASSENGERS AND OWNERS OF VEHICLES WAIVE THE RIGHT TO CLAIM AGAINST THE TRARALGON ROTARY CLUB INC. ITS OFFICIALS AND MEMBERS, ANY DAMAGES THEY MAY SUSTAIN AS A RESULT OF THEIR INVOLVEMENT IN THIS EVENT, EITHER TO THEIR VEHICLE OR THEIR PERSON.

SIGNATURE:_____ DATE: ___/___/___

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

JACK ABSOLEM MEETS THE "HUMBERERS"

PRESIDENT'S REPORT NOVEMBER, 1989

The Concours was held on Sunday 5th October 1989; being our annual and major attraction of the club. Although the day was hot and steamy for the judges, we had a magnificent turn up of both cars and members. In addition, other car clubs including the Rover Car Club, Rootes Group Car Club, Austin A40 Club, Standard Vanguard Enthusiast Guild and the Wolsely Club were all represented. Included with all these facinating vehicles were a 1904 Wolsely beautifully restored and what may well have been the oldest Humber ever to attend, a Victorian Humber Car Concours was a 1880 Humber bicycle. It was great to see such a wonderful range of vehicles and also to see the increasing participation of other clubs with our club. I believe that it is very important to continue this trend.

I was particularly impressed with the improved standard of our own cars this year. Obviously many hours and dollars have been spent in improving many of our cars. Owners such as Fred Pieterson, Trevor York, Kevin Megee, Jason Miller and Vic Wilson had spent time preparing and cleaning their cars and the number of gleaming Humbers was a good sight.

Unfortunately because of the number of cars present and the consequent increase in the judging of the cars, we were unable to finalize the winners of the Pride of Ownership awards, but will announce the winners at the Annual Presentation Dinner at the Reservoir Hotel. I am sorry about this but the level of competition was strong and the time taken was greater that anticipated.

I am sure that those who attended the day would want me to thank the many members who assisted on the day. Firstly the judges who, despite the oppressive temperatures, spent hours under the cars. Also to the caterers, Tommy's Taters who provided an excellent meal. Thanks to the kitchen hands - Joan Holmes, Pam Batten Eleanor Forth and my wife Jill. To Dave Denner, Frank Stockwin for their assistance and to Harold Paynting for his donation of books and for all other members who assisted in providing the goods for the cent auction. I wish on behalf of all present to say thank you and of course a special thanks to our wonder woman Margaret Willimott for her efforts.

May your wheels continue to turn (except when your foot is on the brake!)

Geoff Webb.

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MINUTES OF THE GENERAL MEETING

HELD SUNDAY, 27TH OCTOBER, 1989.

AT DEEPDENE PARK HALL

Meeting opened by President Geoff Webb at 8:12pm.

Apologies: Received from Arnold Goldman, Frank Stockwin, Ray Webster, Matt & Delsie Hanlon and Nancy Kennedy.

New Members: Members welcomed Tim & Pat Cribbes who have recently acquired a Series IV Super Snipe.

Minutes: Minutes of the previous meeting as printed in the October Humberette were accepted as a true record on the motion of Vic Wilson and seconded Bob Kennedy.

Business Arising: Nil.

Correspondence: A letter from Shannons. (At this stage Geoff Webb informed members of the death of Harold Underwood - a floral tribute was sent on behalf of the H.C.C.V.

Exchange Magazines: From Austin A40, Hornet Newsletter, The Flying A, The Stanguard Tribune, Viking Torque, S.A.T.O.C. News and The Rootes Group Car Club.

Treasurer Report:	Balance bank account as at 24-9-89	-	$2,122.97
	Accounts for payment	-	410.92
	Account at present	-	1,712.05
	Accounts approved for payment tonight	-	810.58

Treasurer's report was accepted on the motion of Mike Fitchett, seconded by Ian Foreman.

Editor's Report: 194 magazines were distributed during October. Forward projects:- V8 Humbers/Ian Forman, LP Gas/Bob Kennedy, Rust Proofing/Rob Dunlop.

Event's Report: The Balnarring Combined Club's Autokhana and scenic drive was described as "fun and mucky". The Autokhana was won by a Hillman Imperial.

Technical Officer: Rob Dunlop spoke on some techniques in the treatment and prevention of rust using zinc chromate paint and fish oil. The latter of which he said can be very successfully applied by a $2.00 atomiser. He then gave some useful hints on how to get to those difficult areas prone to rust in Series Snipes and Vogues. Bob Kennedy mentioned the availability of heater taps from Ford compatible with Humbers. Des Judd added that Repco also has a range of in-line heater taps.

Hall Committee: The meeting day for the Hall Committee has been changed to Sunday. Evidently the oval is going to be dug up and re-surfaced some time early next year. Also, a landscaping project involving more car spaces around the hall is going to take place in the near future.

Cars/Parts - For Sale & Wanted: Ray Webster has a 1959 Hawk for sale for $60.00. Kevin Giles has a 1950 Snipe for $100.00 (it has some parts missing and would serve as a spare parts car).

Concours: Margaret Willimott made a request for members to confirm their Spit Roast orders as soon as possible and advised members on how to enter the oval from Parkside Avenue. This year the Concours will be judged by club members.

General Business:

1. Barry Bosnich reminded members that Phil Newell has requested information on V8 engines originally fitted in Humbers.

2. Bob Kennedy knows of and has seen two V8 Humbers in Adelaide. Ian Foreman came forth with a wealth of information about the V8 Humber situation which he has gleaned from a book that goes in depth into the matter.

3. There was some discussion on the aquisition of special tools by the club for member's use when required. Geoff Webb asked for a list of specialized tools to be compiled in order for the matter to proceed any further.

At approximately 9:08pm the meeting was declared closed and everyone enjoyed refreshments and a good old rave.

(Acting Secretary)
Barrie L. Trubie

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SOCIAL NEWS & NOTES

Hello everyone! An early Mary Chistmas greeting and may you enjoy a safe and happy festive season.

Our October outing to Balnarring was greatly enjoyed by the fifteen (15) Humberers who attended with four Series Snipes, a Mark Hawk and a Series 1 Sceptre. Also in attendance was a variety of Sunbeams, Rapieris and Hillmans from other Rootes Clubs and a group of Triumphs, Vanguards and Standards from the Standard Vanguard Club.

The weather was sufficiently fine for all to enjoy a BBQ/picnic lunch on the lovely property lawns and then to negotiate the motorkhana course afterwards. Humber representatives in this event were Trevor Attwell in his Series Snipe and Ron Forth with the Mark Hawk. Congratulations to both drivers - both they and their vehicles performed very creditably. Needless to say though, they were no match for the winning G.T. Imp which romped around the course whilst most other contestants were still negotiating the first corner!

At the last meeting it was suggested that the club may consider purchasing a collection of special tools that may then be loaned out to members as required. If you have any ideas on this or would like to see a certain tool available, please let us know so that a list of tools required can be formulated. Items such as a Torque wrench and coil spring compressor are already suggested.

Don't forget that the November meeting is to be followed by the Special General Meeting to vote on the Constitution changes as recorded in the October issue of Humberette. Thank you to all those members who have recorded proxy votes, your interest and concern is greatly appreciated. The Constitution changes will be of benefit to all club members.

The Darwin Trip is well over now but if you had paid too much attention to my note in the last magazine, I would still have had Tom McAlpine and "Henrietta" the Mk I Super Snipe stranded around Charters Towers. It was not a mere 4,000 odd miles that Tom, Lyn and "Henrietta" covered but a massive 7,126. Sorry Tom, that's quite a decided difference!.

Finally, just a reminder about the private purchase and sale of second-hand cars. As you know the R.T.A. last year changed the rules on these sales and it is no longer possible to sell privately a second-hand vehicle which has R.T.A. registration unless it is accompanied by a current road worthy certificate. The alternative of course is to hand in the registration plates and sell the car without registration or a road worthy certificate. You can imagine the effect this would have on a selling price. But this rule can also work to your advantage if you are a purchaser. You have the right to insist on a road worthy condition if the car is being sold "registered" or if the road worthy certificate is not offered then both the bargaining power and the price are at a distinct advantage to yourself. Happy holiday hunting if you're in the car market over the next few months!

The meeting this Friday (24th) will be the last general meeting for the year so to make it a special occasion there are a few surprises planned. Children are welcome - there will only be the two very short meetings and we'll follow with a festive supper. Members are requested to bring a small plate of "goodies" for this occasion. See you there.

Margaret.

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CONCOURS REPORT 1989

It was lovely to see almost fifty (50) Humbers lined up around Deepdene Oval on Concours Day. There were representatives from the pre-war era with Norm Watt's magnificent '35 Snipe 80 Sports Saloon; Mark and Series Snipes; Mark and Series Hawks; Mark I and III Sceptres and both the Series II and III Vogue classes. Coupled with the displays from other British Car Clubs, they looked magnificent!

One remark I heard quite often during the day was the improvement in the standard and quality of the vehicles on display. All cars showed encouraging signs of T.L.C. and, now that you have won the lens paint and jumbo washer Max, the Series III Hawk may even be a candidate next year for "Most Improved Vehicle".

The novelty classes introduced this year alongside the Pride of Ownership section provided an added interest. We offer congratulations or commiserations (whichever is more appropriate) to those who took out these awards. They were Barrie Trubie ("Classy Chassis"); Geoff Webb (Best Engine Bay); Nat Hanlon ("Hard Luck" award); Hans Paas and Max Beaton, both of whom received lens paint to do a little "brightening up".

The Cent Auction, Visiting Clubs Book Prize Draw and of course, the Spit Roast all added to the enjoyment of the day. Tommy's Taters maintained their usual high standard with the Spit Roast whilst the additional goodies were very ably prepared by Jill and Joan.

Our thanks to all members who provided items for the Cent Auction and also to Barry Bosnich who donated the Club Book prizes which went to visiting club members Glenys Williamson (Rover) and Peter Barrett (Rootes).

The Most Popular Visiting Car Trophy was won by Neil Ferguson of the Wolsely Club with his unique 1904 Wolsely, the oldest car of this Marque to be found in Victoria. Neil not only displayed, and drove, his early Wolsely but also brought along an 1880 Humber Bicycle. Riding the "Penny-farthing" looked so deceptively easy with Neil in the demonstration seat! Thanks Neil for a great addition to the day.

Concours contestants and Pride of Ownership awards are listed at the end of this report. Congratulations to all winners and indeed to everyone who tackled the "spit and polish" and put their car on display.

Some points gleaned from speaking with the judges may answer your "why did I lose points here?" questions and help the perfectionist among us achieve an even higher standard!

i) Incorrect lights on some vehicles - non-standard (i.e. not Lucas) or replacement lights from the wrong model car.

ii) Overspray or rubber components (gently scrape off with blunt knife or screwdriver).

iii) Incorrect colour paint - especially under bonnet and around engine area. Gloss instead of matt finish.

iv) Incomplete accessories, e.g. handbook and standard tool kit.

v) Dirt and/or rust around rubber door seals - ease up slightly with a screwdriver and carefully lift edge and brush along to wipe out dirt.

vi) Bottoms of doors - signs of rust showing where not resprayed.

vii) Excess grease on underside - wipe clean when you have greased.

Keith suggests lying on your back and wriggling under the car when it is up on blocks - easy when you're his shape and size - and dare I say, gender!

Margaret Willimott.

* * * * * * * *

CONCOURS & PRIDE OF OWNERSHIP 1989

Concours:	Series Class	- Kevin Megee	:	Series V S.S.
		Geoff Webb	:	Series II Estate
		Barrie Trubie	:	Series IV S.S.
	Mark Class	- Ron Forth	:	MK VI Hawk
	Light Car Class	- Jason Miller	:	Series II Vogue Sports
Pride of Ownership:		- Fred Pietersen	:	Series VA S.S.
		Vic Wilson	:	Series IV S.S.
		Trevor York	:	Series IV S.S.
Pride of Ownership Encouragement Awards:		- Christine Fitchett	:	Series IV S.S.
		Grant Busch	:	Series V S.S.
		Graham Finn	:	Series III S.S.
Most Improved Trophy:		- Fred Pietersen		

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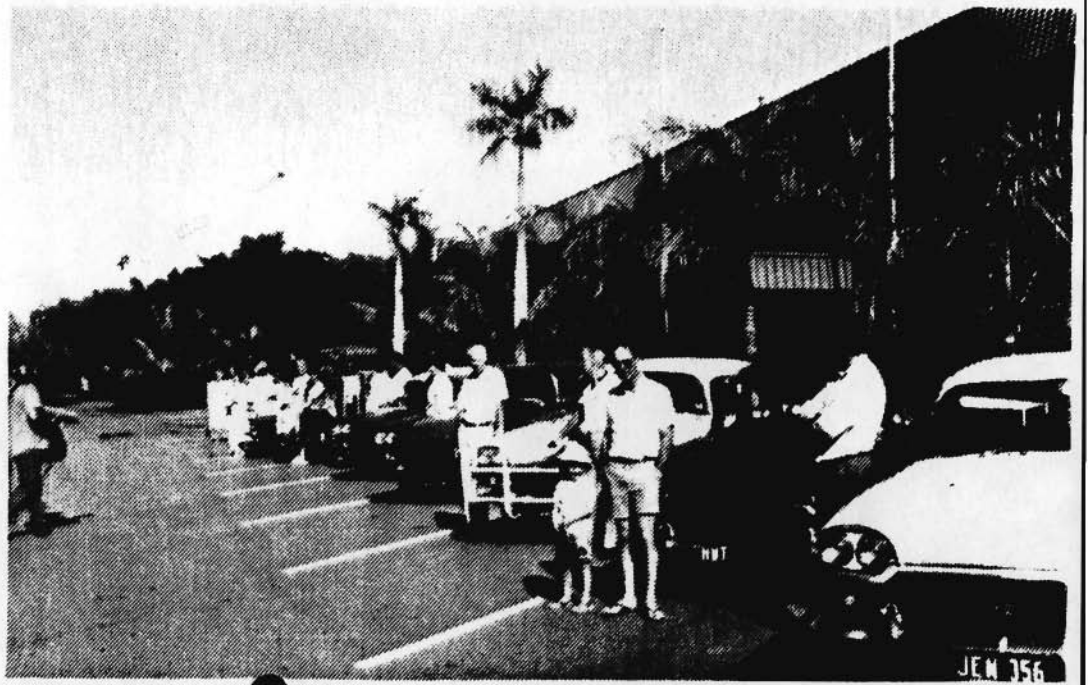
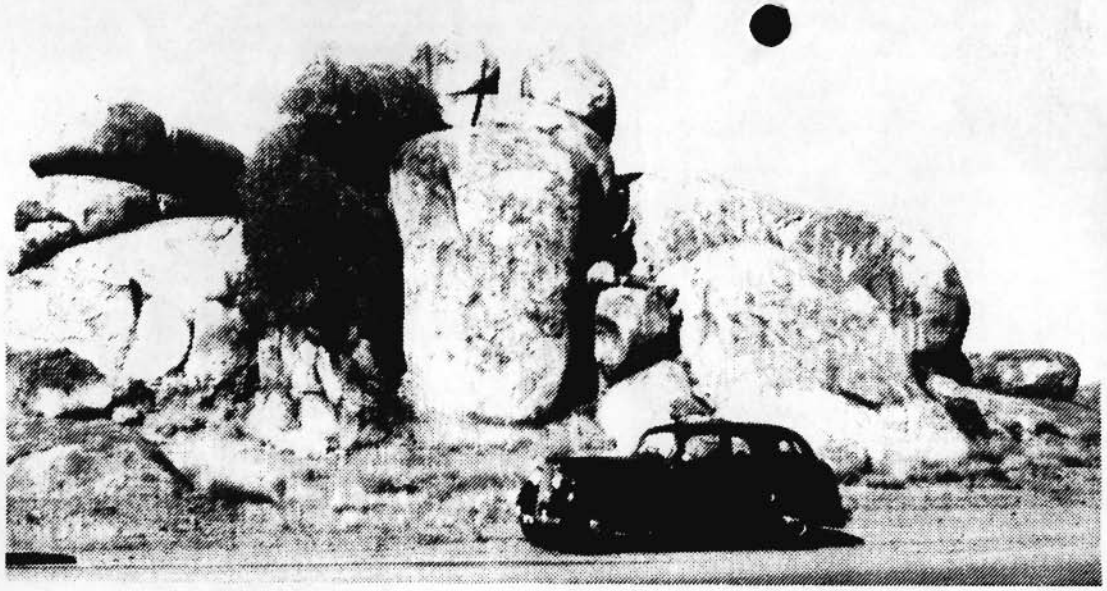
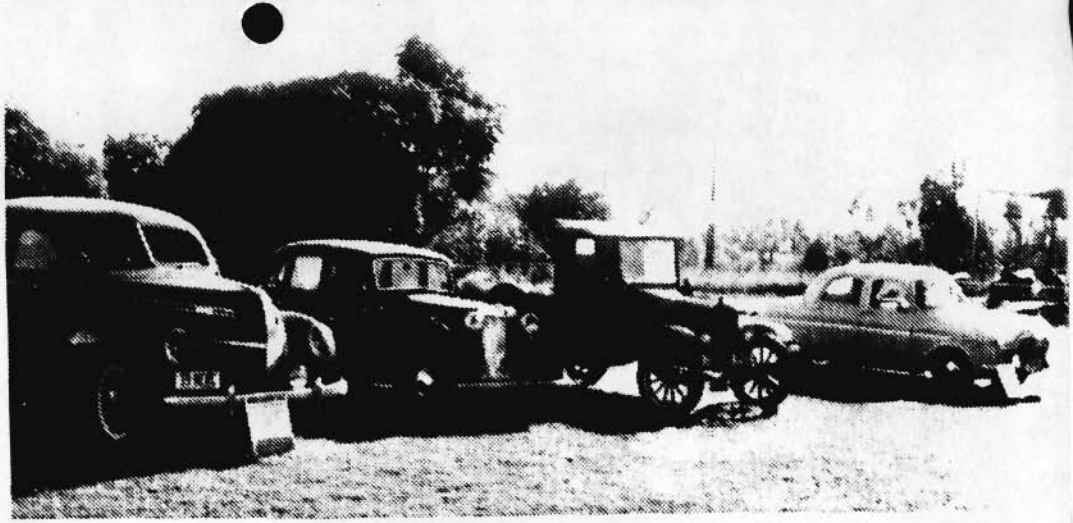
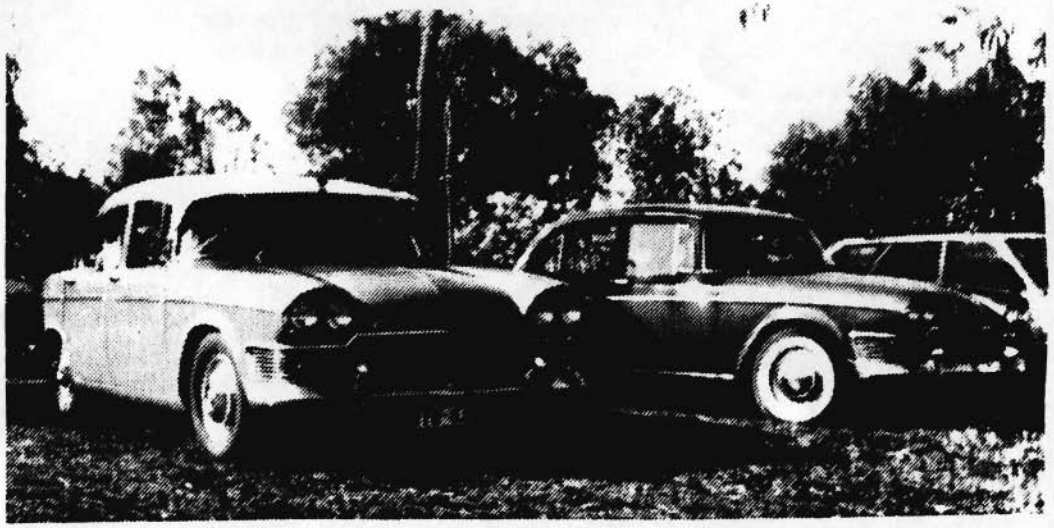
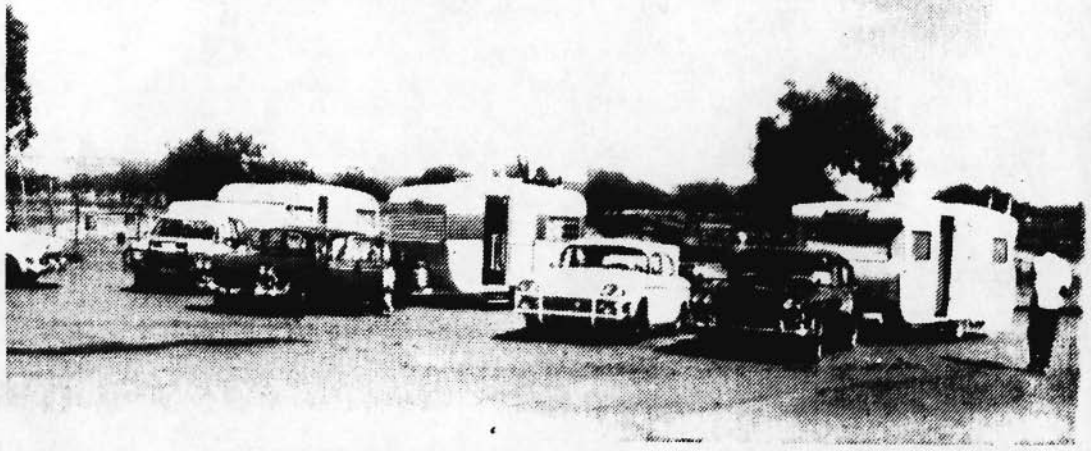
TRAVELLING NORTH WITH THE "McALPINES"











● Alan Duncan with one of his restored vehicles . . . "they're my babies".

Putting the rev back in old cars

By CAROLYN JONES

AFTER seeing Alan Duncan's collection of veteran cars, it's no wonder he has little time for modern motors.

The Korumburra mechanical engineer spends most of his spare time painstakingly restoring cars made before 1918 — and he vows they're better than anything else on the road.

Working out of a tin shed at the back of his home, Mr Duncan rebuilds veteran cars using original spare parts, engines and gear boxes he has collected from around Australia.

His first restoration effort — a 1910 English Humber — took 10 years to get back on the road and now holds pride of place in his garage.

Mr Duncan believes his fully restored 1910 Humber is one of only four in the world.

"They were all hand made — there were no mass production lines around when these were built," he said.

"Henry Ford didn't start producing cheaper cars until 1910 so cars like the Humbers are quite rare."

Mr Duncan does all the restoration work himself and, understandably, he doesn't want to put his cars on the market to sell to the highest bidder. "I wouldn't like to sell them — they're my babies," he said.

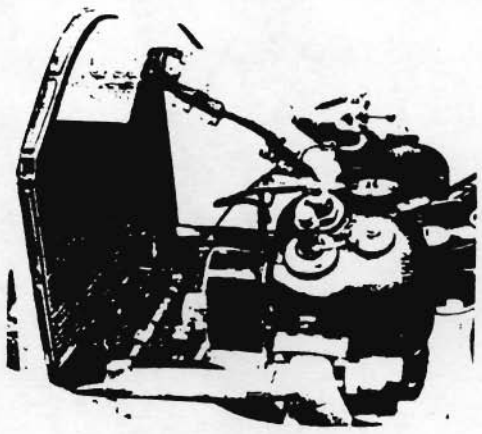
"It's very hard to put a price on them. I don't look at them in that way. I just enjoy doing them up.

"They don't make them like they used to. With the cars of today the technology is good but their lasting capacity is woeful.

"If anything goes wrong with them you can't do a lot yourself but with the old cars you only need a spanner and screwdriver and you can usually get going again."

Mr Duncan uses his Humber three or four times a year in Veteran Car Club rallies. With a top speed of about 50 kmh, he believes it's the only way to travel.

He is now busy restoring a 1907 Humber and then plans to start work on a 1909 Fiat.



ENGINE OF WATER-COOLED HUMBERETTE.

SOUVENIR

OF THE

—OPENING—

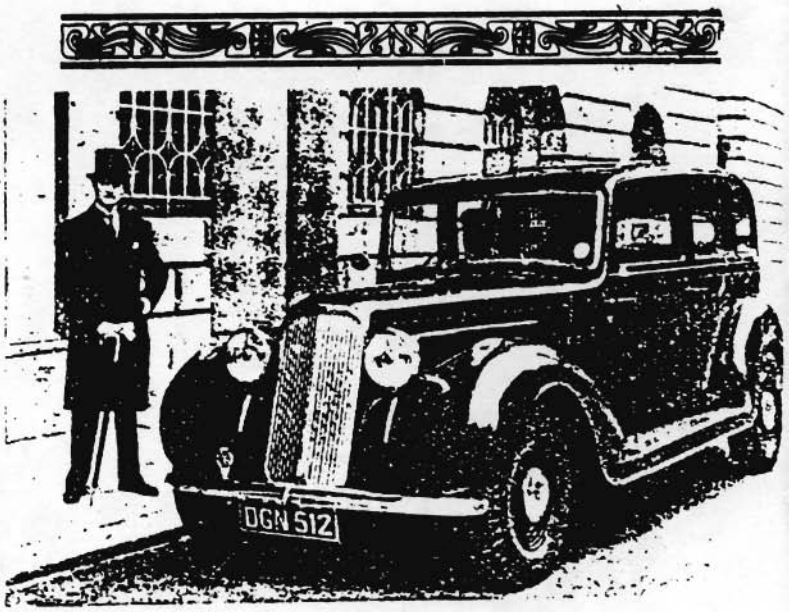
OF THE NEW

HUMBER WORKS

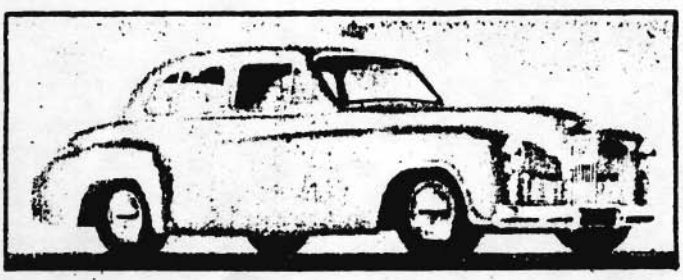
AT

COVENTRY

March 12th, 1908.

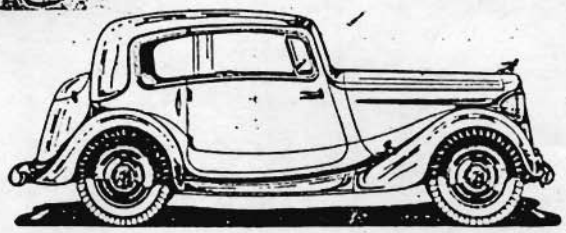


London's new Lord Mayor, Sir George Broadbridge, has just purchased a Humber Pullman limousine. Here he is with the car.



The Humber Hawk was not at the forefront of automotive technology.

For those who desire to be different



Humber Twelve Vogue saloon.

Twelve: (4-cyl.) 69.5 x 110, 1,669 c.c.; 11.97 h.p. (tax £9). 42 b.h.p. at 3,800 r.p.m. **Eighteen: (6-cyl.)** 69.5 x 120, 2,731 c.c.; 17.97 h.p. (tax £13 10s.). 61 b.h.p. at 3,600 r.p.m. **Snipe:** (6-cyl.) 85 by 120, 4,086 c.c.; 26.88 h.p. (tax £20 5s.). 100 b.h.p. at 3,400 r.p.m. **Pullman:** Engine as Snipe.

General Specification.

Twelve: S.V., 3-bearing crankshaft, pump and fan cooling; f.f. lubrication; Lucas coil ignition; 12-v. 63 a.h. equipment; Champion plugs. Stromberg downdraught carburetter (28 m.p.g. at 40 m.p.h.). 10-gal. rear tank, mechanical pump feed. Unit construction of engine, s.d.p. clutch and 4-speed all s.m. gearbox, c. control. Ratios 5.33, 8, 13.5 and 19.2 to 1; speed on third 45 m.p.h., top 65 m.p.h. Open propeller shaft, spiral bevel final drive. Suspension, semi-elliptic. Wire wheels. Dunlop tyres 5.50 x 17 ins. Dimensions: W.b., 8' 2¾"; t., 4' 3"; l., 13' 4"; w., 5' 3½"; ht., 5' 7"; g.c., 7½"; t.c., 38"; wt., 25½ cwt. (saloon).

The Eighteen has 4-bearing crankshaft; 16-gal. tank (18½ m.p.g. at 40 m.p.h.) S.m. third and top. Ratios 5, 7.33, 12.35 and 18.5 to 1; speed on third 46 m.p.h., top 67 m.p.h. Tyres 7 x 16 ins. Suspension, transverse independent front, semi-elliptic rear. Dimensions: W.b., 10' 4"; t., 4' 10⅛" front, 5' 0¼" rear; l., 16' 4"; w., 6' 2"; ht., 5' 10"; g.c., 7⅞"; t.c., 44' 6"; wt., 38¾ cwt. (saloon).

The Snipe gives 18 m.p.g. at 40 m.p.h. Ratios 4.3, 6.3, 10.62 and 15.9 to 1; speed on third 55 m.p.h., top 80 m.p.h. Tyres 7.50 x 16 ins. Otherwise as Eighteen.

The Pullman is similar to the Snipe, but has w.b., 11' 0¼"; l., 16' 8"; t.c., 47' 6"; wt., 41½ cwt. (saloon). Petrol consumption 16¼ m.p.g. at 40 m.p.h.

Prices.

Twelve.

Saloon	£285
Drop-head foursome coupé	£325
Vogue close-coupled saloon	£335

Eighteen.

Chassis	£315
Six-light saloon	£445
Four-light saloon	£460
Sports saloon	£520
Foursome drop-head coupé	£510

Snipe.

Chassis	£345
Six-light saloon	£475
Four-light saloon	£490
Sports saloon	£550
Foursome drop-head coupé	£550

Pullman.

Chassis	£425
Limousine	£735
Landaulet	£735
Sedanca de ville	£975
Sedanca coupé	£895

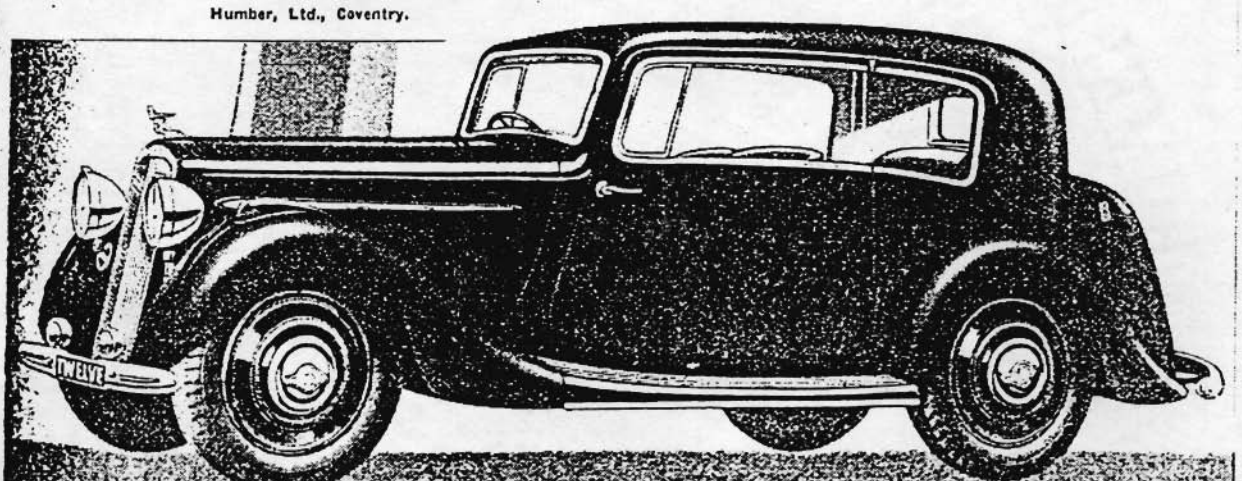
De Normanville self-change gearbox available on any model except the Twelve, £30 extra.

Humber, Ltd., Coventry.

In this the perfect union between a beauty of line inspired by Molyneux of London and Paris, and the engineering genius of Humber, your desire for a car that is different is fulfilled. Matched to Humber's fascinating performance is a superbly styled modern outline . . . to furnishings and equipment of true Humber luxury, a comfort and convenience unparalleled among cars in its class.

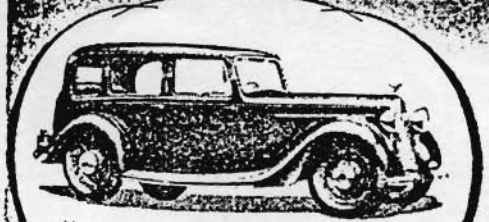
HUMBER VOGUE SALOON

£335



HUMBER

Vogue Saloon



Humber Super-quality "Twelve" Saloon
£285
Also the Foursome Drophead Coupé
£325

HUMBER LIMITED, COVENTRY

LONDON SHOWROOMS & EXPORT DEPT.: ROOTES LTD., DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1.

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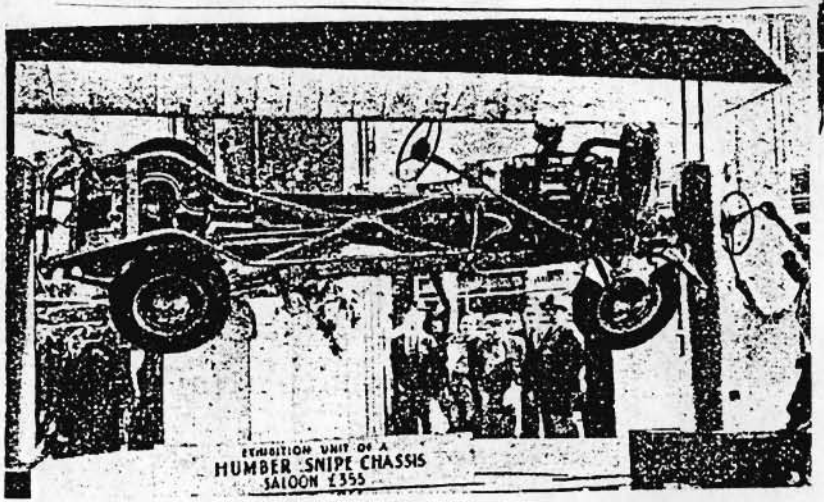
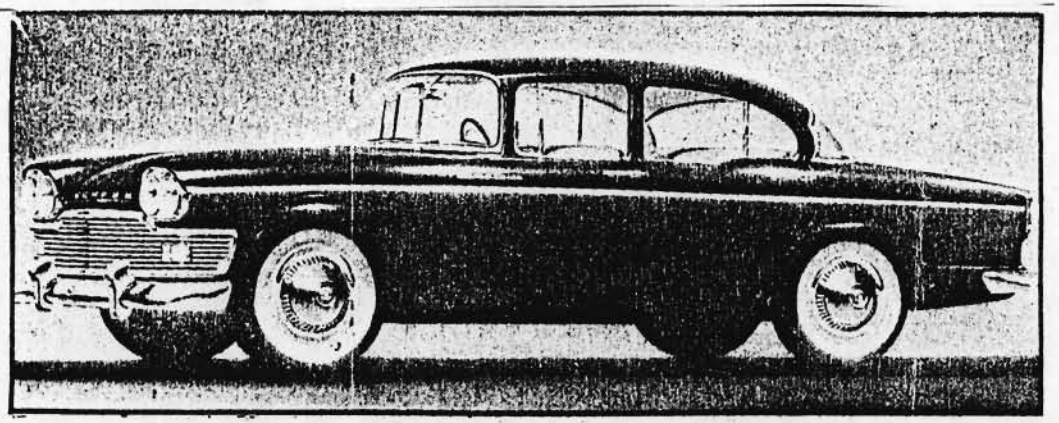
WHAT ARE THEY LOOKING AT? The answer is below—it is the very fine Humber chassis exhibit in Rootes showrooms in Piccadilly, London, W.1.





The exterior of the 1963 Humber Super Snipe was rather uninspired.

Twin headlamp clusters and a new grille immediately identify the Series III Super Snipe.

Many Humber Improvements

New Series III Super Snipe has Twin Headlamps, Modified Engine and Suspension and Numerous Advances in Coachwork Details. Disc Front Brakes Now Standard on Hawk

TWIN headlamps are amongst a large number of new and improved features of the 1961 version of the 3-litre, six-cylinder, Humber Super Snipe. Known as the Series III model, this car has a modified engine designed for longer life, detail transmission changes, improved handling characteristics and numerous coachwork modifications planned to enhance both appearance and user convenience.

The 2¼-litre, four-cylinder Humber Hawk has also come in for attention for the coming season and, although the latest Series II model is unchanged in external appearance, it has disc brakes as standard on the front, and improved equipment.

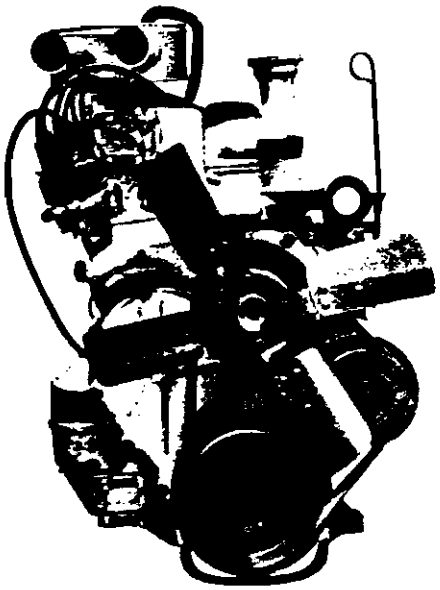
To consider the Super Snipe first, the makers stress that the new twin headlamps are not a styling gimmick but have been introduced as a means of avoiding the optical compromise inevitable when a single lamp is called upon to provide both a long-range main beam and a satisfactory anti-dazzle dipped light.

Accordingly, one lamp in each pair is of the single-filament type designed to give the best possible long-range beam, whilst the primary object of its mate is the production of an improved dipped light; in the latter case, however, a double-filament bulb is used, the second filament producing a fan-shaped spread of light to supplement the long-range beam.

Considerations of space naturally call for lamps of smaller overall size—actually, all four lamps are 5¾ in. in diameter—but, on the other hand, the total power of the bulbs is increased for each condition. The inner single-filament lamps are each of 37½ watts, whilst this size filament is also used for the subsidiary filaments of the outer twin-filament lamps so that the main-beam total is 150 watts. This compares with a total of 120 watts for the main-beam condition of the single headlamps fitted to the Series II model. For the dipped beam, a 50-watt filament is used in each case, giving a total of 100 watts, compared with 72 watts formerly.

The light units employed are of the sealed-beam type in which the bulbs are sealed into a combined front glass and reflector.

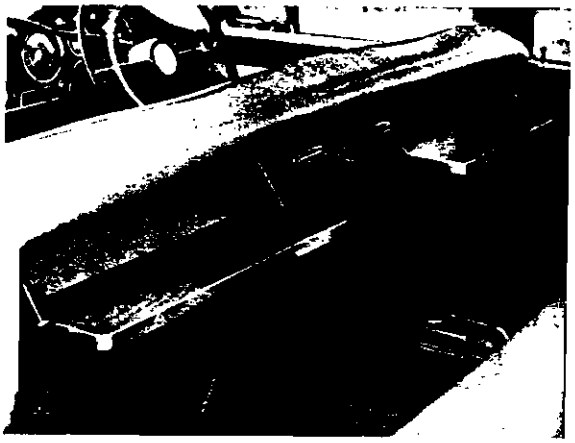
To accommodate the new dual headlamps, the front wing pressings have been reshaped and are now arranged to form a single cowl over each pair. In addition, a completely new front

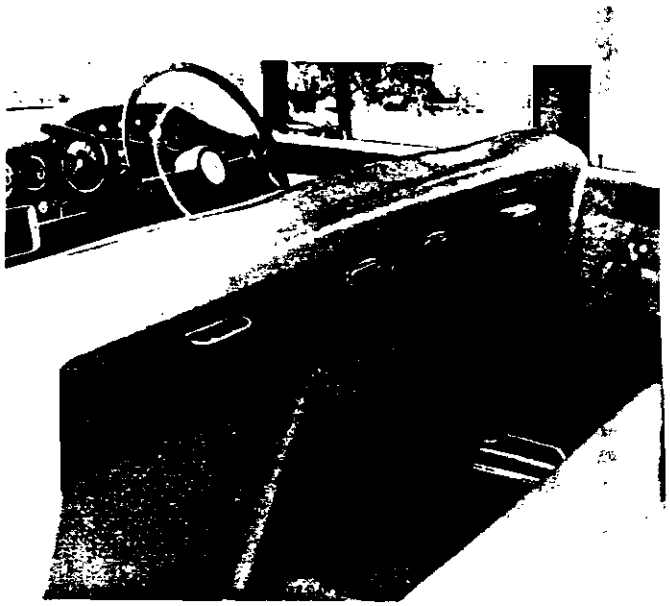


Several detail changes have been made to the engine, among them the fitting of a 4-blade fan which is quieter and provides better cooling than the 8-blade type previously used.

Many Humber

Many small improvements to fittings and furnishings of the Super Snipe are accompanied by a complete redesign of the front bench seat, as a result of which leg room in the rear is increased and fore-and-aft adjustment is over a greater range. As can be seen below, the seat squab is hollowed out at the back. The new folding picnic tables are shallower but wider than before.





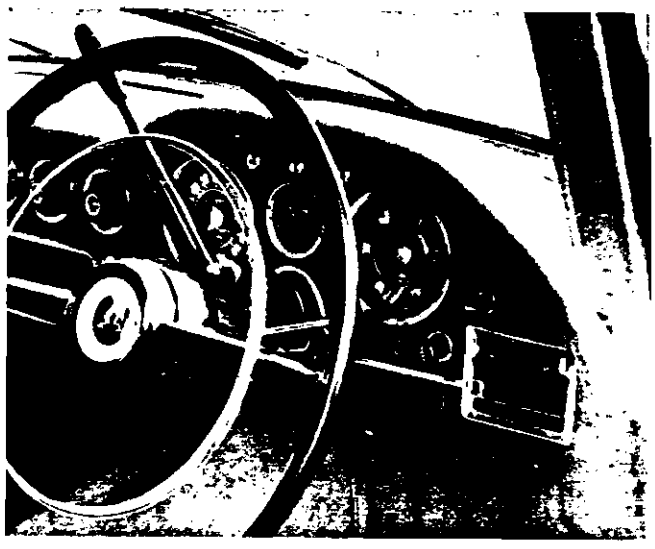
grille, which extends right across the car with a wrap-round at each side, has been adopted, and into this are set the sidelamps and flashing indicator lights. The new bonnet necessitated by these changes carries the word "Humber" as before, but a break with tradition lies in the dropping of the famous Snipe mascot.

Coinciding with these changes, the whole front of the car has been extended forward, mainly with the idea of providing more under-bonnet space to accommodate full air-conditioning equipment when required. This has increased the front overhang from 2 ft. 8¼ in. to 2 ft. 11½ in. and the overall length of the car by 3¼ in. from 15 ft. 4¾ in. to 15 ft. 8 in.

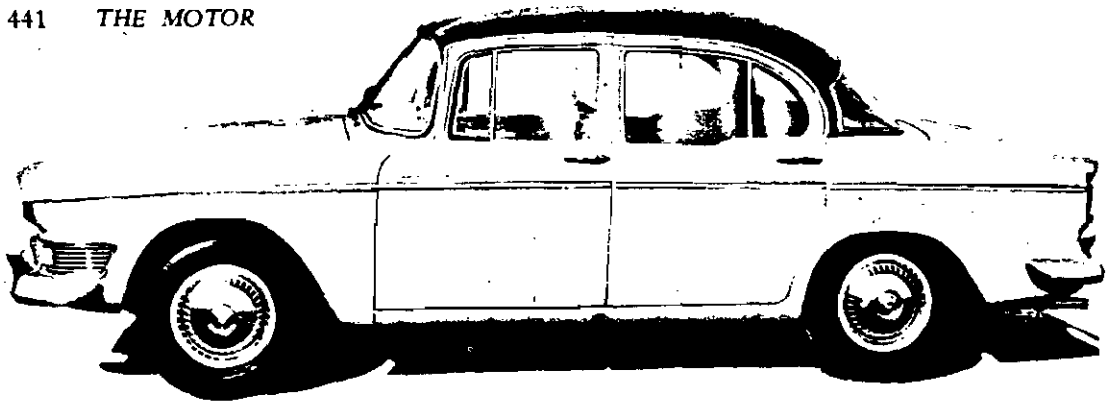
The greater length of the car is also emphasized by the use of a single chromium-plated side moulding in place of the dual mouldings previously used. This new moulding forms a colour-break line where duotone schemes are used, the previous side flash being eliminated.

These external changes are accompanied by many new features in the interior. Although the attractive polished-wood facia board is generally similar to that of the Series II, innovations include a horizontally operated, three-position, choke-control lever with a warning light, illuminated heater, ventilation and light switches, and ventilation outlets at the extremities of the facia board on each side; the last-named have individual on-off controls and are also provided with vanes by which the air flow can be directed upwards or downwards. A new blower unit for the heater is now used, incidentally, this being of the axial-flow type; it is located at the front end of the air intake duct where it provides a better ram action as well as reducing congestion in the engine compartment.

Below: Changes on the polished wood facia panel include : horizontally-operated three-position choke control, and ventilation outlets at the extremities of the facia.



Improvements



The Series III car is slightly longer than its predecessor, the added length being in the form of front overhang. The single strip moulding along the body side, replacing the former double flash, emphasizes the appearance of greater length.

The bench type front seat has been completely redesigned, partly to provide greater comfort and partly to increase rear knee room. To the latter end, the folding picnic tables fitted to the back of the squab are now shallower but wider, whilst the space beneath them is recessed. When folded, the picnic tables line up with a polished-wood centre panel containing ashtrays and a cigar lighter.

The actual increase in knee room is 2¼ in. but, to cater for exceptionally tall occupants at the front, the fore-and-aft adjustment has been increased from 5 in. to 6 in. whilst, if necessary, the entire seat can now be remounted 1 in. farther to the rear. The actual seat cushion has also been lowered slightly to increase front headroom by ¾ in.

Other interior improvements include padded sun visors, a moulded carpet which is a neater fit over the gearbox cover, a more powerful interior light (with two 6-watt bulbs instead of one) and the fitting of child-safety locks.

To turn to mechanical details, the new engine features are all concerned with improving running and prolonging life rather than with increased output (which remains unaltered at 121 b.h.p. net at 4,800 r.p.m. with maximum torque at 161.5 lb. ft. at 1,800 r.p.m.). In the Series III engine, steel-backed, lead-indium bearings are used for the front and two centre bearings of the crankshaft to increase life and load capacity. No change has been considered necessary in the rear main, where the existing steel-backed white-metal bearing is considered adequate for the lighter loads. In addition, the oil-pump speed has been raised to reduce bearing temperatures by greater oil flow, and the main oil gallery in the cylinder block has been suitably enlarged.

With the dual object of higher cooling efficiency and quieter operation, a new fan is now fitted. Of the four-blade type, it replaces the eight-blade design formerly used. Another change lies in the introduction of a new water-pump body, pulley and bearing assembly to simplify the fitting of power-assisted steering and air-conditioning equipment when required. Power steering, incidentally, is now offered in kit form for fitting by Rootes agents after purchase and is not available as a factory-fitted item.

As well as providing better ram action, mounting of the heater fan at the forward end of the intake trunk makes more room in the Super Snipe engine compartment.

Other points of note are that a paper-element air filter is now used—actually this type was introduced on later Series II models—and that considerable extra sound-deadening has been applied to both the engine side of the bulkhead and to the insides of the front-wheel arches. More progressive throttle action has been secured by a modified lever on the carburetter operating shaft and a re-designed accelerator pedal.

Minor transmission improvements have been effected in both the three-speed synchromesh gearbox (available with or without Laycock-de Normanville overdrive) and the alternative Borg-Warner fully automatic transmission. In the former, the synchromesh action on top and second gears has been improved by new baulk rings, modified tooth chamfering on the sliding sleeve and attendant changes, whilst the steering-column lever is of improved appearance.

In the Borg-Warner transmission, control has been simplified by incorporating the intermediate-hold control in the normal selector lever. In the new arrangement, the hold is obtained simply by pushing the lever forward (i.e. away from the driver as opposed to moving it up or down for normal quadrant action) and it is held in this position for as long as required by a spring detent.

Very extensive development work has been carried out during the past year with the object of achieving improved handling qualities without sacrifice in comfort and this has resulted in changes to both front and rear suspension. At the front, the suspension has been stiffened by the use of higher-rated coil springs of increased wire diameter; at the rear, the blades of the semi-elliptic leaf springs have been increased in width (from 2½ in. to 3 in.) and reduced in number (from six to five) to give increased lateral stability. The improved resistance to roll has enabled the diameter of the front anti-roll bar to be reduced from 1 in. diameter to 13/16 in. and the net result, in conjunction with revised damper setting, has been to give very much better handling qualities. With severe export conditions in mind, more robust front shock-absorber mountings have been adopted.

Hawk Modifications

Although unchanged in external appearance, the 1961 Series II version of the Humber Hawk also reveals a number of advances, most important of which perhaps is the adoption of servo-assisted Girling disc brakes on the front exactly as on the Super Snipe. The engine is unchanged (apart from manifold modification to take the disc-brake servo check valve), but the gearbox has been improved by the use of a redesigned main shaft and hub to take bigger shock loads; in addition, the former dip-stick has given place to an oil-filler plug located in a position which prevents over-filling. Another point to note is that automatic transmission is no longer offered on "home" models, although it is still available in the case of certain export markets.

Important advances in road holding and handling have been made by a series of minor changes which, apart from actual spring rates and so on to suit the Hawk, follow on exactly the same lines as those which have been applied to the Super Snipe. In common with the latter, also, there is an improved accelerator pedal linkage, whilst new instruments are fitted and illuminated controls are provided for the ventilator and heater. The latter, incidentally, is now standard on home models instead of being an extra, and the same applies to an ammeter, oil gauge and screen washer. There are also minor trim changes to the seats and improved ashtrays have been fitted.

As with the Super Snipe, a full specification will be found on page 471 amongst the data concerning 1961 cars included in this issue.

IAN McDONALD

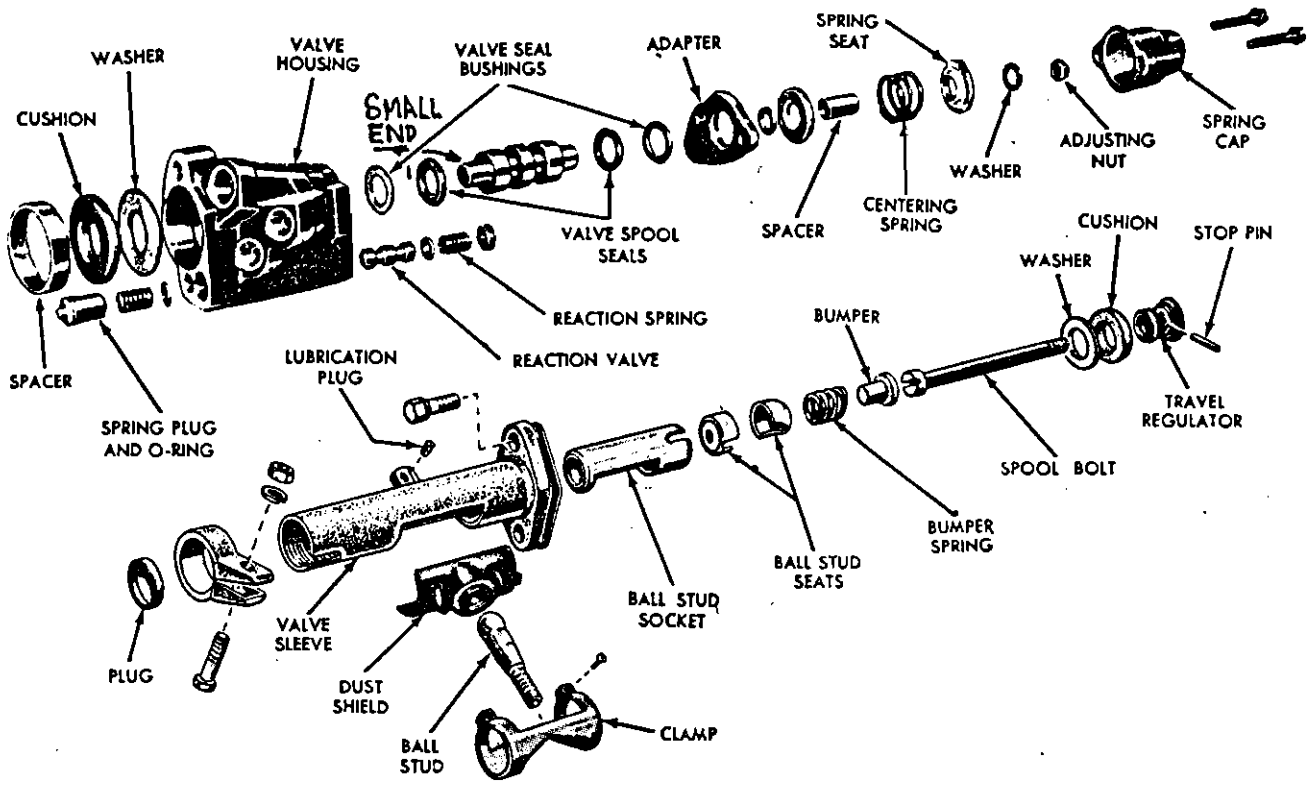


FIG. 38 –Control Valve Disassembled–Typical

2. Place a nut and large flat washer on a bolt of the same size as the tapped hole. The washer must be large enough to cover the hose seat port.

3. Insert the bolt in the tapped hole, and using the nut as a puller, remove the hose seat.

4. Place a new hose seat in the port, and thread a bolt of suitable size into the port. Tighten the bolt enough to bottom the seat in the port.

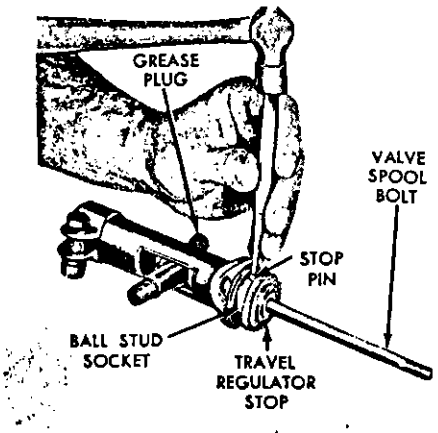


FIG. 39 –Removing Stop Pin –Typical

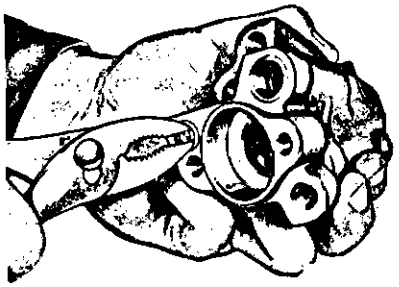


FIG. 40 –Removing Reaction Valve Plug

ASSEMBLY

Before assembling the control valve, coat all parts except the seals with Automatic Transmission Fluid Coat, the seals with lubricant M2C33F.

1. Install the reaction limiting valve, the spring, and the plug.

2. Install the return port relief valve and the hose seat.

3. Insert one of the ball stud seats (flat end first) into the ball stud socket, and insert the threaded end of the ball stud into the socket.

4. Place the socket in the control valve sleeve so that the threaded end of the ball stud can be pulled out through the slot in the sleeve (Fig. 41).

5. Place the other ball stud seat, the spring, and the bumper (Fig. 38) in the socket, and install and securely tighten the travel regulator stop.

6. Loosen the stop just enough to align the nearest hole in the stop with slot in the ball stud socket, and install the stop pin in the ball stud socket, travel regulator stop, and valve spool bolt (Fig. 39).

7. Install the rubber boot, clamp, and the plug on the control valve sleeve. **Make sure that the lubrication fitting is turned on tightly and does not bind on the ball stud socket.**

8. Insert the valve spool in the valve housing. **Rotate the spool while inserting it in the housing (Fig. 42).**

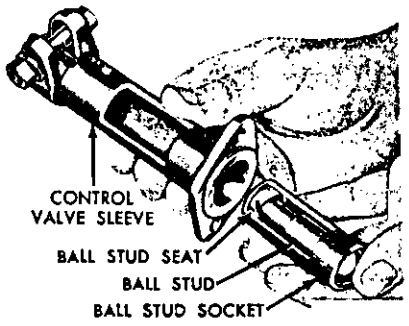


FIG. 41 –Installing Ball Socket, Seal and Bracket

Australian P.B.R. Power Steering unit fitted to Series Hawk's and Snipe's (not factory fitted) — Stephen Laurie —

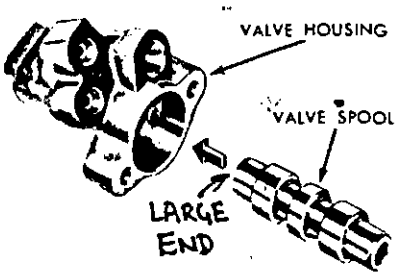


FIG. 42 –Inserting Valve Spool

9. Move the spool toward the centering spring end of the housing, and place the small seal bushing, and spacer in the sleeve end of the housing.

10. Press the valve spool against the inner lip of the seal and, at the same time, guide the lip of the seal over the spool with a small screwdriver. **Do not nick or scratch the seal or the spool during installation.**

11. Place the sleeve end of the housing on a flat surface so that the seal, bushing, and spacer are at the bottom end and push down the valve spool until it stops.

12. Carefully install the spool seal and bushing in the centering spring end of the housing. Press the seal against the end of the spool, guiding the seal over the spool with a small screwdriver. **Do not nick or scratch the seal or the spool during installation.**

13. Pick up the housing, and slide the spool back and forth in the housing to check for free movement.

14. Place the valve sleeve on the housing so that the ball stud is on the same side of the housing as the ports for the two power cylinder lines. Install the two bolts in the sleeve, and torque them to specifications.

15. Place the adapter on the centering spring end of the housing, and install the bushing, washers, spacers, and centering spring on the valve spool bolt.

16. Compress the centering spring, and install the nut on the bolt. Tighten the nut snug, then loosen it not more than ¼ turn (Fig. 43). **Excessive tightening of the nut may break the stop pin at the travel regulator stop.**

17. Move the ball stud back and forth in the sleeve slot to check the spool for free movement. See Part 3-6 for the specified travel. Apply Castrol No. 3 Rubber Grease at the sealing areas.

18. Install the centering spring cap on the valve housing, and torque the two cap bolts to specification.

19. Install the nut on the ball stud so that the valve can be positioned in a vise as shown in Fig 43. Then push forward on the cap end of the valve to check the valve spool for free movement. Fig. 44

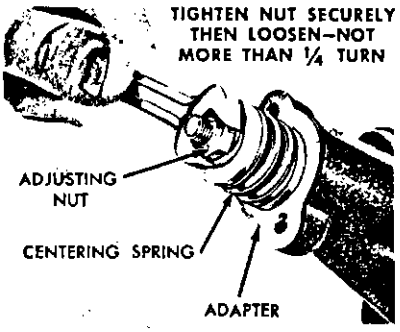


FIG. 43 –Adjusting Centering Spring

20. Turn the valve around in the vise, and push forward on the sleeve end to check the spool for free movement.

Lubricate ball stud with M1C75A grease.

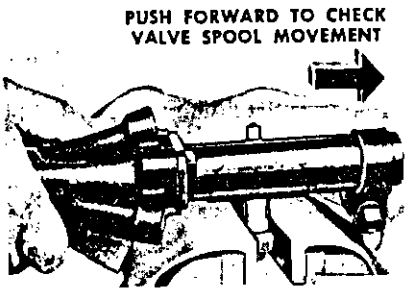


FIG. 44 –Inspecting Valve Spool Movement

POWER CYLINDER SEAL

REMOVAL

1. Clamp the power cylinder in a vise, and remove the snap ring from the end of the cylinder. **Be careful not to distort or crack the cylinder in the vise.**

2. Pull the piston rod out all the way to remove the scraper, bushing, and seals. If the seals cannot be removed in this manner, remove them from the cylinder with a sharp pick. Take care, when using a pick, not to damage the shaft or seal seat.

INSTALLATION

When replacing the power cylinder seals, install all of the parts supplied in the repair kit for the cylinder being repaired.

1. Coat the new seals with lubricant M2C33F and place the parts (Fig. 45) on the piston rod which has been coated with the same lubricant

2. Push the rod in all the way, and install the parts in the cylinder with a deep socket slightly smaller than the cylinder opening (Fig. 46.).

POWER STEERING PUMP RESERVOIR REPLACEMENT

Reservoir replacement must be done on a clean workbench. Cleanliness of work area and tools is extremely important when repairing any hydraulic unit. Thoroughly clean the exterior of the pump with a suitable cleaning solvent. **Do not immerse the shaft oil seal in solvent.**

Plug the inlet and outlet openings with plugs or masking tape before cleaning the pump exterior or removing the reservoir.

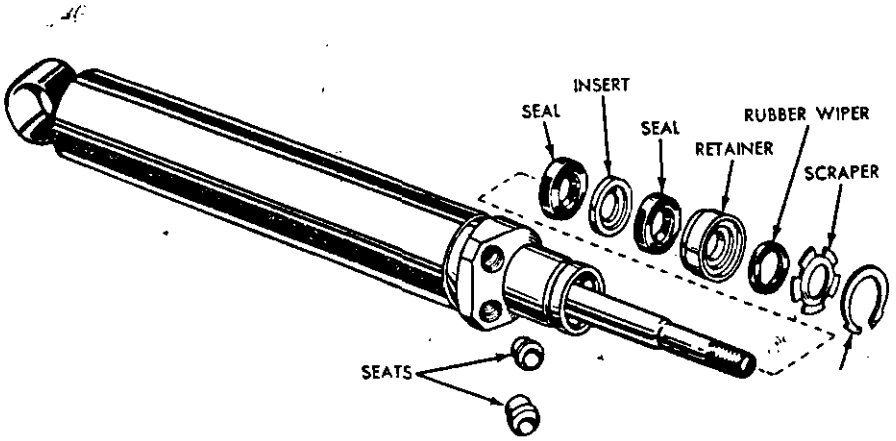
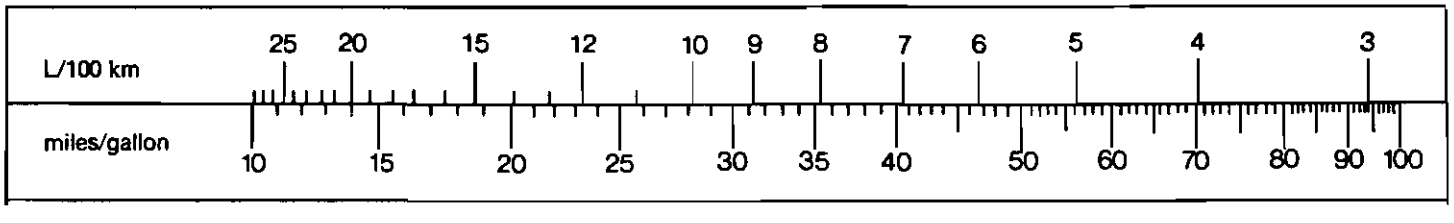


FIG. 45 –Power Cylinder

Conversion chart

Litres/100 km vs miles/gallon

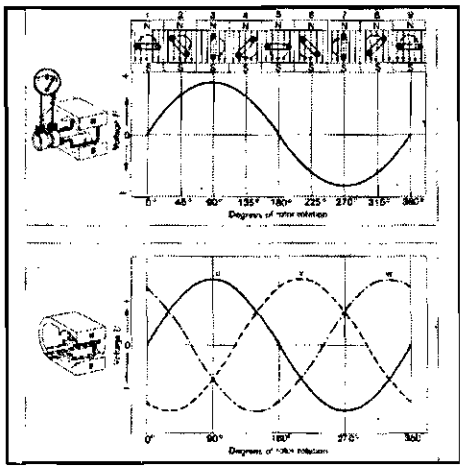


In 1913 Bosch released an exciting new dynamo with a spirited 100 Watt output at 12 volts. It was powerful enough to give a glimmer to sidelamps, a glow to headlights and a trickle to the battery.

In 1987 'dynamo' is a laundry detergent and cars consume five times more electricity than they did in 1950. The direct current generator (or dynamo) has been replaced by the alternator, but how does an alternator work?

Very briefly, the young scientist Michael Farady discovered, in 1821, that moving a magnet near a wire caused electric current to flow in the wire. He made a form of electric motor from his discovery. It took him another 10 years to make the next breakthrough. Having proved that magnets and wire could produce energy, he discovered in 1831 that by putting energy into a machine consisting of magnets and wire, electric current would be generated. One thing which evolved through this research was that magnets don't like being bashed about. Hammer a magnet and its alignment becomes confused — it loses its magnetism and so the generator simply stops generating electricity.

Parallel experiments showed that applying a current to a coil of wire could induce an artificial magnet. It didn't take long before it was realised that, with clever design, moving a coil of wire within an artificial magnet could generate more electricity than was being put in.



Then came the car. At first cars had little need of electricity. A magneto was sufficient to keep the mixture alight. Time proved that the magnets in magnetos didn't like the rough vibration of an engine. Lighting followed and, when gas lights were replaced by electric lights, batteries were used to power them. A battery is a direct current device. This means that one terminal is positive and the other negative. So when the time came to invent a method of generating power to recharge the battery, the generator that evolved was a direct current device. One terminal was positive and the other negative.

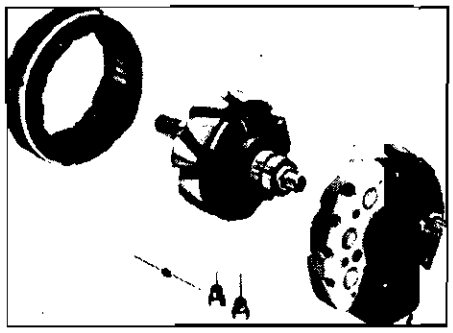
But as the power requirements of cars grew, it became apparent that the direct current generator (which didn't use magnets; instead it had electromagnets or coils of wire which pretended to be magnets when a current was applied to them) had its limits. An alternator, however, could develop much more electricity for less weight and drain on the car's mechanical system.

There was only one problem — an alternator (as the name implies) is an alternating current device. This means that one terminal is positive for a few thousandths of a second and then it becomes negative. The other terminal is going through the same electrical indecision, alternately. When one terminal is positive the other is negative and so on.

Now this is enough to confuse the life out of any battery. Batteries are staid and stolid devices used to a single minded approach to electricity and there is no such thing as a workable alternating battery. So how does an alternator cope with the battery's requirements? It took the invention of the silicone diode to make it possible for alternators to be cost effective in cars.

A silicone diode is an electronic switch. The correct term is 'semi conductor' (this doesn't mean it works part time on the public transport system). When current is applied to a rectifier diode it will only pass in one direction. Place a diode in an alternating circuit and it will only let the electricity out in one direction.

If we take our alternator and place a



diode on each of the output terminals (one facing in each direction) then the alternator becomes a direct current generator. One terminal is positive and the other is negative.

Take a look at the diagrams (kindly made available by Bosch) to see how an alternator brings all of this knowledge together to generate electricity. The photo shows an exploded alternator. The large outer ring is a series of electromagnets. When current from the battery is applied they have a very strong magnetic field. The middle section is a rotor. It has generally three windings offset 120 degrees to each other and connected to the slip rings on one end. As the engine spins the rotor inside the electromagnet a strong alternating current is generated and extracted from the rotating windings by carbon brushes touching the slip rings.

From there the alternating current is fed to the bank of diodes which converts it into direct current. The regulator senses how much electricity is needed at any time (such as a flat battery or when the headlights are turned on). It then varies the amount of current being applied to the electromagnet's windings. More current makes the electromagnet strong and the alternator produces a strong output, low current to the electromagnet and the alternator just idles along trickle charging a full battery and providing enough for the car's ignition system. This method of regulating the output is called 'exciting' the windings.

A modern alternator can develop 500 Watts of power — a far cry from Bosch's 100 Watt dynamo of 1913.

■CAR

Making the most of your petrol

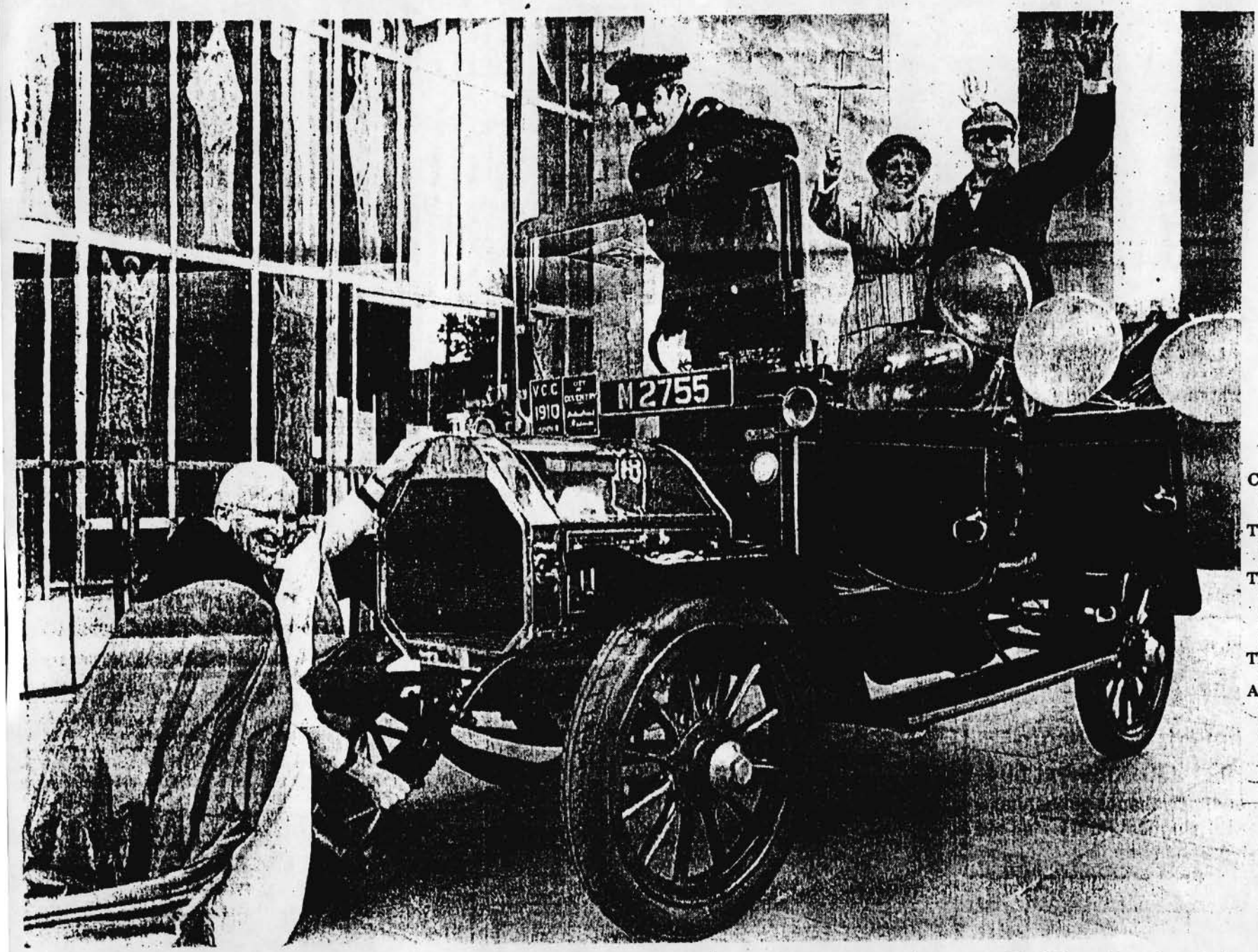
For example, car size has an important effect on your car's operating costs.

Every half tonne needs about 700 litres of fuel, on average, just to pull that weight around for a year. Large luxury sedans and station wagons weighing over one and half tonnes, add up to a lot of petrol to power a lot of vehicle you may not really need.

Here are some things you can do to achieve lower fuel consumption when using your car:

- Accelerate smoothly to a sensible cruising speed. Cruising at 110km/h can use up to 25 per cent more fuel than cruising at 90km/h.
- Have your car tuned carefully and fully serviced regularly.
- Make sure your tyres are inflated to the correct pressure.
- Select the correct gear.
- Don't rest your foot on the brake or clutch.
- Push in the choke as soon as the car will run smoothly without it.
- Avoid sharp braking.
- Don't carry unnecessary weight in your car.
- A roof rack increases wind resistance, so always take it off when you are not using it.
- Watch the road ahead and try to anticipate traffic movements.
- Keep check on your L/100km to see if you are getting the most out of your fuel.

Make good driving a challenge. Try to achieve the lowest petrol consumption rate possible.



Driver Bob Riley gives instructions as Provost John Petty cranks up the 1910 Humber and Heather Wallace and Ted Hiscocks get ready to go

Church pilgrims set off in style

CHURCH staff climbed aboard a vintage car yesterday to start a pilgrimage with a difference.

They were bound for Canterbury to draw attention to man's effect on the environment.

The Provost of Coventry Cathedral and two members of the cathedral staff dressed in Edwardian costumes chugged away in a 1910 Humber borrowed from Coventry's motor museum.

They were setting off to join hundreds of other pilgrims in Canterbury.

A week ago a group of pilgrims set off from the cathedral to walk to Canterbury. Coventry was one of three starting points for a pilgrimage organised by the World Wide Fund For Nature to draw attention to environmental problems.

BY
J. WARING

Vintage treat for Pete

By ALASTAIR LAW

CAR worker Pete Brown got a vintage surprise today when his wife and workmates laid on a 50th birthday treat.

Pete, a parts packer at Peugeot Talbot's Stoke plant, couldn't believe his eyes when a 1910 Humber Tourer pulled up on the factory floor where he was working.

Inside were wife Beryl, 26-year-old daughter Wendy and son Neil, aged 11. And they were all set to take him on a tour of the Stoke plant with driver Bob Riley.

The vintage Humber was built at Stoke but is now one of the most treasured cars kept at the Museum of British Road Transport in Hales Street, Coventry.

Pete, of Nuffield Road, Courthouse Green, who's worked at the plant for 33 years, said: "I had my suspicions that Beryl and the lads might be springing a surprise, seeing as I'm 50. But I never expected this.

BY
J. WARING

Pete with the 1910 Humber at the Peugeot Talbot Stoke factory

Wreckage of Sunbeam Talbot chassis

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