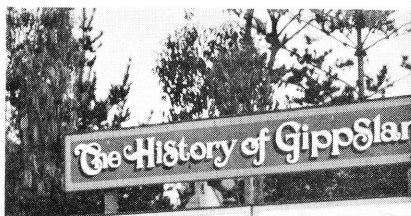
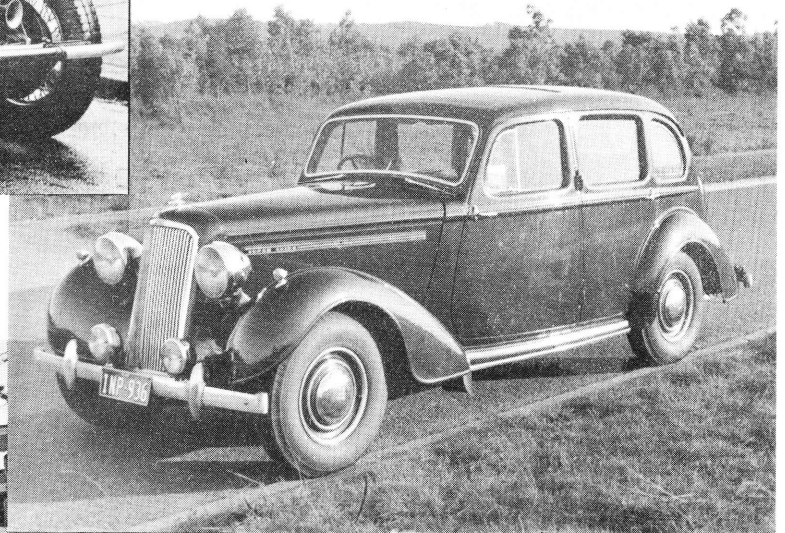
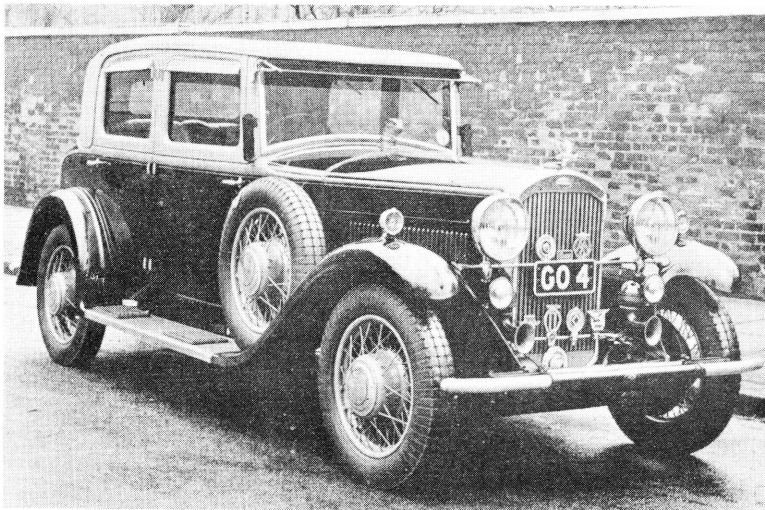


# THE HUMBERETTE

OFFICIAL NEWSLETTER OF THE



October 1978



## HUMBER CAR CLUB OF VICTORIA

### COMMITTEE 1978

PRESIDENT:	REG HATTERSLEY	877 1981
VICE PRESIDENT:	SID HUMPHRIES	478 4406
SECRETARY:	DES JUDD	783 9743
TREASURER:	DAVID RAYNOR	791 8151
EDITOR:	JOHN BROWNE	758 7526
SOCIAL SECRETARY:	KAYLYN RAYNOR	791 8151
TECHNICAL OFFICER:	BOB KENNEDY	783 3119

### Humber Car Club Calendar 1978

#### Social Functions

May 7	—	RAAF Museum
June 4, 5, 6	—	Echuca Steam Rally
July 9	—	Winery Tour
August 13	—	Historical Tour of Melbourne
Sept. 10	—	President's Run (Invitation to Daimler Lanchester Car Club)
Oct. 8	—	Economy Run (Invitation to Rover Car Club)
Nov. 12	—	Humber Car Club Concours
Dec. 10	—	M.G. Concours (to be confirmed)
Dec. 17	—	Humber Car Club v Wolseley Car Club Cricket Match

#### General Meetings

The Humber Car Club of Victoria meets on the fourth Friday of the month (unless indicated otherwise) at the "Theatrette", Camberwell Civic Centre, Inglesby Road, Camberwell. Please note: meeting commences at 8.00 p.m. sharp.

#### Dates of Forthcoming General Meetings in 1978

Friday, May 26	Friday, October 27
Friday, June 23	Friday November 24
Friday, July 28	No December meeting
Friday, August 25	Friday, January 26 (1979)
Friday, September 22	

**All correspondence to:** Secretary,  
Humber Car Club of Victoria  
P.O. Box 35,  
Frankston

**All Membership Subscriptions to:** Treasurer,  
Humber Car Club of Victoria  
C/o David Raynor,  
22 Pamela Street,  
Noble Park.

PRESIDENT'S REPORT:

OUR OCTOBER OUTING WITH THE ROVER C.C. WAS WELL ATTENDED, ALTHOUGH A FEW OF OUR REGULARS WERE NOT WITH US, WHICH WAS A PITY, AS THIS RUN WOULD HAVE TO RATE AS ONE OF THE MOST ENJOYABLE WE HAVE HAD, AND OUR THANKS TO THE ROVER CAR CLUB FOR INVITING US TO SHARE WITH THEM SUCH A PLEASANT DAY. AND I WOULD LIKE TO COMPLIMENT THE ROVER BOYS ON THE APPEARANCE OF THEIR CARS - WE THOUGHT THEY LOOKED GREAT.

MARGARET & KEITH WILLIMONT WERE WITH US ON THIS RUN XXX IN THEIR HAWK ESTATE WAGGON, AND THIS RARE VEHICLE CAUSED QUITE A LOT OF INTEREST.

AND, PAM HUGHES, WE HOPE TO SEE YOU AGAIN, NEXT MONTH. AS YET WE HAVEN'T HEARD WHICH CLUB HAS THE MOST ECONOMICAL CAR, BUT IT WON'T BE LONG BEFORE WE HEAR THE GOOD NEWS.

DON'T FORGET THAT OUR OCTOBER GENERAL MEETING IS THE LAST FOR 1978, SO LET'S ALL TURN UP AND MAKE IT A GOOD ONE. NEXT ~~XX~~ MONTH, OF COURSE, WE HAVE OUR CLUB CONCOURS AND ANNUAL DINNER & PRESENTATION NIGHT, AND THEN, IN DECEMBER THE M.G. CONCOURS AND THE HUMBER v ~~WXX~~ WOLSELEY CRICKET MATCH, AND THAT WINDS IT UP FOR THE YEAR.

SEE YOU ON THE 27TH

REG HATTERSLEY.

FOR SALE

1935 HUMBER PULLMAN HEARSE - GOOD ORIGINAL CONDITION  
RECENT VALVE GRIND - \$2000 O.N.O. LLOYD HUGHES 877-3208.

MINUTES OF GENERAL MEETING - AUGUST 25TH

- 1) PRESIDENT OPENED MEETING AT 8.20PM & WELCOMED MEMBERS AND GUESTS.
- 2) APOLOGIES, CORRESPONDENCE, MINUTES PASSED.
- 3) TREASURER'S REPORT - NIL.
- 4) TREASURER, SOC. SECRETARY, TECH. OFFICER & ~~KIRK~~ EDITOR ALL ABSENT.
- 5) A.M.C. REPORT - NIL.
- 6) ALAN JUDD WISHED TO BRING TO THE ATTENTION OF MEMBERS WORK INVOLVED IN THE PRINTING OF THE HUMBERETTE.
- 7) PRESIDENT ANNOUNCED SEPT. RALLY & GAVE BRIEF RESUME OF HISTORY EX TOUR OF MELBOURNE.
- 8) DEPOSITS FOR CHAUCER'S (PRESENTATION NIGHT) WILL BE TAKEN AT SEPTEMBER MEETING (\$10 PER DOUBLE)
- 9) RAFFLE TICKETS AVAILABLE AT SEPT. MEETING FOR SPECIAL EFFORT AND XMAS CAKE.
- 10) PRESIDENT THANKED ANDREW DAVENPORT FOR ACTING AS PROJECTIONIST.

MEETING CLOSED AT 8.50PM.

MINUTES OF GENERAL MEETING - 22 SEPTEMBER

- 1) PRESIDENT OPENED MEETING AT 8.15PM AND WELCEMED MEMBERS AND GUESTS.
- 2) APOLOGIES ACCEPTED
- 3) MINUTES READ
- 4) CORRESPONDANCE ACCEPTED
- 5) EDITOR ANNOUNCED FUTURE ROAD TESTS IN HUMBERETTE
- 6) TECHNICAL REPORT - NIL.
- 7) A.M.C. DELEGATES MEETING AT END OF MONTH.

MINUTES OF GENERAL MEETING - SEPT. (CONT.)

- 8) CHRIS WEBB ANNOUNCED HE HAD MATERIAL FOR HUMBERETTE.
- 9) NEXT OUTING OCT. 8 - ROVER C.C. ECONOMY RUN.
- 10) JOHN BROWNE EXPLAINED THE WORKING OF THE ECONOMY RUN.
- 11) PRESIDENT GAVE RESUME OF PRESIDENT'S RUN.
- 12) PRESIDENT EXPRESSED CONCERN AT SMALL ATTENDANCE OF MEMBERS AT LAST FEW MEETINGS.
- 13) BILL HOLMES EXPRESSED THAT SOMETIMES A MEMBERSHIP ATTENDANCE WILL BE LOW.
- 14) MEMBERS DISCUSSED CLUB ADVERTISING AND WILL BE FURTHER DISCUSSED BY COMMITTEE.
- 15) PRESIDENT ANNOUNCED CONCOURS JUDGING ON OCT. 28 & 29.
- 16) JOHN BROWNE ENCOURAGED MEMBERS TO ENTER CONCOURS
- 17) PRESENTATION NIGHT NOVEMBER 24TH AT CHAUCER'S RESTAURANT.
- 18) M.G. CONCOURS DEC. 10TH AT BERWICK.
- 19) WOSELELY CRICKET MATCH DECEMBER 17TH
- 20) MORNINGTON FESTIVAL DEC. 23RD - H.C.C.V. UNABLE TO ATTEND.
- 21) BILL BAKER TO MAKE UP COMP. EXTENSIONS.

MEETING CLOSED 9.30PM.

### SECRETARY'S NOTES:

AS YOU KNOW, THE OCTOBER MEETING IS THE LAST GENERAL MEETING FOR 1978, BUT THERE ARE A LOT OF EVENTS STILL ON THE CALENDAR. SO IF, AS I AM SURE YOU WILL WANT TO GO TO MANY OF THE OUTINGS, BE SURE TO BE AT THIS IMPORTANT MEETING FOR FINAL DETAILS AND OF COURSE PUT YOUR NAME DOWN AND PAY YOUR ~~XXXX~~ DEPOSIT FOR THE PRESENTATION NIGHT - BUT BE QUICK AS THERE ARE ONLY A FEW VACANCIES LEFT.

ALTHOUGH WE SLIGHTLY OUT NUMBERED THE ROVERS, THEY BEAT US ON TWO VERY IMPORTANT COUNTS. THE FIRST BEING PAINT JOBS. NATURALLY ECONOMICS PLAY THE BIGGEST PART IN THIS FIELD AND WE WOULD ALL LIKE OUR CARS LOOKING TOP FLIGHT (INCLUDING MINE) BUT THE SECOND COUNT IS MORE IMPORTANT THAN THE FIRST, CLEANLINESS, YES, THEY WERE CLEAN, VERY CLEAN.

LUCKILY MOST OF THE HUMBERS WERE CLEAN AND THE REST HAD SPARKLING PAINT AND CHROME BUT NEVERTHELESS WE WERE BEATEN!!

BY THE WAY, WE HAVE SENT A WRITTEN THANK YOU ~~KX~~ TO THE MORNINGTON SHOPPING VILLAGE FOR THE DONATION OF \$50 FOR THE H.C.V.V. DISPLAY, WHICH WAS SET UP BY BOB KENNEDY, FRANK McGUIRE AND TOM McALPINE AND THEIR CARS.

DES JUDD

### ROVER ECONOMY RUN

ONE OF THE BEST OUTINGS FOR A LONG TIME ~~THXX~~ WAS THE ECONOMY RUN. WE ALL GATHERED AT THE CAB-SCHWEPPE'S WEIGH BRIDGE WITH QUITE A GOOD LINE UP FROM BOTH CLUBS. OUR PRESIDENT SHOWED HOW IMPARTIAL HE WAS IN HIS M.B., ALSO ATTENDING WAS A VERY NICE ORIGINAL ~~HWXX~~ HAWK ESTATE AND OF COURSE LLOYD HUGHES DISPLAYING THE ULTIMATE IN DIPLOMACY BY ARRIVING IN A P.3 ROVER (WITH A FOR SALE SIGN). THE ROVERS WERE VERY WELL PRESENTED AND INCLUDED A COUPLE OF 95's AND PERCY GRANGERS COUP WAS AN EXTREMELY DESIRABLE LOOKING CAR.

ROVER ECONOMY RUN (CONT.)

ONCE GIVEN OUR INSTRUCTIONS WE WERE ALL TO SEE WHERE WE WERE GOING AND BY THE "OOHS" AND "AHS" A FEW PEOPLE WERE NOT EXPECTING THE MILEAGE WHICH HAD TO BE COVERED. THE ROUTE TOOK US TO FRASER NATIONAL PARK OVERLOOKING THE EILDON WEIR WHICH LOOKED LOVELY, BATHED IN THE SUNSHINE OF THIS NEAR ~~PERFECT~~ PERFECT DAY, THEN RETURNING TO MELBOURNE VIA SEYMOUR. IN ALL 189 MILES.

WHEN OUR SERIES 4 ESTATE WEIGHED IN AT 1.9 TONNES AND THE HAWK ESTATE CAME IN AT 1.6 I OPTED FOR GAINING BEST ECONOMY UNDER "NORMAL DRIVING" CONDITIONS. KEITH AND ~~MARGARET~~ MARGARET WILLIMONTS HAWK IS 4 SPEED WITH OVERDRIVE AND COUPLED WITH 4 CYL. WHAT HOPE HAVE WE GOT.

THE ONLY MISFORTUNE TO HIT ANYONE (APART ~~KE~~ FROM THE CLARET) WAS TO LLOYD & PAM, AS DOGS WERE NOT PERMITTED INTO F.N.P. SO THEY HAD TO STAY OUTSIDE WITH THEIR PET. JOSEPH WAS HAVING FUN WITH HIS CAMERA AGAIN AND TOOK A GROUP PHOTO OF H.C.C.V. & R.C.C. PEOPLE TOGETHER (GOOD P.R.)

AFTER THE B.B.Q. LUNCH IT WAS BACK TO WHITE LINES TAKING US BACK TO MELB. THE ROADS PICKED BY THE ORGANISERS WERE GOOD ALL THE WAY AND JUST BEFORE THE TALLEROOK TURNOFF THERE WAS A NICE SERIES 11 ESTATE RESTING IN THE SHADE. NO TIME TO STOP NOW A SOLICITE NEW MEMBERS. A GARAGE OPPOSITE THE FORD FACTORIES IN BROADMEADOWS ENDED THE RUN AND ~~KXMM~~ FINALLY ALL TANKS REFILLED SO THE FINAL RESULTS COULD BE TABLED.

IN ALL, A GOOD DAY  
THANKS TO THE ROVER CAR CLUB.

SOCIAL NOTES:-

THE H.C.C.V. WILL STAGE THEIR ANNUAL CONCOURS A LITTLE CLOSER TO HOME THIS YEAR AND THE COMMITTEE ARE EXPECTING AN EVEN LARGER ATTENDANCE THAN LAST YEAR.

THE CONCOURS IS PROBABLY THE PREMIER EVENT OF THE CLUB CALENDER AND RESPECTIVE CONCOURS WINNERS WILL HAVE THEIR VEHICLES AVAILABLE FOR INSPECTION BY MEMBERS. THE ACTUAL JUDGING OF THE CONCOURS IS DONE A WEEK OR TWO EARLIER AT THE HOME OF OUR ~~XXH~~ TECHNICAL OFFICER, BOB KENNEDY, WHO WITH THE AID OF HERB PERKINS AND MYSELF LITERALLY LOOK FOR FAULTS IN THE CARS ENTERED. THE JUDGING OF THE CARS IS DONE ON A "POINT LOST BASIS" AND EACH ITEM OF THE CAR IS SCRUTINIZED AND POINTS DEDUCTED IF THE JUDGES FEEL THAT THE RESPECTIVE PART IS NOT IN "AS-NEW" CONDITION.

FOR THE PAST TWO YEARS OUR PRESIDENT, REG HATTERSLEY, HAS BEEN THE WINNER OF THE "OUTRIGHT" SECTION AND NATURALLY ENOUGH THE "SERIES" CLASS WINNER BUT I BELIEVE THIS YEAR THE COMPETITION WILL BE STRONGER SO THE RESULT WILL BE VERY INTERESTING INDEED AND ~~XX~~ THE WINNING CAR WILL BE ~~XXXXX~~ NOTHING SHORT OF MAGNIFICENT.

THE VENUE FOR THIS ~~XXXXX~~ YEAR IS THE REAR OF THE FERNTREE GULLY FOOTBALL GROUND. THIS IS A LARGE GRASSY AREA AND WILL BE SHADED BY TREES, THE CARS ARE ALLOWED FULL USE OF THE AREA, SO WE WILL BE ABLE TO HOLD A FEW "GYMKANA" EVENTS SIMILAR TO WHAT WE DID LAST YEAR AT EILDON. THE GYMKANA EVENTS ARE GREAT FUN AND THE EMPHASIS IS ON PATIENCE RATHER THAN ~~XXX~~ SPEED - AS YOU WILL FIND OUT SOON ENOUGH. THE CONCOURS PROMISES TO BE A GREAT DAY OUT FOR ALL THE HUMBER ENTHUSIASTS AND SHOULD BE THE LARGEST GATHERING OF HUMBERS FOR THE YEAR - SEE YOU THERE.

WHEN:- 11 AM SUNDAY 12TH NOVEMBER

WHERE:- REAR OF FERNTREE GULLY FOOTBALL GROUND,  
LYSTERFIELD ROAD, FERNTREE GULLY. (IF  
TRAVELLING DOWN THE BURWOOD HWY TURN RIGHT  
INTO LYSTERFIELD ROAD AND THE GROUND IS APPROX.  
150YDS ON YOUR RIGHT.



CONCOURS DETAILS (CONT.)

B.B.Q. FACILITIES AVAILABLE AND B.Y.O. CARFRIDGE.

N.B. MEMBERS WILL GO DIRECTLY TO THE VENUE, THERE IS NO MEETING PLACE.

CONCOURS ENTRANTS

IF THERE ARE ANY LATE ENTRIES FOR THE CONCOURS PLEASE RING BOB KENNEDY 789-5119 AND ARRANGE A JUDGING TIME. CARS WILL BE JUDGED ON EITHER THE AFTERNOON OF SATURDAY 28TH OR SUNDAY 29TH OF OCTOBER.

ANNUAL PRESENTATION DINNER

THERE IS A LIMITED NUMBER OF TICKETS TO THIS YEARS ANNUAL PRESENTATION DINNER (LIMIT OF 50 PERSONS OR 25 COUPLES)

THE H.C.C.V. HAVE BOOKED THEIR OWN SEPARATE ROOM AT "CHAUCER'S" IN CANTERBURY ROAD, ~~XXX~~ CANTERBURY. CHAUCERS IS WELL KNOWN FOR ITS FINE ~~XXX~~ FOOD AND EXCELLENT SERVICE AND I BELIEVE THE OWNERS OF CHAUCERS ARE CAR "BUFFS" AND HAVE PROMISED THE H.C.C.V. A MOST ENJOYABLE EVENING.

THE MENU IS FIVE COURSE WITH APPETISERS TO START OFF AND ALL WINES, SPIRITS AND DRINKS ~~XX~~ ARE INCLUSIVE IN THE PRICE PER "DOUBLE" CHARGED.

COST:- \$32 PER DOUBLE ALL INCLUSIVE.

WHEN:- FRIDAY NOVEMBER 24TH.

WHERE:- CHAUCERS, CANTERBURY ROAD, CANTERBURY  
(PARKING AVAILABLE ON THE PREMISES)

SOCIAL NOTES CONT.

HUMBER CAR CLUB SPECIAL EFFORT - 1978

IN LAST MONTHS HUMBERETTE ALL MEMBERS WERE ISSUED WITH TICKETS FOR OUR "SPECIAL EFFORT" RAFFLE. WELL TO BE QUITE CONSID IT WILL HAVE TO BE A "SPECIAL EFFORT" AS THE CLUB IS FINANCIALLY DEPENDANT UPON THE RESULT OF THIS RAFFLE.

SINCE THE CLUB'S INCEPTION IN 1975 THE COMMITTEE HAVE MANAGED TO KEEP THE ANNUAL MEMBERSHIP FEES TO \$10 PER MEMBER IN SPITE OF INCREASING COSTS IN OUR NEWSLETTER AND GENERAL RUNNING EXPENSES. THE NEWSLETTER ~~AND~~ ALONE COSTS APPROX. 55CENTS PER COPY FOR POSTAGE AND MATERIALS AND ON TOP OF ALL THIS IS THE PURCHASE ~~EX~~ AND RUNNING COSTS ~~EXXX~~ OF AN AUTOMATIC DUPLICATING MACHINE BUT EVEN AT FIFTY FIVE CENTS PER COPY THE NEWSLETTER IS A JUSTIFIED ~~EXXX~~ COST IN BEING THE LIFE-BLOOD OF OUR CLUB.

THE SPECIAL EFFORT HAS COMMITTED THE CLUB TO APPROX. \$500 WORTH OF PRIZES AND TO DATE, SOLD BOOKS HAVE BEEN SLOW COMING IN. WITH ONLY A 1000 TICKETS AVAILABLE OUR RAFFLE MUST REPRESENT EXCEEDINGLY GOOD VALUE SO IF YOU'VE STILL GOT A FULL BOOK OR PART BOOK LEFT - DO WHAT I DID - BOUGHT THE BALANCE OF THE REMAINING TICKETS. I HOPE ALL OF OUR MEMBERS DO GET BEHIND THE CLUB IN THIS REGARD AS THE H.C.C.V. IS HEAVILY DEPENDANT UPON YOUR SUPPORT.

ALL MONIES AND TICKET STUBS TO:- KAYLYN RAYNOR,  
22 PAMELA STREET,  
~~XXXXX~~ NOBLE PARK.  
PHONE: 791-8151

## EDITORIAL

WELL THERE HAS BEEN VERY LITTLE ACTIVITY ON EITHER THE TALBOT 90 OR THE MK111 THIS MONTH, BUT I DID STRIKE A COUPLE OF PROBLEMS WITH BOTH CARS. FIRSTLY IN ORDER OF SIZE THE MK111 WAS COUGHING AND SPLUTTERING AGAIN, NOT MORE ELECTRICAL PROBLEMS?? A QUICK CHECK SHOWED THAT EVERYTHING IN THIS DEPARTMENT WAS OK, NEXT I CHECKED THE FUEL. WHEN SHE COUGHED AND SPLUTTERED I TURNED HER OFF AND UNDID THE TOP OF THE CARBY TO FIND AN ~~XXXX~~ EMPTY FUEL BOWL. REMEMBERING A COUPLE OF MONTHS BACK TO THE WASP IN THE FUEL LINE I SAID TO MYSELF "IT COULDN'T BE", WELL IT WAS, BUT THIS TIME, A BEE ( I CALLED IT A "B" AS WELL) WAS JAMMED IN THE FLEXIBLE FUEL LINE SO I REMOVED THE LITTLE DEVIL AND THE MK111 HASN'T ~~XXX~~ MISSED A BEAT SINCE.

AS THE TALBOT 90 HAS BEEN SITTING FOR SEVERAL YEARS I DECIDED TO REMOVE THE HEAD AND CHECK OUT THE BORE ETC., AS THE ENGINE WAS SUPPOSEDLY RECONDITIONED. ON THE TALBOT THE WATER PUMP MUST BE TAKEN FROM THE HEAD OR THE RADIATOR REMOVED, I CHOSE THE FORMER. AFTER UNDOING ALL THE NUTS AND BOLTS I FOUND THAT THE WATER PUMP CANNOT BE REMOVED UNLESS THE RADIATOR IS!!! -"SOME ~~EX~~ OF US LEARN THE HARD WAY". ANYWAY I SOON HAD THE HEAD OFF AND UPON INSPECTION I BELIEVE THE MOTOR AND HEAD HAD BEEN RECOND. ONLY A FEW MILES AGO.

UNFORTUNATELY THE MANIFOLDS WERE REMOVED FROM THE HEAD SEVERAL YEARS AGO AND CONDENSATION HAD SETTLED ON THE VALVES AND THEIR SEATS. ALL THE VALVES AND GUIDES WERE AS NEW AND THEY CLEANED UP OK, BUT THE SEATS WERE HEAVILY POCKETTED WITH RUST AND FAILED TO GRIND IN SATISFACTORILY. SUBSEQUENTLY ABOUT SIX NEW SEATS WILL BE NEEDED - THIS IS A SPECIALIST JOB TO HAVE THEM PUT IN AND RATHER COSTLY. THIS COULD HAVE BEEN AVOIDED IF THE ORIGINAL OWNER(S) HAD PUT ~~XXX~~ PLENTY OF OIL INTO THE PLUG HOLES AND INTO THE INLET AND EXHAUST ~~XXX~~ PORTS OF THE HEAD. IF YOU DO THIS AND THEN EVERY FEW MONTHS TURN THE ENGINE OVER THERE WILL BE VERY LITTLE DETERIORATION OF THE ENGINES CONDITION. EVENTUALLY THE OIL IN THE BORE WILL FIND ITS WAY INTO THE SUMP AND THE BORE WILL REQUIRE A "TOP-UP" EVERY SO OFTEN. IT IS ADVISABLE TO LET ALL THE WATER OUT OF THE RADIATOR & ENGINE BLOCK. IT GOES BACK TO THE OLD SAYING ~~XX~~ "A ~~XXXXX~~ STITCH IN TIME SAVES NINE".

EDITOR

NOTICE

THE FOLLOWING IS A COPY OF A LETTER BY OUR MEMBER  
FRANK McGUIRE:- (FRANK IS THE SECRETARY OF THE  
CITY OF CHELSEA HISTORICAL SOCIETY).

DEAR DES,

OCTOBER 1978 WILL MARK THE 75TH ANNIVERSARY OF THE  
ROYAL AUTOMOBILE CLUB OF VICTORIA, WHICH HAD ITS START  
AT THE BRIDGE HOTEL ASPENDALE IN 1903, TWO YEARS BEFORE  
THE BRITISH A.C. STARTED.

PERHAPS MEMBERS OF THE HUMBER CAR CLUB WILL BE  
INTERESTED IN ONE OF THE FIRST HUMBER OWNER'S WHO WAS  
STRONGLY ASSOCIATED WITH THE A.C. OF VICTORIA.

HIS NAME WAS ARTHUR BARRETT AND HIS FIRST CAR A  
1903 BEESTON HUMBER, THE INLET VALVE OF WHICH WAS OPENED  
BY SUCTION. HE WAS A MEMBER OF THE R.A.C.V. ~~COM~~ COUNCIL  
FROM 1908 TO 1925. FOR MANY YEARS HE WAS A VICE-PRESIDENT  
OF THE CLUB, AND HE WAS MADE A LIFE MEMBER IN 1957.

ARTHUR BARRETT WAS A FAMOUS ATHLETE OF THE TIME  
AND HELPED FORM THE MELBOURNE WALKING CLUB AND THE  
VICTORIAN AMATEUR ATHLETIC ASSOCIATION. IN 1893 HE WALKED  
TO SORRENTO FROM RICHMOND AFTER MISSING HIS BOAT AT  
PORT MELBOURNE.

WHEN HE COULDN'T FIND ANYONE TO INSURE HIS CAR HE  
FORMED HIS OWN COMPANY. HE LIVED UNTIL THE RIPE ~~EX~~ OLD  
AGE OF 94 YEARS.

YOURS HUMBERING ALONG,

FRANK McGUIRE.

THE INEVITABLE HAPPENED AND I WANTED TRANSPORT OF MY VERY OWN SO I BOUGHT A NEW MATCHLESS SINGLE CYLINDER MOTOR CYCLE. IT WAS A TOP HEAVY BEAST BUT HAD A GOOD TURN OF SPEED THOUGH NOT UP TO THE NORTON WHICH MY COBBER HAD. I FITTED A FOOT CLUTCH MADE WHEN I WAS APPRENTICED (FOREIGN ORDER) AND ON MY FIRST OUTING WENT ROUND A U BEND AND FORGOT THE FOOT CLUTCH SO WHILE FIDDLING FOR THE HAND ONE WHICH NO LONGER EXISTED I ~~EXX~~ CANNONED INTO THE SIDE OF A CAR AND WENT RIGHT OVER THE TOP TO A PERFECT 4 POINT LANDING WHILE THE BIKE BOUNCED BACK OFF THE CAR. IDIOT!! FINALLY WE BOTH DECIDED TO TRADE OUR CYCLES IN AND GET INDIAN TWINS. WHAT A DIFFERENCE WITH A LOW CENTRE OF GRAVITY, A FOOT CLUTCH WHICH WORKED THE SAME DIRECTION AS A CAR (NOT THE REVERSE LIKE A HARLEY DAVIDSON) A NICE LONG HAND GEAR LEVER DIRECT FROM THE GEARBOX AND WONDERFUL BRAKES. THEY WOULD TACKLE SAND ROADS JUST LIKE ON MACADAM OR GRAVEL. MINE WAS A ~~XX~~ USA POLICE MODEL WITH CRASH BARS FRONT & REAR WHICH CAME IN HANDY ONE NIGHT CYCLING ROUND MT. LINDSAY TO ~~XX~~ MY SISTER'S CHEMIST SHOP AT TEXAS NEAR GOONDIWINDI. I WAS GOING FLAT OUT ROUND A CORNER AT NEAR SLIP LEAN WHEN I RAN INTO A PATCH OF CLAY WASHED ACROSS THE ROAD. RESULT BIKE AND RIDER FINISHED DOWN THE MOUNTAINSIDE, TORN RIDING BREECHES AND ONE PUTTY MISSING. NO DAMAGE TO THE BIKE BUT I RECEIVED A GOOD SHAKING AND ONE H... OF A FRIGHT SO ~~XXXXXX~~ I LIT A CIGARETTE AND SETTLED DOWN BEFORE CONTINUING. NEXT HAZARDS WAS RABBITS. IT WAS NIGHT AND THE BUNNIES USED TO RUN TO THE LIGHTS AND GOODNESS KNOWS HOW MANY I GOT. AFTER THIS SPILL I DECIDED TO GET A SIDE CAR SO BOUGHT AN ENGLISH GOULDING AND FITTED IT. TROUBLE WAS I SOMETIMES TOOK THE CAR OFF TO RIDE SOLO AND ON ONE OCCASION GOT MIXED UP WITH THE ~~WX~~ SWING OUT OF A BRISBANE TRAM COMING OFF QUEENSBRIDGE. THOSE Q'LAND TRAMS HAD AN AWFUL OVERHANG FORE & AFT - NEARLY DOUBLE THAT OF MELBOURNE TRAMS.

THE FOLLOWING IS OUR SECOND REPORT OF THE ORIGINAL ROAD TESTS  
ON THE HUMBER CAR:- (AUST. MOTOR MANUAL - MARCH 1947)

THE 1947 SUPER SNIPE IS ENGLAND'S NEAREST  
APPROACH TO A CAR FOR AUST. CONDITIONS.

INTRODUCTION:

THE FIRST HUMBER WAS INTRODUCED IN 1900, SO THE STORY OF THE  
PROGRESS MADE BY HUMBER CARS IS THE STORY OF THE INDUSTRY.  
ALWAYS A CAR OF EXCEPTIONAL QUALITY, THEY HAVE BECOME WELL  
KNOWN IN AUSTRALIA AS STATE CARS, AND TO THOSE PEOPLE WHO  
DESIRE ~~KX~~ SOMETHING BETTER ~~THAN~~ THAN THE AVERAGE MOTOR CAR.

SO FAR THE HIGHEST POWERED ENGLISH CAR TO BE OFFERED ON THE  
AUST. MARKET SINCE THE WAR, THE HUMBER SUPER SNIPE IS A CAR  
OF OUTSTANDING CHARACTERISTICS EVOLVED DURING ARDUOUS WAR  
SERVICE. IT COMBINES SOUND PERFORMANCE WITH RELIABILITY.  
PRODUCED BY ROOTES GROUP LIMITED, WHO HAVE NOW ESTABLISHED  
A FACTORY IN AUSTRALIA, WE CAN EXPECT TO SEE MORE OF THESE  
FINE CARS IN THE NEAR FUTURE.

DESIGN:

THE BODY OF THE SUPER ~~XXXX~~ SNIPE IS DESIGNED ALONG  
CONSERVATIVE YET PLEASING AND WELL BALANCED LINES, AND THE  
DIGNITY OF THE SALOON IMMEDIATELY COMMANDS ATTENTION. ITS  
RADIATOR GRILLE IS OF VERTICAL CHROME BARS, SURMOUNTED BY  
THE SNIPE EMBLEM, AND THE BONNET IS LONG AND STRAIGHT.  
THERE ARE NO RUNNING BOARDS, AND THE DESIGN THROUGHOUT IS  
ONE OF SIMPLE USEFULNESS. THERE IS A ~~XXXX~~ LARGE BUILT-IN  
LUGGAGE TRUNK, AND THE PRESSED STEEL WHEELS HAVE  
DETACHABLE CHROME DISCS FOR EASE IN CLEANING. FOGLIGHTS  
ARE FITTED AS STANDARD ~~EQUIPMENT~~ EQUIPMENT.

NEW FEATURES:

MANY NEW FEATURES, PROVED ON SERVICE, ARE INCORPORATED IN  
THE SUPER SNIPE DESIGN, AND ADD TO THE SMARTNESS, HIGH  
PERFORMANCE, COMFORT AND ENDURANCE OF THE CAR.

## ROAD REPORT (CONT.)

### POWER LAYOUT:

THE SUPER SNIPE IS POWERED BY A SIMPLE SIX CYLINDER, SIDE VALVE UNIT RATED AT 26.8 HORSEPOWER, BUT DEVELOPING 100 BRAKE HORSEPOWER AT 3,400 REVS. PER MINUTE. IT IS OF MONOBLOC CONSTRUCTION, WITH AN ALUMINIUM CYLINDER HEAD, STEEL BACKED MAIN BEARINGS, FOUR ~~XXXXXXXXXXXX~~ BEARING CRANKSHAFT, AND FULL PRESSURE LUBRICATION.

CARBURETION IS OF THE DOWNDRAUGHT TYPE, WITH FULL AUTOMATIC CHOKE, AND THE WHOLE UNIT IS RUBBER MOUNTED. THE GEARBOX AND CLUTCH ASSEMBLY ARE OF NORMAL DESIGN, THE FOUR SPEED GEARBOX OPERATING THROUGH A SINGLE DRY PLATE CLUTCH.

THE ENGINE ASSEMBLY IS MOUNTED IN A FRAME OF BOX GIRDER CONSTRUCTION, GIVING IMMENSE RIGIDITY. A DEEP SECTION CRUCIFORM CROSS MEMBER FURTHER STRENGTHENS THIS FRAME AGAINST TORSIONAL STRAIN.

THE FRONT SUSPENSION IS INDEPENDENT, AND CONSISTS OF A SINGLE TRANSVERSE SEMI-ELLIPITC SPRING. NORMAL SEMI-ELLIPTIC SPRINGS ARE USED AT THE REAR, ALL WORKING IN CONJUNCTION WITH LUVAX GIRLING SHOCK ABSORBERS. BRAKES ARE LOCKHEED HYDRAULIC.

### INTERIOR:

THE INTERIOR IS BEAUTIFULLY FITTED, AND EVERY POSSIBLE CONVENIENCE FOR THE COMFORT AND SAFETY OF THE DRIVER AND PASSENGERS IS PROVIDED. THERE IS ABUNDANT HEAD, LEG, AND ELBOW ROOM FOR FIVE PASSENGERS, WITH EXCELLENT VISIBILITY.

THE WOODWORK IS OF POLISHED WALNUT, AND THE SEATS ARE UPHOLSTERED IN HAND BUFFED HIDE, WITH CENTRE FOLDING, AND TWO ~~XXX~~ SIDE ARM RESTS. MANY OTHER ~~XXXX~~ PRACTICAL APPOINTMENTS INCLUDE FOOTRESTS, ASHTRAYS, AND A WIDE PARCEL SHELF BEHIND THE REAR SEAT. INSTRUMENTS ARE WELL GROUPED IN FRONT OF THE DRIVER, AND AN ELECTRIC CLOCK IS FITTED IN THE LID OF THE ~~XXX~~ GLOVE BOX. PROVISION HAS ALSO BEEN MADE FOR RADIO. VENTILATION IS OF THE DRAUGHT FREE TYPE AND THE WINDSCREEN OPENS HORIZONTALLY FOR DRIVING IN FOG OR EXTREME HEAT. SAFETY GLASS IS FIETED ALL ROUND.

## ROAD REPORT (CONT.)

### SPECIFICATIONS

ENGINE:- SIX CYLINDER, SIDE VALVES, R.A.C. RATING 26.88H.P. DEVELOPING 100 B.H.P. AT 3,400 R.P.M. BORE 85mm x 120mm STROKE. ALUMINIUM CYLINDER HEAD, FOUR BEARING CRANKSHAFT, FULL PRESSURE LUBRICATION.

TRANSMISSION:- FOUR SPEED GEARBOX WITH SYNCHRO-MESH ON THIRD AND TOP GEARS, RATIO: TOP 4.09, 3RD 5.99, 2ND 10.14, 1ST AND REVERSE 16.07.

CLUTCH:- SINGLE DRY PLATE 10 INCH, OPERATING THROUGH A FLEXIBLE LINK.

SUSPENSION:- INDEPENDENT FRONT SUSP. WITH TRANSVERSE SEMI-ELLIPTIC SPRINGING. EXTRA LONG SEMI-ELLIPTIC SPRINGS AT REAR, WITH SILENT BLOC BUSHES REQUIRING NO LUBRICATION. LUVAX GIRLING PRESSURE RECUPERATION TYPE SHOCK ABSORBERS FRONT & REAR.

BRAKES:- LOCKHEED HYDRAULIC FOUR WHEEL BRAKES. MECHANICALLY OPERATED HANDBRAKE ON REAR WHEEL.

STEERING:- WORM AND NUT TYPE SELF CENTERING STEERING, WITH ADJUSTABLE SPRING SPOKED WHEEL.

WHEELS:- PRESSED STEEL WHEELS FITTED WITH DETACHABLE DISCS, WIDE BASE AND RIMS, AND 650 x 16 TYRES.

ELECTRICAL:- LUCAS 12 VOLT ELECTRICAL SYSTEM. BATTERY MOUNTED BENEATH BONNET.

### GENERAL:

ON THE ROAD THE SUPER SNIPE IS SMOOTH AND SILENT, AND ITS LARGE POWER OUTPUT IS IMMEDIATELY EVIDENT IN ITS OUTSTANDING ACCELERATION AND HIGH CRUISING SPEED (OVER 70 M.P.H. WITH FIVE PASSENGERS). THE CAR IS FAST, YET THE STEERING IS FIRM AND POSITIVE, AND IT IS EXCEEDINGLY COMFORTABLE, AND STABLE EVEN AT HIGH SPEED. ALTHOUGH THIS CAR IS THE CAR WHICH IS IDEALLY SUITED TO AUST. CONDITIONS, AND SHOULD BE CAPABLE OF HIGH PERFORMANCE AND RELIABILITY EVER THOUSANDS OF MILES.



### SHIPE SHIPPETS

WHO OWNS APPROX. HALF A DOZEN HUMBERS, YET USES A ROVER  
ON THE ECONOMY RUN? I KNOW ITS MORE ECONOMICAL BUT A  
HUMBER IS A HUMBER

\*\*\*\*\*

TAKE NOTE REG HATTERSLEY!

\*\*\*\*\*

BOB KENNEDY HAS INFORMED EDITOR HE IS ALIVE AND WELL  
BUT OVERWORKED, WE EX LOOK FORWARD TO SEEING YOU AT THE  
CONCOURS BOB.

\*\*\*\*\*

BELIEVE THE "DOC" DROPPED A "WHEELIE" GOING INTO THE  
CABBURY SCHWEPPE'S FACTORY!!

\*\*\*\*\*

THANKS TO BILL & JOAN FOR BRINGING ALONG THE BARBY TO  
THE ECONOMY RUN.

\*\*\*\*\*

### CARS & PARTS FOR SALE

1951 HUMBER SUPER SHIPE \$175 ONO, LAST DRIVEN 1970. KEPT  
UNDER CARPORT SINCE. MRS. JESSIE CARMICHAEL, XX LAKE BOGA,  
RING 783-9743 FOR MORE DETAILS.

---

HUMBER SUPER SHIPE SERIES 5 (NOT 5A) BODY DAMAGE FRONT  
& REAR (DRIVEABLE) MECH OK DIFF RE-SHIMMED INT. GOOD,  
POWER STERRING (P.B.R.) - MR. FRANK ULM, 100 KIRKWOOD AVE.,  
SEAFORD - 786-2072 \$300 ONO

---

PARTS EX-SERIES 1V, FULL SET DOORS, FRONT & REAR WINDSCREENS,  
AUTO TRANS, LONG MOTOR, BOOT XX LID, WHEELS & DISCS & CALIPERS.  
DES JUDD 783-9743.

---

CARS & PARTS FOR SALE (CONT.)

\$650 THE LOT - 62-3 HUMBER HAWK, BODY, INT & MOTOR GOOD.  
FRONT END NEEDS ATTENTION. AUTO TRANS.  
UNREG.

64 HUMBER SUPER SNIPE, BODY DAMAGED. INT.  
GOOD MECH. OK AUTO TRANS. SUIT WRECKING.

~~XXXXXXXXXXXXXXXXXXXX~~  
~~XXXXXXXXXXXXXXXXXXXX~~

64 HUMBER SUPER SNIPE, BODY & MECH GOOD  
INT. FAIR, REG. TILL OCT.

CONTACT - MICHAEL KRUGER, 107 SUMMERHILL  
ROAD, GLEN IRIS. 25-4228

'54 HUMBER ONE OWNER, GOOD MOTOR, SUIT PARTS.

'54 HUMBER REG. XMAS 78, MOTOR DOWN, NO RUST, GOOD TYRES.

CONTACT - CARL HENSHAW, 6 ALBION ST, SEBASTOPOL, BALLARAT.  
~~XXXX~~ 35-9761.