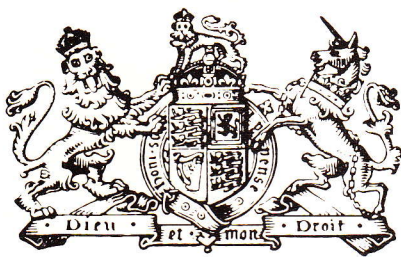


October 1984

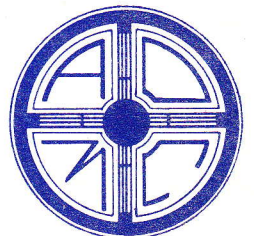
# *The* **HUMBERETTE**



By Appointment to  
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



# THE HUMBER CAR CLUB of VICTORIA

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

## COMMITTEE 1984/85

PRESIDENT	Bill Holmes	397 7836
VICE PRESIDENT	Lloyd Hughes	877 3208
SECRETARY	Margaret Willimott	435 6354
ASST. SECRETARY	Keith Willimott	435 6354
TREASURER	Peter Sheldon	818 5829
SOCIAL SECRETARY	Cara Brown	870 8109
ASST. SOCIAL SECRETARY	Pat Daly	528 1473
EDITOR	Barry Bosnich	460 4505
ASST. EDITOR	Lloyd Hughes	877 3208
TECHNICAL OFFICER	Tom McAlpine	(051) 27 4755
LIBRARIAN	Paul Carter	568 8437
PUBLICITY OFFICER	Jack Waring	725 9884
MEMBERSHIP REGISTRAR	Nancy Kennedy	789 5119

## GENERAL MEETING DATES 1984/85

March 23rd	April 27th	May 25th
June 22nd	July 27th	August 24th
September 28th	October 26th	November 23rd
January 25th	February 22nd (Annual General Meeting)	

The Club meets on the Fourth Friday of the month (except December) at 8.00 p.m., in the Deepdene Park Hall, Whitehorse Road, Deepdene.

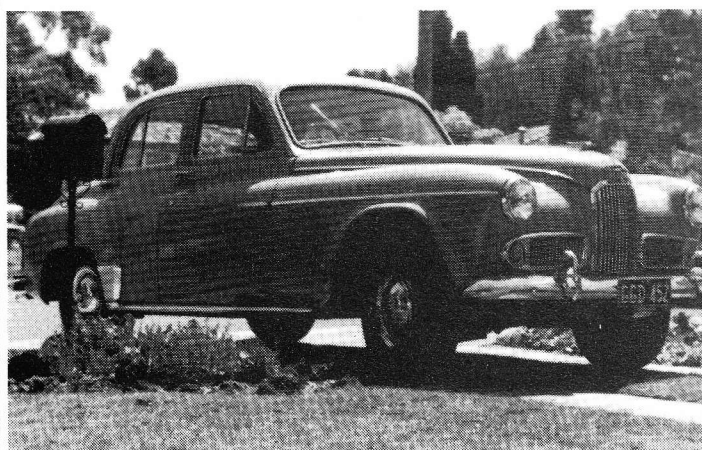
## SOME OF OUR CLUB CARS



1. Nancy Batt's Series IV Super Snipe — outright Concours winner 1982.



2. Keith Willimott's Series II Hawk Estate Car.



3. Nancy Kennedy's Mark IV Super Snipe.



4. Ross Bromley's Series III Estate Car from Launceston, Tasmania.

OCTOBER 26th.

GENERAL MEETING. 8.00 PM.

SPEAKER: GARY CANTWELL, "CHROME PLATING".

NOVEMBER 4th.

CONCOURS D' ELEGANCE. BALLAM PARK, FRANKSTON.

\$1 PER CAR ENTRY TO PARK.

NOVEMBER 11th.

COMBINED ROOTES CARS "GET TOGETHER", DISPLAY,  
WINE BOTTLING AND FAMILY DAY. "WOODSIDE"

DAFFODIL FARM, SEVILLE. 11.00 AM.

HOSTED BY SUNBEAM & TALBOT CLUB.

NOVEMBER 17th. - 18th. BENDIGO SWAP MEET. BENDIGO SHOW-GROUNDS.

NOVEMBER 23rd.

GENERAL MEETING. 8.00 PM.

*MYNTON ROVER CAR CLUB.*

NOVEMBER 30th.

ANNUAL PRESENTATION DINNER. LA BRETAGNE  
RESTAURANT, 170 HIGH ST. KEW. 7.30 PM.

\$17.00 SINGLE, CHILDREN(U.15) \$10.00.

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CLUB REGALIA FOR SALE:

JACKET PATCHES:

Printed cloth patches with hemstitched edges.  
Club logo. \$2.00 each.

WINDCHEATERS:

Pale blue or grey, sizes 10 to 22. \$15 each.  
(NB. Sizing is rather small).

T-SHIRTS:

White short sleeve with Club logo same as  
windcheater. \$7.00 each.

WINDSCREEN STICKERS: Club logo with peel-off backing. \$1.00 each.

CAR BADGES:

Enamel badges for badge-bar or bumper.  
\$10.00 each.

POSTAGE:

PLEASE ADD \$1.00 POSTAGE FOR WINDCHEATER,  
T-SHIRT OR CAR BADGE. S.S.A.E. FOR OTHER ITEMS.

\*\*\*\*\*

"DRIVE CARELESSLY AND YOUR MOTOR CAR WILL ONLY LAST YOUR  
LIFETIME."



## COMING EVENTS.

### ROVER CAR CLUB INVITATION RUN:

We have been invited by the Rover Car Club to accompany them on a day run to KYNETON on SUNDAY NOVEMBER 25th.

It is proposed that this will take the form of a family outing with picnic/ BBQ lunch and a look around the historical features of the township.

Details re. meeting place, time etc. in the next magazine but bear the date in mind when planning your month's social calendar.

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### ANNUAL DINNER, LA BRETAGNE, KEW. 170 HIGH ST KEW.

Bookings for the Dinner should be finalized by the next meeting if possible. Remember soft drinks (orange juice etc.) are included in the cost of the ticket but you need to supply your own wine or beer.

Concours and club trophies will be presented on this night, also the raffle and special competitions drawn.

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### BENDIGO SWAP MEET.

Meeting point for Club Members attending the Swap Meet (and any other interested or interesting Humber owners you might discover) will be on the triangular grass area just inside the main entry gate. We will assemble around 2.30 PM. on Saturday, November 17th for a yarn and to meet with country members. Wear your club windcheater or T-shirt for easy identification. There will be Club regalia available for purchase on this day if you let the secretary know your requirements beforehand.

\*\*\*\*\*

### WOODSIDE DAFFODIL FARM "GT" DAY. (NOV. 11th)

The Sunbeam and Talbot Club is hosting this day and it is also their Club Concours. Since this event is just following our Concours we should have some tip top cars to put on display.

"Woodside" is on the LHS. side of the Warburton highway up the hill as you pass out of Seville. Sign posts will be displayed. See Melway map 119. Bottled wines with souvenir label available for purchase on the day are a moselle, reisling, red and a port. Prices from \$3 a bottle. Bring your own BBQ or picnic lunch. A trophy will be provided for most popular car of the day.



**SECRETARY**  
**A.J. THOMSON**  
81A GREAT SOUTH RD.  
MANUREWA  
Phone 2674743 AUCK.  
date. 5 SEP. 84

I HAVE BEEN ASKED TO BRING TO YOUR NOTICE THAT WE ARE HOLDING OUR 4<sup>th</sup> NATIONAL RALLY ON 8.9. & 10 FEB. 1985. THE VENUE IS AT TAUPO, THE HOLIDAY & TROUT FISHING MECCA ON THE NORTH END OF LAKE TAUPO, CENTRAL NORTH ISLAND.

WE EXTEND TO YOU & ALL YOUR MEMBERS A HEARTY WELCOME SHOULD THEY DECIDE TO ATTEND, WITH THE RECENT N.Z. DEVALUATION, A N.Z. HOLIDAY WOULD BE EXCELLENT VALUE.

SHOULD ANYONE REQUIRE FURTHER INFORMATION, PLEASE CONTACT THE WRITER AT ABOVE ADDRESS.

I HAVE ENCLOSED AN HOTEL BROCHURE.

YOURS FAITHFULLY.

*A. J. Thomson.*  
SEC/TREAS

AUSTRALIA DAY PAGEANT:

INFORMATION HAS BEEN RECEIVED FROM THE DEPT. OF THE PREMIER THAT THE AUSTRALIA DAY PAGEANT WILL AGAIN BE HELD IN 1985.

AS IN PREVIOUS YEARS THE VENUE WILL BE THE TREASURY AND FITZROY GARDENS AND THE SAME CONDITIONS WILL OPERATE AS IN 1984.

CARS MANUFACTURED PRIOR TO 1955 ARE ELIGIBLE TO ENTER AND A .COMMEMORATIVE MEDALLION WILL BE PROVIDED FOR EACH CAR ON DISPLAY.

ENTRIES MUST BE IN BY MID NOVEMBER TO ALLOW ARRANGEMENTS TO BE MADE WITH THE DEPARTMENT. PLEASE HELP PROMOTE THE HCCV. BY PUTTING YOUR CAR ON DISPLAY IF ELIGIBLE.

MORE DETAILS FROM SECRETARY, PH. 435 6354.

SPARE PARTS CORNER:

NEW DISC BRAKE PADS, IMPORTED FROM CANADA, ARE AVAILABLE FOR APPROX. \$27 PER SET FROM THE FOLLOWING SUPPLIER:

MELBOURNE CLUTCH AND BRAKE SERVICE,  
MURPHY ST. RICHMOND.

**H.C.C.V.**

**CONCOURS. 1984.**

**PRIDE OF OWNERSHIP.**

**DISPLAY OF CARS.**

**BRING YOUR CAR (& YOUR FRIENDS)**

**PROMOTE YOUR CLUB.**

**CLASSES: CONCOURS :-**

**VINTAGE & PRE-MARK**

**MARK**

**SERIES**

**VOGUES & SCEPTRES.**

**PRIDE OF OWNERSHIP**

**'PEOPLE'S CHOICE.'**

**BALLAM PARK, FRANKSTON. MELWAY 103.B4.**

**JUDGING COMMENCES 11 AM.**

**BYO. BBQ OR PICNIC LUNCH.**

PRESIDENT'S REPORT

Our day trip to Moe on Sunday September 9th turned out a beautiful day. The old Folk Museum was very interesting and had good facilities where we had an excellent lunch. After a wander through the Museum, we proceeded to the Power Station, where we watched a film of the workings of the power plant. From the Power Station we ventured on a tour of the Hazelwood and Loy Yang District with out tour guide, Tom, to finish at his home for a lovely afternoon tea which was made by Lyn. I would like to take this opportunity to thank Tom and Lyn for helping the day to be so successful.

At our September meeting we were pleased to meet again with our old member John Browne who's talk on Painting and Preparing Cars was of great interest to all. There are many hours work to be done undercoating and top coats of paint before a good finish can be achieved. Having car done at a paint shop can cost \$1,2000.00 or more.

All cars entering the concours should be well on the way to being prepared for 4th November. I myself am finding it difficult weather wise to find the time, but as time is running out, I will have to try working between showers etc.

We would like to see as many cars as possible in the pride of ownership, this section is open to all cars used on a regular basis. Plenty of elbow grease will give these cars the clean up they require.

To all our members on the sick list, we hope you will be well soon and we all hope to see you at a club function soon.

W. Holmes

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MINUTES OF GENERAL MEETING OF H.C.C.V. HELD ON 28.9.84 AT DEEPDENE.

President Bill Holmes opened the meeting at 8.35 pm and welcomed the 27 members and visitors present.

APOLOGIES:

Pat Daly, Harold and Adelaide Underwood  
Ian and Daphne Fazackerley, Bill Peace,  
Joan Holmes.

MINUTES:

Minutes of the last general meeting were read and accepted as correct on the motion of Bob Kennedy, seconded Paul Carter.

BUSINESS ARISING:

Donation for cot death research has been acknowledged by Royal Women's Hospital. Committee suggested one or two combined club outings a year in response to Daimler/Lanchester club.

CORRESPONDENCE:

IN:

Australia Post; re proposed postage increase, March '85.  
Royal Women's Hospital; receipt and letter.  
Bosnich Family/Ron Shewan; thank you cards.  
A.O.M.C.; re Red Plate Scheme and booklet.  
A.O.M.C.; re Wallan Field support.  
A.O.M.C.; minutes delegates meeting.  
Lake Goldsmith Steam Co-op; Steam Rally  
Beaufort October 27/28th.

**OUT:**

P. Batten/J. Stewart; club regalia.  
Daimler/Lanchester Club; re combined outings  
R.W. Hospital; donation.  
2 membership application forms.  
Minister for Transport; Support for Wallan  
Field Site.  
Ministry of the Arts; Support for Wallan  
Field Site.  
A.O.M.C.; Support for Wallan Field Site.

**NEWSLETTERS RECEIVED:**

Humber Car Clubs of S.A., Australia, and  
N.Z.; C.H.A.C.A., AMVC, Austin A40,  
Chevrolet, Daimler/Lanchester, Rover,  
Wolsley.

Correspondence was received on the motion of  
David Dunlop, seconded Barry Bosnich.

**TREASURER'S REPORT:**

Bank has verified balance in the cheque  
account as correct. No further report due  
to Peter's absence.

**SOCIAL ACTIVITIES REPORT:**

Bill Holmes expressed the Club's thanks to  
Tom and Lyn McAlpine for providing afternoon  
tea and for organising the SEC Tour on the  
Moe trip.

**TECHNICAL OFFICER'S REPORT:**

Bob Kennedy gave details of a rare early  
Humber motor he had acquired and requested  
information on this. The motor is a late  
20's or early 30's model, OHV, 6 cylinder  
motor with 4 speed gear box and may be  
viewed at Bob's home.

**LIBRARIAN'S REPORT:**

Nothing new this month, manuals and hand-  
books are available for loan by contacting  
Paul.

**EDITOR'S REPORT:**

120 magazines posted this month.

**GENERAL BUSINESS:**

1. Windcheaters are ready for purchase at  
\$15 each.  
Members are reminded to make allowance for  
the small sizing when ordering. It may be  
necessary to order more of the large sizes.
2. Tickets for the Presentation Dinner  
should be booked by the October meeting.
3. Extra tickets for the Christmas Hamper  
raffle are available from the Secretary.  
Donations of tinned foods are still needed  
to fill the Hamper. Traditional items will  
be purchased.
4. Gumbuya Park outing on October 7th will  
be held in conjunction with the Rootes Car  
Club.
5. Speaker at the next meeting was announced  
as Gary Cantwell from Moray Platers and  
Grille Works.
6. Lloyd Hughes reported that Bob Thwaites  
from Carr's Garage, Kew had 2 Snipe motors  
complete for removal. Rob Dunlop offered  
to help trailer them away.



7. AOMC produced booklet on the Red Plate Permit Scheme was displayed and orders taken at \$1 each.

Considerable discussion ensued regarding use of cars on these plates.

8. Norm Watt presented a gift-ware catalogue with discount prices for members. This may be borrowed from the Secretary.

9. For Sales from the floor:

Series V Super Snipe in excellent condition. Price \$5000 Ballarat.

Bob Kennedy has details of a MK IV S/S 110,000 miles, \$300 o.n.o. & a 5A S/Snipe minus motor. Bob wishes to acquire a set of doors for a Series V or VA Snipe.

There being no further business the meeting closed at 9.35 pm after which members enjoyed an informative talk on car paints by John Browne. Supper concluded the evening.

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#### SECRETARY'S NOTES.

You will have read in the last magazine where new front windscreen rubbers are now available for Series V Super Snipe. The NSW Club has been active in arranging the manufacture of these rubbers which may be purchased from Old Auto Rubber Co., St. Mary's NSW. I notice that Hillman Spares and Repairs, Blackburn is also advertising windscreen rubbers for the Series V Snipe with Series IV soon to be available so it seems that these two models are well catered for at the moment.

Jim Davidson, H.C.C. of A. Spare Parts Director, is currently organising for series II Vogue rubbers to be manufactured and I believe there is a possibility of windscreen rubbers being manufactured for other model Humbers if sufficient interest is shown. Jim can fill you in on all the details here and bearing in mind the extreme difficulty one usually encounters when trying to obtain replacement rubbers, it would be well worth while contacting him if you are at all interested. I understand a minimum order of around six rubbers is required before production becomes a viable possibility.

To give you an idea of the money you would be looking at, the Series II Vogue rubber is about \$50, payment in advance. Keith has ordered one for our Series II so I'll report further when it arrives. Incidentally, for those with Multi Rootes interests, the Series III Vogue front windscreen rubber also fits the Hillman Super Minx Series III.

Jim Davidson may be contacted at 5 Clyde St, Guildford, N.S.W. 2161. Phone No. (02) 681 4448.

You will notice from the November Club Calendar what a busy time we have approaching with the prospect of a club outing each weekend. No-one expects you to attend everyone of these but may I suggest that you set your priorities or decide where your special interests lie and attempt to get to one or two of the functions.

The month's activities kick off with our Annual Concours d' Elegance - this year at Ballam Park Frankston.

The Concours is a good opportunity to display your cleaned and polished "pride and joy" whilst at the same time picking up a few pointers on presentation for future concours. The early model pre-marks will be well represented in the display this year, as well the Series Snipes. Let's see a special effort to boost the line-up of Hawks and Vogues as well. Hopefully, the improving weather and day light saving hours may provide the incentive to entice some of our country members to make the Frankston trip. Both you and your vehicle will be assured of a warm welcome. I believe the Bromley family and Maz Heazlewood are coming across from Tasmania and we would be delighted to see any visiting members from interstate clubs.

By next meeting I would appreciate an indication of whether you intend being present at the Annual Dinner. A booking has been made at La Bretagne for 40 and at the moment there are 16 unfilled places. Drawing of the Christmas Hamper competition and presentation of annual trophies will take place at the dinner as well as the usual "Father Christmas" visitation.

You will find full details of all the month's activities elsewhere in this magazine. Please endeavour to attend at least one of the outings.

I look forward to seeing you there.

Margaret.

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#### EDITOR'S NOTES.

Copies of W.S.M. 127 Automatic Transmission Fault Finding and Diagnosis Chart are available now. These cover Series Hawk and Snipe Borg Warner D.G. Autos.

This months article on the MK S/Snipe road test was contributed by Ross Bromley.(Thanks).

Barry.

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#### GOOD NEWS ON RETREADS

Retreads should be cheaper following a judgement in the Federal Court - Mr Justice Beaumont ruled that retreading involved no more than a repair of a product.

It means that the 20 per cent tax on retreaded tyres imposed since June 1983 will be set aside.

Australian Automobile Chamber of Commerce executive director, Mr Kinglsey Dignum, said the retreaders had been hurt badly by the imposition of the tax.

"The government should now be convinced that sales tax cannot be applied to repaired or reconditioned goods," he said.

"If the move by the taxation commissioner had not been contested, the repair of a whole range of automotive and domestic products may have fallen prey to this iniquitous tax."

Mr Dignum said a large-scale program would now be initiated to recover sales taxes which had been paid under protest since June 1983.

Wherever possible, money would be repaid to the purchasers of retreaded tyres who had paid the tax.

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WANTED TO SELL VIC.

Parts for Sale. S.Snipe Ser III (one) Ser. IV (two) Ser VA (two).  
Also 3 good boot mats for Ser S/S.  
Ph: 397 7836.

54 S/S 84 Gen Miles, new rings 5000 miles, 5 new tyres, new muffler, ok mech,  
needs paint, bit rust partly redone, \$600. Ian Hinks - 050 - 24 5248. (Irymple)

Vogue Ser III Parts.

Windscreen, starter, wiper motor, tail lights, etc. All cheap. Mr Wheatley.  
Ph: 789 6506.

Duplicator Rex Rotary model 1050, including stencils, paper and instruction book  
in V.G.C. \$125 ring Sec H.C.C.V. 435 6354.

Fur flex door trim, A1 quality (green only) \$9 metre, standard Black and most  
colours \$6.50 metre. This trim will fit most hawks and snipes but not vogues.  
See samples at club meeting. Available from Blackmans, Clarence Street, East  
Bentleigh.

Super Snipe Series V, 1965.

1 owner, 87,000 miles, new tyres, 12 mths reg., as new condition inside and out.  
Smoke green/grey interior. No power steering or air conditioning. \$5,000  
approx. Mr Peter Dane (053) 39 1456. (Ballarat).

Water Pump Repair Kits to suit various Humber models \$40. Ph: 439 2048

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H.C.C. TAS NEWS.

Firstly; As I was informed by two club members I left out the date for our BBQ,  
it is being held on Saturday 17th November, lets make it a good meeting and have  
a good number of members turn up.

Also last weekend I went down and had a look at the Restorers Car Club of Tas's  
swap meeting. They had a very good day, financially and crowd wise. While I was  
there I was talking to some of the committee members and they suggested we have a  
run somewhere with them, in early December, we all agreed on going to Ross, being  
the half way mark from Launceston and Hobart, maybe the first Sunday. This has  
to be finalised as yet, it was suggested we do the same as we did when we formed  
our Humber Club, use the Avenue to park the cars and let people mingle among  
themselves, maybe someone can organise things to do for the day. I don't know if  
the local is open on Sundays for a counter lunch, may be someone can give some  
info on this.

Anyone who wishes to go along can meet at Cornwall at 9.30 and leave there at 10  
am. Any club members from Hobart wishing to go also can meet up at Ross, E.T. of  
arrival at Ross will be 11-11.30 am.

Last week our member from Devonport (Brian Lee) was hospitalised and we are happy  
to report he is improving every day, on behalf of the club we all wish him a  
speedy recovery. Anne and I went to see him in hospital and he is quite happy  
and cheery.

On the Australia Day holiday next year our first anniversary run will be to Hobart. Can any Hobart members suggest places to go and suitable accommodation for Saturday and Sunday nights. Please contact me as soon as possible.

Well that's all I have to report on this month.

Ross Bromley.  
H.C.C. Tas.

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## HUMBITS.

Splash systems of lubrication had taken over from the old brass drip feed and were common practice on most cars by the late 1900's. In these a crankcase of limited dimensions was used so that the oil in the sump was squirted energetically all over the big ends and main bearings. As this system was suitable only for moderate engine speeds the introduction of a submerged gear-type pump on Humbers 1909 light car was considered a significant advance.

The Humber concern by 1936 held a sizeable percentage of their directorial and mayoral market with their "Humber Pullman" and William Rootes was determined to produce a ceremonial carriage for King Edward VIII. The result was the Sunbeam Thirty, a Roesch designed o.h.v. straight-eight of 4 1/2 litres capacity, with the usual lightweight valve gear, and a ten bearing crankshaft. The four speed gearbox has synchromes and the chassis, with its transverse I.F.S. and Bendix brakes was largely Humber.

Prices of complete cars were around the 1,300 mark and though it is believed seven were made all have disappeared without trace.

During the 1953 Redex Trial as the cars made their way to Mount Gambier a Humber was involved in the most frustrating incident of the trial. It raced over a mud-capped hill and found its way barred by a large beer wagon ponderously climbing through the mud. Both the Humber and the wagon became hopelessly bogged in a quagmire as they tried to pass. The Redex crew set about unloading all the kegs of beer, then used the wagon to tow out their own car. The beer was then replaced and the two vehicles proceeded. "The truckie would not even let us tap a barrel" reported the crew sadly.

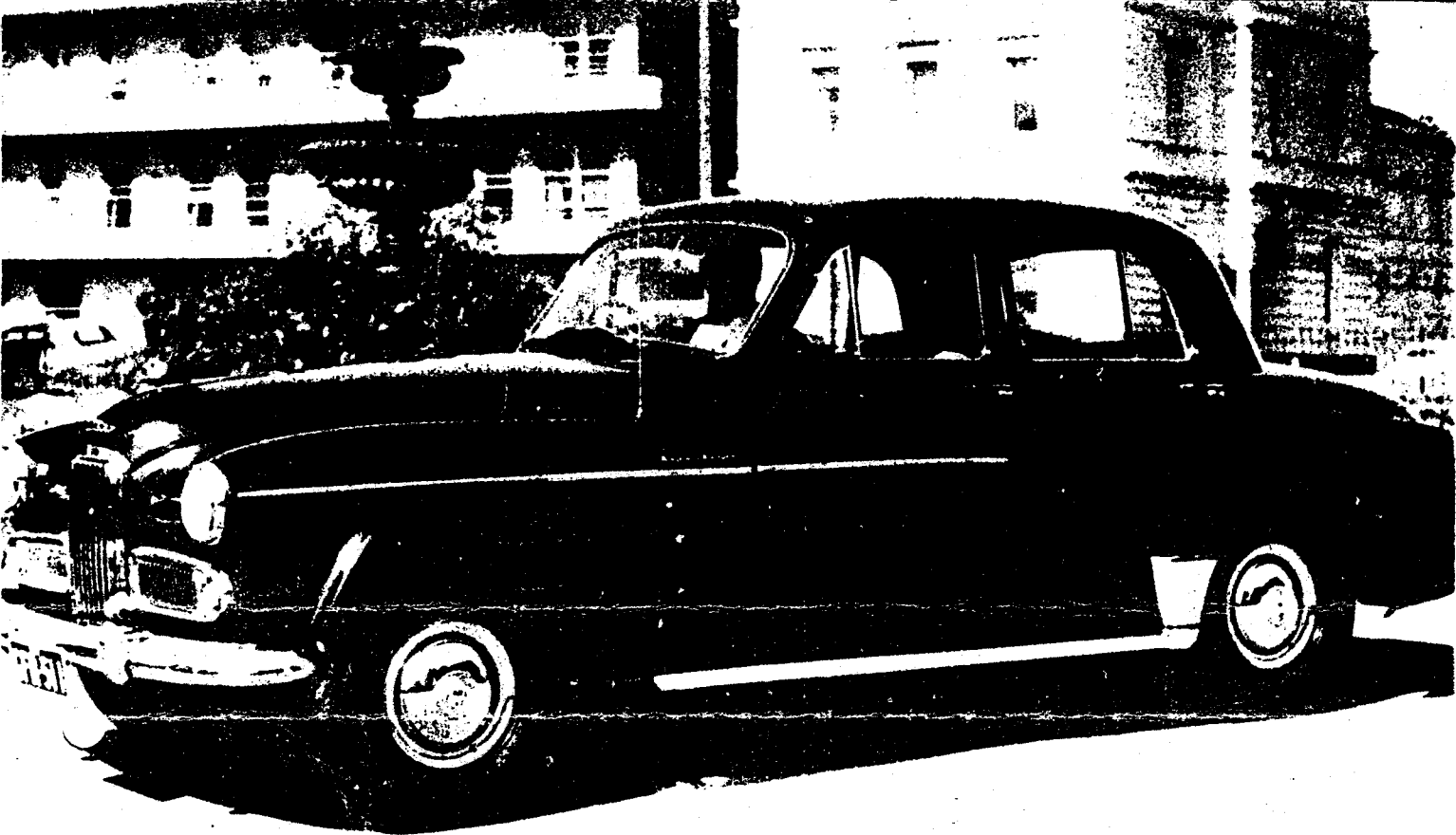
At the end of world war 2 a Delegation of British motor manufacturers and businessmen inspected the bombed out volkswagen complex for the purpose of taking over "lock stock and barrel".

The group declined the offer and the works reverted back to German control and outstanding success.

The leader of the British consortium was "Lord Rootes", head of the vast Rootes Group companies.

Testimonial Printed by Thomas Humber in his first Humber bicycle catalogue 1873.

Dear Sir - I purchased one of your spider bicycles some two years ago, and although it has been ridden on an average of about 60 miles per week, and on several occasions been engaged in spills and collisions, it is now almost as sound as when first despatched from your works.



● ABOVE: SNIPE is not only a big rugged car, but it is well designed, too. Body lines are clean and flowing, if conservative. The four doors swing wide to allow ease of entry and exit.

ROAD  
TEST

# THE SNIPE IS SUPER

**The big Humber is doing much to build up British prestige in the large car field in Australia. CARS' road test revealed better handling qualities than on any U.S. auto tested so far.**

**FEW** cars in the world today are able to cover really rough going as quickly and as ably as the latest Humber Super Snipe. This car is as rugged as they come and for a £1827 saloon, the workmanship throughout is outstanding.

In all, I have covered about 21,000 miles in the Snipe — once on a survey trip around Australia on behalf of the Rootes Group for the 1954 Redex Trial, and again around Australia on the actual event, only a fortnight later. Recently we piled up another 200 miles, giving a Snipe the normal work-over the CARS' road test course.

Most readers have heard of the conditions prevailing throughout the Trial but not of what the two survey cars had to contend with just after heavy rains had swollen the Fitzroy River to a raging torrent in the far north of Western Australia, and the "wet" had reduced roads to a shambles.

We had halted in Sydney, vainly waiting for conditions to improve so as to ensure reasonable accuracy in plotting the road conditions which the official team would face in the actual trial.

By **JOHN TROWELL**

Time was running short and there was a great deal to be done, including teeing up outback country dealers for service later on. Several times the cars had to be man-handled through creek beds and the washaways which so cut averages that the cars had to be driven as fast as possible whenever possible.

One car represented the New South Wales Humber team and our car the Victorian team. Tom Sulman, well-known Sydney racing and trials driver, Ced James and Bill Nunn, were in one Snipe and there was Russell Lane, of Neals Motors in Melbourne and myself in the other.

As the survey was also an experimental run for the cars, they were loaded to about 2½ tons gross weight, so you can imagine the strain imposed on the suspension as we belted across some of the rock-strewn, potholed winding outback roads.

How does the Snipe stand up to these conditions and just how is the suspension laid out?

Well, when the car was first designed, the specifications laid down called for a frame that was stiff enough to give a feeling of security at high speed (the heavy-duty shock absorbers are among the largest fitted to any saloon car) and a front suspension able to

take hard knocks what English engineers term "rugged colonial conditions."

Adequate brakes with a drum diameter of 11 inches and a width of 2½ inches were fitted and the manufacturers insisted that they should be efficient and in keeping with a 90 m.p.h. car and able to show a quick recovery after immersion in water. In other words, right from the drawing-boards the Super Snipe was designed as a car for outback roads.

The unusual part of the story is that around town the ride is all one could expect, without any spongy sensation; the interior is well appointed and comfortable, while the controls are feather-light.

In certain conditions the Snipe springs can be made to bottom and once or twice during the survey and the Trial, when travelling at about 60-70 m.p.h., encountered mounds in the road that crashed the suspension up against the rebound rubbers, while at the same time all four wheels left the ground. On the actual Trial over the "horror stretch" between Cloncurry and Mount Isa we were diving into creek beds and crashing through boulders on the bed, causing the springs to bottom constantly, but there seemed to be few ill-effects from this treatment. Under normal conditions or even on the cars' test track the springs only bottomed once at high speed on my favourite pothole.

Cornering hard promotes some body roll, but at no time does it become alarming, and the Snipe is so well-balanced that well-controlled drifts can be held through fast bends. At slow speeds around town there is some tyre squeal, due mainly to the large section tyres used—7.00 x 15in.

Handling characteristics can be seen to the best advantage on gravel, and extremely high averages can be built up where the normal car would be hacking off to save incurring damage or too much discomfort for the occupants. On the Trial it was possible to outstrip the majority of contestants on loose-surfaced roads with comparative ease. Through heavy sand the low speed pulling power of the engine and the large section tyres add up to a formula which means that here is a vehicle which is not going to bog readily.

On the survey a certain make of tyre with a biting edge on the walls was used and the Snipes were quite good over muddy roads. I remember coming down into Wubin, in Western Australia, the road was quite hard, but there was a thin coating of mud over the surface—treacherous conditions, if you like. In these circumstances I was able to hold a speed of just over the 60 m.p.h. During the Trial we encountered similar wet conditions on the way into Wubin, but a different make of tyre was fitted and after the car began spinning in the road I was forced to drop speed considerably. Both makes of tyre were ordinary general road wear, but the Snipe performed far better with the first "boots" on the wheels.

Many drivers are surprised with the accurate control of the steering at 80 m.p.h. in the big Humbers after checking the turns from lock to lock in the mechanism and finding them to be 4j. When negotiating sharp turns or taking the average bend, only a small amount of movement at the wheel is required. This is because a variable ratio is incorporated in the steering to give the precise control necessary when travelling fast, yet geared low enough for lightness when parking.

With a 9ft. 7½in. wheelbase, one expects a fairly large turning circle and the Snipe measures up to about 43 feet.

Developed from the 6-cylinder overhead valve engine used for some time in Commer trucks, the Snipe power-unit is robust and possesses excellent torque characteristics. From about 10 m.p.h. the car will pick up smoothly and effortlessly in top gear even with the high overall rear axle of 3.7 to one fitted. With a capacity of 4,139 c.c., this engine is among the largest to come in from England and the maximum development is 113 b.h.p. at only 3,400 r.p.m. For those interested in piston speeds, this Humber operates under 2,500 ft. a minute at maximum b.h.p., so there is no speed where, theoretically, the motor should be overworked. All the Snipes in the last trial were still quite sound in the motor after 10,000 miles of hard running.

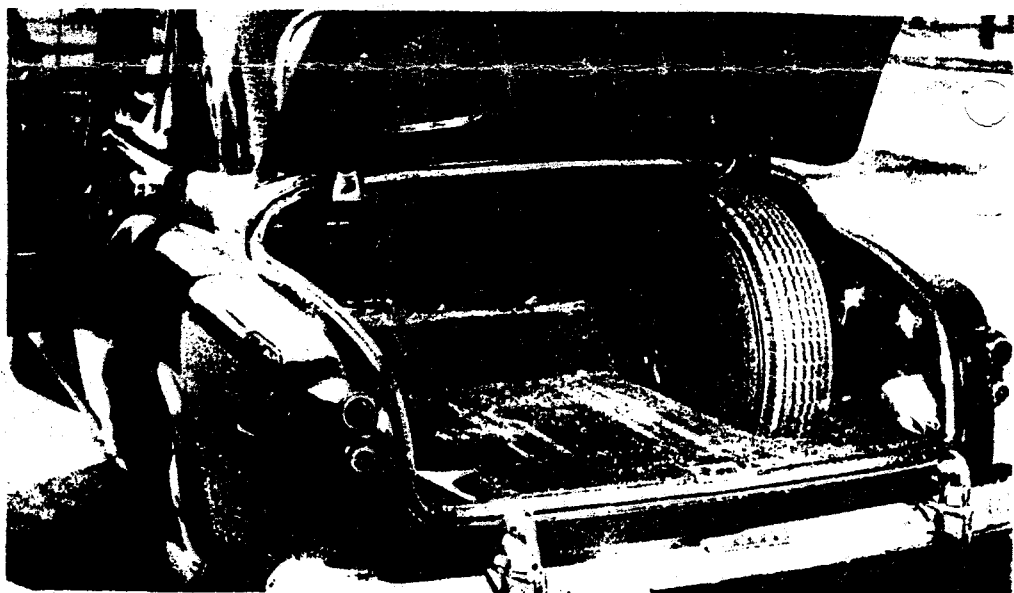
A big help to a big car I always maintain is the four-speed gearbox. Third gear in the Humbers was, of course, simply invaluable on the trips around Australia where averages were the order of the day. There is a possible 74 m.p.h. in this gear when really wound up and in this ratio it takes a pretty high-powered car to hold the Snipe up a long steep hill. Usually there is seldom any need to change out of top on a run.

Built to deal with extremes, the Humber has a maximum of 50 m.p.h. in second gear and about 30 m.p.h. in first. First can be engaged right up to its maximum with ease seeing synchromesh is fitted. In an American report on this car I was amused to see that they referred to the close-ratio gearbox as a "real sporty transmission."

(next page please)



● ABOVE: REAR side view of the Snipe reveals sleek lines that give the car a long, low look. Rear deck is clean and uncluttered and the big back window, providing ample vision, conforms with current styling trends.



● ABOVE: BOOT of the Humber Super Snipe is roomy enough to carry the whole family's luggage on vacation. Suitcases can be removed without obstruction from the spare, which is tucked away on the right.



● ABOVE: INTERIOR is both roomy and well-appointed. Bench-type front seat accommodates three in comfort, and both front and rear seats are provided with big, useful arm-rests. The floor is flat—a decided advantage.



# THE SNIPE IS SUPER

(Continued from previous page)



● ABOVE: HERE'S a test for any car of any size or make. Tom Sulman in the white Humber is crossing a rocky creek on the way to Mackay. BELOW: Humber on survey. These cars are crossing the Fitzroy River. Note the mats laid on the sand for traction. The cars went well in difficult conditions, the ample power being a big factor in their ability to meet all obstacles.



By studying the performance figures of this car one can gain a good idea of the progressive surge of power available in both top and third from constant speeds. For instance, in top the 10-30, 20-40, 30-50 and 40-60 m.p.h. figures are all within a couple of seconds of one another. In most cars there is a far greater variation in these times with the seconds increasing up to 40-60 m.p.h. In the Snipe the 50-70 and the 60-80 m.p.h. figures are excellent in top, being 12.8 and 17.0 seconds respectively.

Many owners are inclined to leave their cars in third around the city, for the high overall gearing does not cause any undue revving noise to issue from the motor and there is ample pick-up from speeds as low as 10 m.p.h. Here again, a look at the performance figures tell the story.

It is true that maximum speed in any car nowadays is more of academic interest than anything else, but it is a useful gauge when summing up a car's performance potential. The Humber Snipe will see about 93 m.p.h. when flat to the boards but on several occasions I have approached 100 m.p.h. on the "clock." On an average, these speedometers are out by about 5 m.p.h. at top speed. At 60 m.p.h. they are reasonably accurate and on the last car submitted for test the speedometer was 100% up to 70 m.p.h.

Engine noise is well damped out and even in the intermediate ratios there is a remarkable lack of gear whine. With the side driver's window down there is some wind roar, but with the ventilator panels open it does not increase to any annoying degree.

The body is well made and reasonably dustproof and taken over-all it will not develop rattles after many miles of rough going. In styling, the Snipe is strictly conservative, yet the line, when viewed from the side, is sufficiently sleek to give a long, low look. This is accentuated to a certain degree by the long bonnet.

Seated in the driver's position, forward visibility is good and the nearside mudguard can be seen making for easy placement of the car in congested spaces. The curved windscreen is well raked and the screen

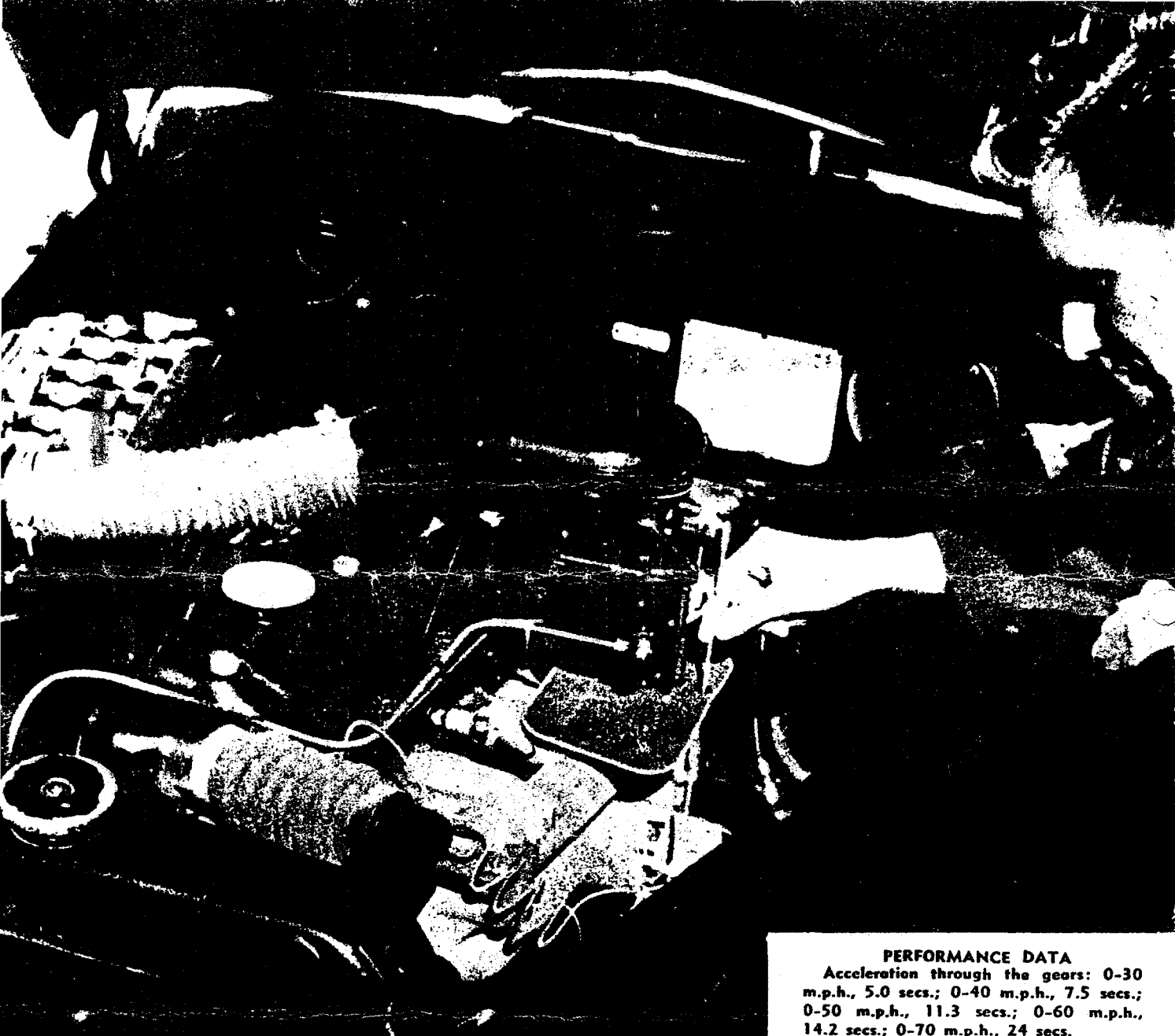
pillars, although relatively thick, do not cause blind spots. After a few miles one is apt to forget that they are at the wheel of a car 16ft. 5ins. long, which is a credit to the design. At the rear a large curved window is fitted which is appreciated when reversing, for the Snipe has a long tail. The length of the "rear deck" is advantageous in that it encloses a 19½ cubic foot luggage compartment—large enough for most needs.

The four doors swing wide to allow ease of entry and exit to the interior and the largest man would find no difficulty in slid-

ing in behind the large 17½ inch steering wheel. Although mounted rather high, the wheel does not cut the vision of the average driver because of the high driving position.

In the fascia panel the instruments are centrally mounted and the half-circle speedometer is shrouded to prevent it reflecting into the windscreen at night. Either side of the latter there is an ammeter, oil-pressure gauge, water temperature gauge and fuel gauge. An electric clock is fitted above the driving mirror on top of the windscreen. The lighting of the instruments is well thought

CARS, April 1955



● ABOVE: AT first glance the "kitchen compartment" seems crowded, but beneath that counterbalanced bonnet the auxiliaries lie pretty close to hand. Battery is situated handily on the driver's side, carburettor on the left.

out for one can have either the speedometer illuminated or the smaller gauges if desired. The markings on the speedometer will stay luminous for a considerable time even after the panel lighting has been switched off.

The windscreen wipers are two-speed and self-parking, and even with mud on the screen are fairly powerful. On a few occasions I have thought that the blades could be made longer to wipe a larger area of the screen. The self-cancelling turning indicators are operated by a control arm on the right of the steering column. On the left of the fascia panel there is a glove locker of reasonable proportions.

After hours in the car one is free of aches and pains for the seats are beautifully sprung, with a foam-rubber overlay covered with soft leather. Both front and rear seats are fitted with pull-down arm rests, but the front rest is inclined to obstruct the driver's left arm when changing gears or when driving energetically on a winding road.

All four doors are fitted with arm rests which are suitably padded, and rear-seat passengers can take advantage of spring-loaded assist straps mounted above the rear of the rear window. In addition to the normal

fore-and-aft adjustment, the front seat has a three-position height adjustment.

Leg-room is excellent and there is sufficient room to seat three people abreast both front and rear. The front seat is 48 inches between the arm rests on the doors and the rear seat 50 inches.

The bonnet is not hard to lift and is counterbalanced. The battery is placed on the right-hand side of the motor where the level can be inspected quite simply, and the rest of the auxiliaries lie well-to-hand.

The brakes are able to take a fair amount of punishment without fade and pedal pressures required are quite light for a large car. The handbrake is located under the right of the instrument panel and is of the pistol-grip variety.

The Humber Super Snipe is doing a great deal to build up British prestige in the big car class in Australia and although the American car-minded buyer may criticise the interior width, he could not look past the appointments and rugged construction. At the same time there is ample performance and a power-unit that is the acme of reliability; the handling qualities are far superior to those of any from across the Pacific we have tried so far. ●

#### PERFORMANCE DATA

Acceleration through the gears: 0-30 m.p.h., 5.0 secs.; 0-40 m.p.h., 7.5 secs.; 0-50 m.p.h., 11.3 secs.; 0-60 m.p.h., 14.2 secs.; 0-70 m.p.h., 24 secs.

Acceleration in top gear: 10-30 m.p.h., 9.0 secs.; 20-40 m.p.h., 8.8 secs.; 30-50 m.p.h., 9.2 secs.; 40-50 m.p.h., 10.1 secs.

Acceleration in third gear: 10-30 m.p.h., 6.3 secs.; 20-40 m.p.h., 6.5 secs.; 30-50 m.p.h., 7.1 secs.

Speeds in gears: first, 30 m.p.h.; second, 50 m.p.h.; third, 74 m.p.h.; top, 93 m.p.h. (max.).

Fuel consumption: 16 m.p.g.

#### SPECIFICATIONS

Engine: 6-cylinder o.h.v. 88.9 x 111.1 mm. stroke. Capacity 4.139 cc. Develops 113 b.h.p. at 3,400 r.p.m. Compression ratio: 7.13 to 1.

Transmission: 4-speed gearbox with synchromesh on all forward gears. Ratios: first, 11.55; second, 7.74; third, 5.25; top, 3.7 to 1.

Brakes: Lockheed two leading shoe. Drum diameter, 11 in.; width, 2½ in. Total frictional area, 191 sq. ins.

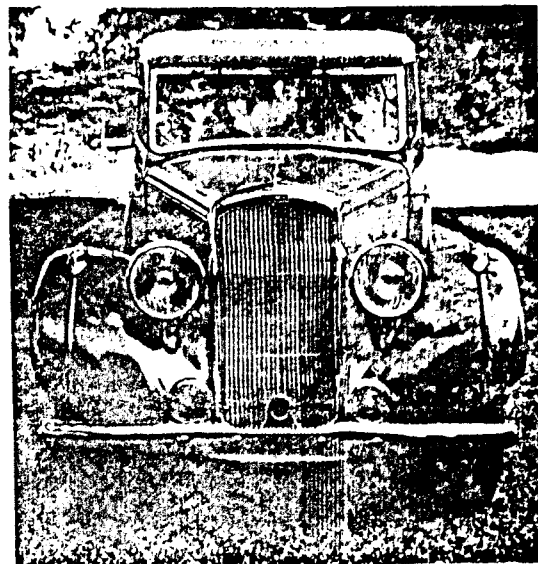
Suspension: front, independent coil and wishbone. Rear, semi-elliptic. Shock absorbers, Monroe telescopic.

Dimensions: Wheelbase, 9 ft. 7½ in.; front track, 4 ft. 10 in.; rear track, 4 ft. 8½ in.; overall length, 16 ft. 5 in.; width, 6 ft. 1½ in.; height, 5 ft. 6 in.; ground clearance, 7½ in.; tank capacity, 15 gals.; turning circle, 43 ft.; weight, 36 cwt.

13A: **Humber** Twelve was virtually a new car for the 1935 selling season. It was also known as the Twelve-45 and was available as Saloon (£285), Vogue Saloon (two-door, £335) and Foursome Drophead Coupé (shown, £325). Wheelbase was 8 ft 2½ in. The cars were powered by a 1669-cc (69.5 × 110 mm) 42-bhp side-valve Four, rated at 11.98 HP. All four forward speeds had synchromesh.

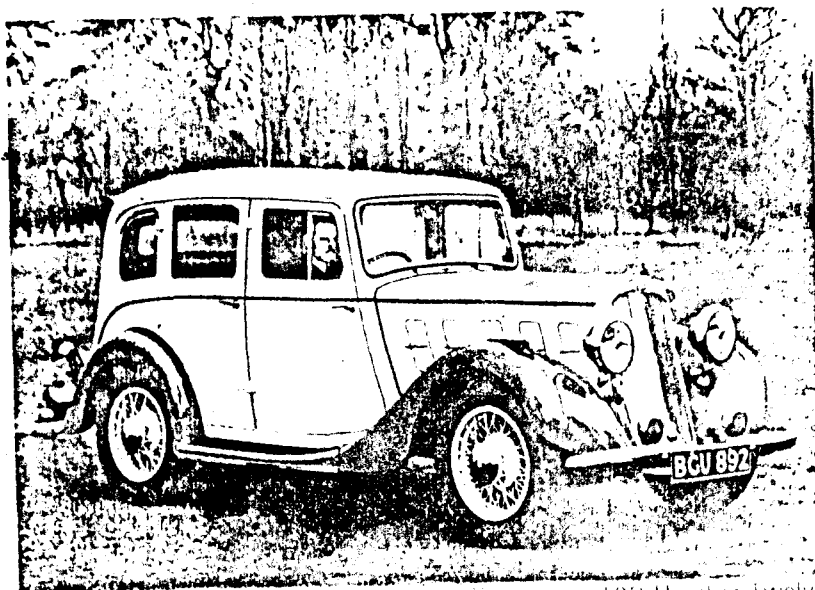
13B: **Humber** Twelve Saloon. All Twelves had a new chassis frame and the engine and radiator were mounted several inches farther forward than before. Tyre size was 5.50-17.

13C: **Humber** 16/60 Six-light Saloon, costing £435. The 16/60, the Snipe 80 and the Pullman followed similar general lines, most constructional features being common to all. The 16/60 had 10 ft 4 in wheelbase chassis and bodywork similar to the Snipe 80 but its 16.9 HP six-cylinder engine was of 2276-cc capacity (67.5 × 106 mm) and developed 55 bhp at 3600 rpm. The tyre size was 6.00-18.

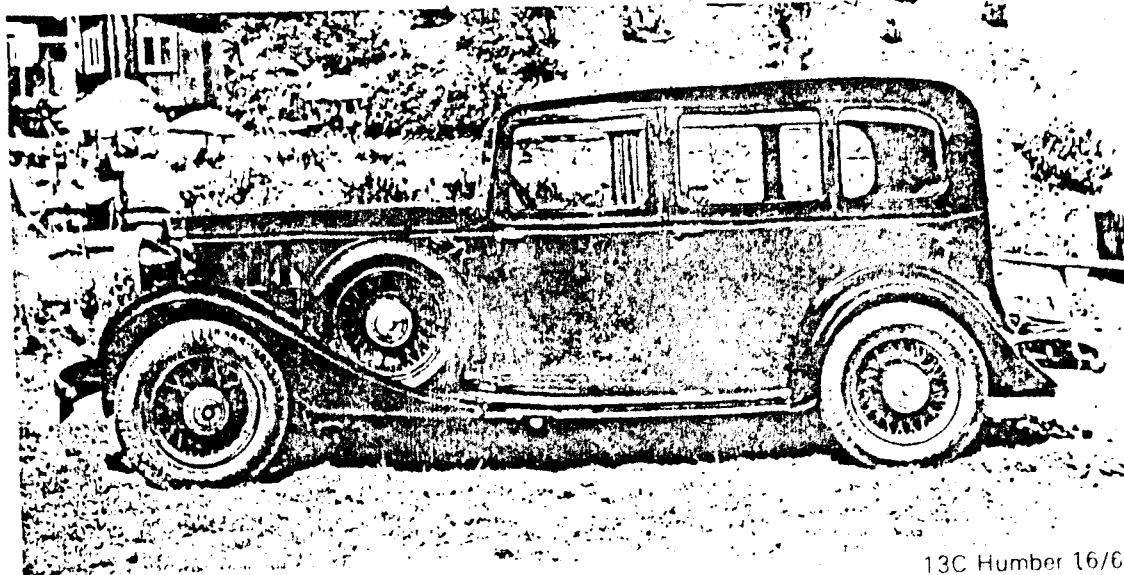


13A Humber Twelve

1935



13B Humber Twelve



13C Humber 16/60

H U M B E R   C A R S

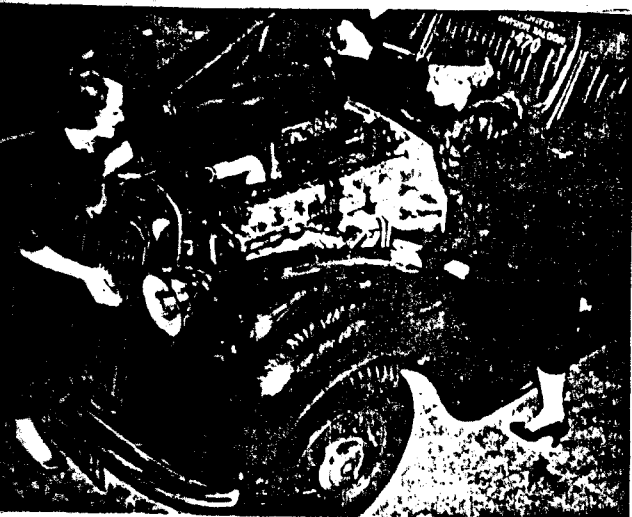
1935

31A: **Humber** Eighteen, small-bore edition of the Snipe, at Olympia. The Eighteen superseded the 16/60 of previous years. Bore and stroke were 69.5 x 120 mm, giving a cubic capacity of 2731 cc and an HP rating of 17.97. Brake horsepower was 65 at 3600 rpm. All six-cylinder Humber now had independent front suspension and the cars were becoming increasingly similar to comparable Hillman models, both manufacturers being divisions of the Rootes Group. Eighteen and Snipe were available with four factory-supplied body styles; the former were £30 cheaper throughout the range.

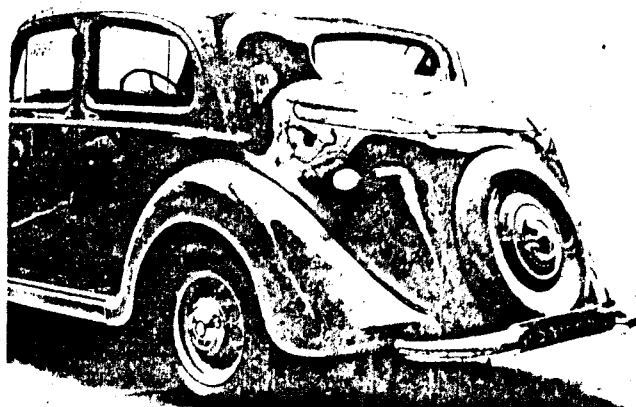
31B: **Humber** Snipe Six-light Saloon, priced at £475. The Snipe had the same 120-mm stroke as the Eighteen but an 85-mm bore. Cubic capacity was 4086 cc, output 100 bhp at 3400 rpm and treasury rating 26.88 HP. Wheelbase for both was 10 ft 4 in, tyre size 7.50-16.

31C: **Humber** Snipe Sports Saloon, selling for £550, featuring large built-in boot and spare wheel with cover.

31D: **Humber** Pullman was similar in most respects to the Snipe but the wheelbase was longer, at 11 ft 0½ in. Prices were £425 for the chassis, £735 for the Limousine and Landaulette, £895 for the Sedan Coupé and £975 for the Sedan De Ville. Picture shows HM King Edward VIII (the late Duke of Windsor) in back of car, at Vimy Ridge, France, after the unveiling of the Canadian War Memorial on 26 July, 1936.

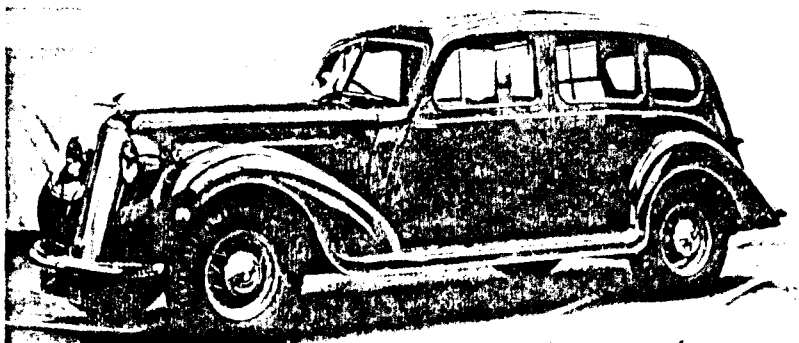


31A Humber Eighteen

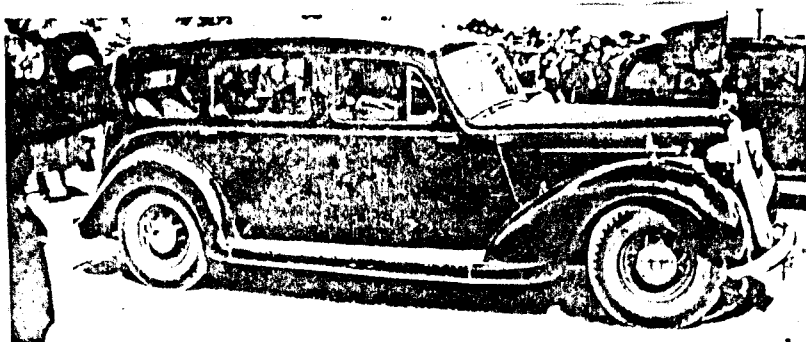


31C Humber Snipe

1936



31B Humber Snipe



31D Humber Pullman

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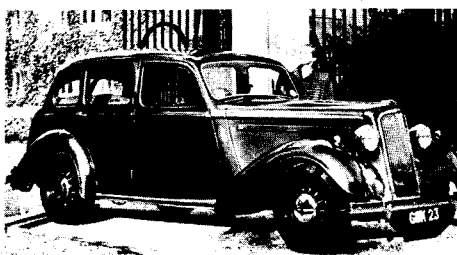


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