



The Humber Pedigree

On Great Occasions, Humber takes Pride of Place

For several brides their wedding day is the only day when maybe they ever travel in a stunning classic or vintage car. At Macphersons' Chauffeured Cars we offer much more than a 'nice old car'. Humber Cars have a rich heritage and were built for special occasions. No matter what your occasion, Humber will be ready with their chauffeurs for official duty!

Humber Propaganda

Macphersons' Chauffeured Cars is home to the beautiful Pullman Limousine, as used in the Royal motorcade by HRH Queen Elizabeth II, during her Coronation Tour of the Commonwealth countries. Macphersons have a number of Humber Super Snipes as well. These well-appointed and salubrious sedans were often the choice of bank managers and wealthy families in their day (such was their elegance, space and comfort). Macphersons' collection is also home to a special car which was once owned by Australia's Governor General (Sir William Slim). He hand-picked this car above other luxury liners of the day to be his personal chauffeured transport. It is now available for your special day, and like the Pullman has its own partition glass divider between the driver and passengers.



BY APPOINTMENT TO THE LATE KING GEORGE VI
MOTOR CAR MANUFACTURERS
HUMBER LTD.

HUMBER

*for
Great Occasions*



Whispering Power  *Elegant Styling*  *Built-in Safety*  *Supreme Comfort*

HUMBER PULLMAN • HUMBER SUPER SNIPE • HUMBER HAWK

PRODUCTS OF THE ROOTES GROUP, MELBOURNE, AUSTRALIA.

5 TO 80 M.P.H. IN TOP GEAR in even greater comfort!

The NEW Super Snipe



BY APPOINTMENT TO
HER MAJESTY THE QUEEN
HUMBER MOTOR COMPANY LIMITED

The NEW HUMBER Super Snipe

Also Hawk - Pullman - Imperial

PRODUCTS OF THE ROOFS GROUP

The New Humber Super Snipe carries forward the great tradition of its famous predecessors. To already brilliant top-gear performance and impressive acceleration are now added important improvements to the suspension which give better riding qualities and increased stability when cornering at speed. Important new styling details add to traditional Humber grace and distinction. Wherever in the world your journey takes you, you'll be ahead in the new Super Snipe.

Miles ahead . . .

in performance, comfort and safety

OCTOBER 9, 1953

1/-

The Autocar

FOUNDED 1895

LARGEST CIRCULATION

For Transcontinental performance in Supreme Comfort



The Lightning Fast & Velvet Smooth


By Appointment to the late King George VI
Motor Car Manufacturers
Humber Limited

HUMBER SUPER SNIPE

White-wall tyres, optional extra

A PRODUCT OF THE ROOTES GROUP

26 FEBRUARY 1954

1/-

The Autocar

FOUNDED 1895

LARGEST CIRCULATION



By Appointment to the late King George VI
Motor Car Manufacturers Humber Ltd. Coventry

Humber

SUPER SNIPE

SO FAST... SO ELEGANT... SO COMFORTABLE

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NEW VWs

**Exclusive News on
Next Holden, etc.**

Registered for transmission by post in
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Australian
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Motor Manual

No. 223

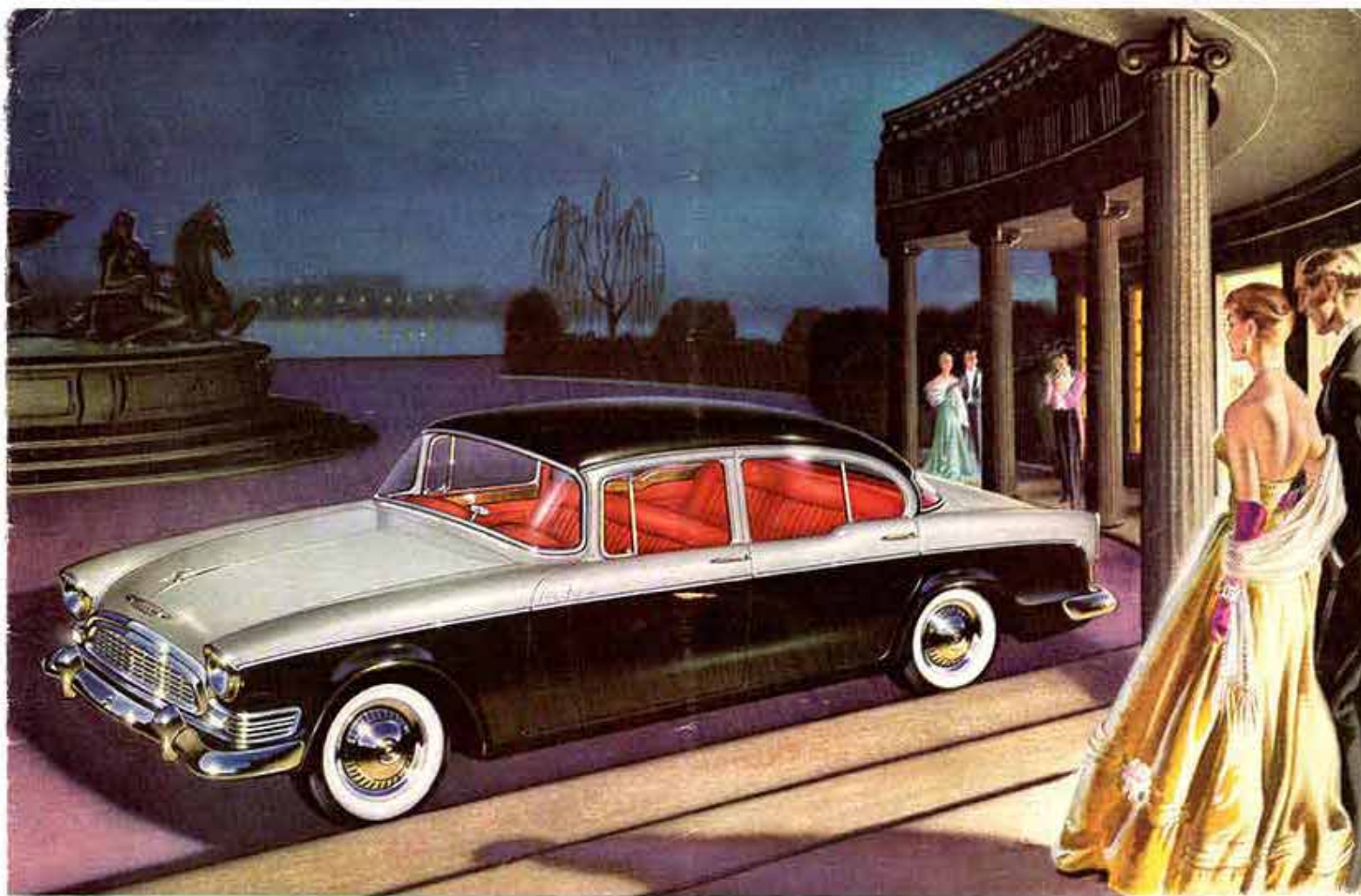
May 1961

2/6



HUMBER SUPER SNIPE

HUMBER
Snipe Imperial



NEW HUMBER SUPER SNIPE

Comfort Features

SYNCHROMATIC—the fully proved system of finger-tip gear control introduced by the Rootes Group is an important development in gear changing and it has many advantages. The elimination of the old-fashioned gear lever permits a completely unobstructed and almost level floor which adds greatly to the comfort of the front passengers. Synchromatic control is exceptionally light, fast and simple to operate for beginner and expert alike. Right- or left-hand drive is available according to market requirements. On left-hand drive models the Synchromatic gear-lever is operated by the right hand.

ASHTRAYS are centrally placed both in the front and rear compartments; they are easily removed for cleaning.

ROOF LIGHT. Interior illumination is provided by a roof light which automatically operates when any of the doors are opened. It may also be independently controlled by a switch on the centre pillar.

CIGAR LIGHTER. Conveniently placed on the fascia panel it is thermostatically controlled to avoid overheating.

ARMRESTS. Both front and rear seats incorporate centre-folding armrests. Side armrests are also provided in both compartments.

VENTILATION. Ample ventilation is provided by the fitting of a large sunshine roof, which can be locked into any position, a large scuttle ventilator, draughtless ventilators to the front doors, and opening rear quarter lights. Heating and ventilating equipment may be supplied as an optional extra.



TRADITIONAL



Comfort Features

Special attention has been given to all interior features to provide maximum riding comfort. Humber's enviable reputation for superior coachcraft is fully maintained in the Super Snipe.

Trimmed throughout in leather in a wide range of colour finishes, the seating is deeply sprung and richly upholstered. The bench type front seat may be adjusted rapidly and very easily by means of a ball-bearing mechanism.

All round visibility from inside the car is gained by the six wide side windows, the narrow screen pillars allowing better vision through the windscreen, and the large rear window.

Among further practical appointments may be mentioned the convenient and spacious parcels shelf behind the rear seat squab, the capacious locker incorporated in the fascia, the roomy pockets to all four doors, sun visors for driver and front seat occupants and, when desired, a rug rail mounted on the back of the front seat can be supplied at an extra cost. To travel in the Humber Super Snipe is to experience the true meaning of modern motoring refinement.

AL HUMBER COACHCRAFT

HUMBER *present*

Motoring's Sixth Sense ...



Today

Humber offer something new in motoring . . . positive and instinctive control!

Just as the brain signals to the muscles through the nerve-centres and secures ACTION, so your finger on the wheel of the Humber inspires the de Normanville gearbox.

The de Normanville Safety Gear constitutes a 'sixth sense'; it deals immediately with the unexpected and allows you to call it into action without pre-occupation on your part. It means 'one-piece' driving that makes you instinctively part of the car!

Pullman, Snipe '80' and 16/60 models are now available at principal Humber Dealers fitted with the de Normanville Safety Gear at a reasonable extra cost.

THE AUTOCAR SAYS: — "This de Normanville Safety Gear is a kind of 'Motoring's Sixth Sense', for it undoubtedly gives a marvellous degree of car control. From an engineering point of view it is one of the most reliable pieces of mechanism ever introduced into automobile practice and follows well established principles."

HUMBER

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The dignity and exclusive appeal of the Humber "Twelve" . . .
the many refinements, including synchro-mesh on all four gears . . .
brilliant performance . . . luxurious appointments . . . combine to
make this the outstanding car of moderate price and rating.

*For those who want
something different —
the "Vogue" Saloon*



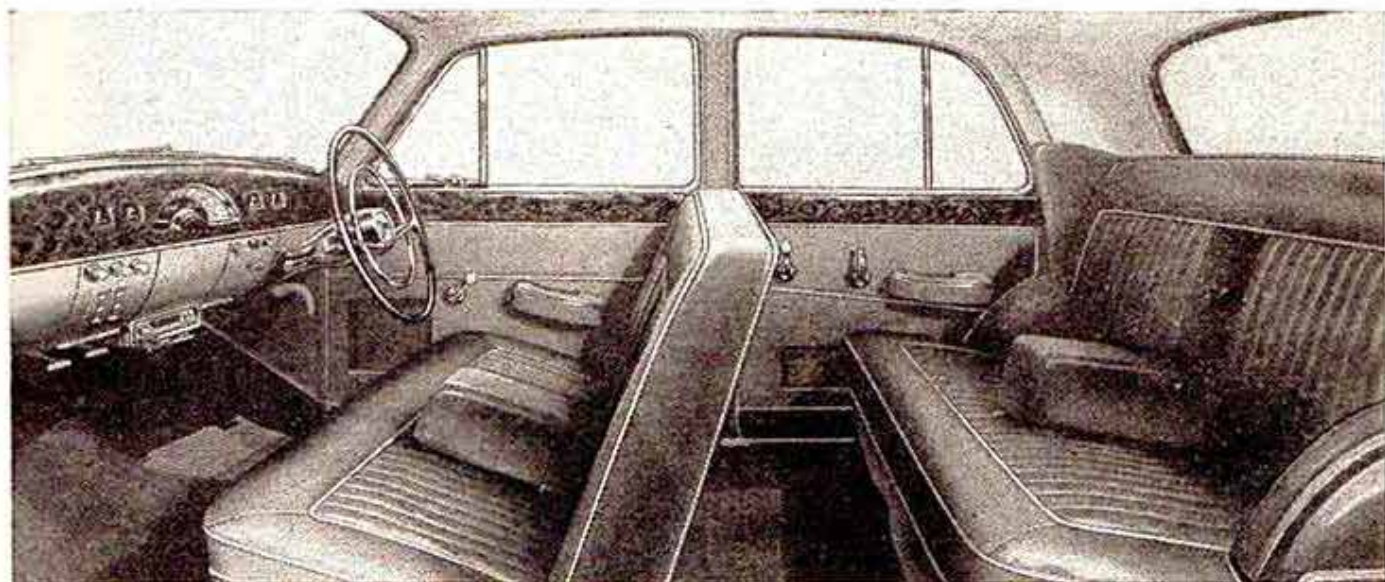
The 1936 Series
HUMBER
Twelve

SALOON £285
FOURSOME COUPÉ £325
VOGUE SALOON £335

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NOW with a greatly enriched interior



at the same price!

STILL AS FAST . . . STILL AS ELEGANT . . .
and so much more comfortable! Sit back and revel
in the armchair comfort of the newly styled
seating and enjoy the luxury of the beautiful
new walnut fascia and door fittings. Now
the last word in refinement . . . and
the price remains the same. £985 plus p.t., £411.10.10.
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phone your Humber dealer
to arrange a trial run
TO-DAY.*

- WALNUT INSTRUMENT PANEL
- WALNUT DOOR TRIMS
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- CORNER HEAD RESTS



White-wall tyres optional extra.

- FRONT BUCKET SEATS OPTIONAL EXTRA



BY APPOINTMENT TO THE LATE KING GEORGE VI
MOTOR CAR MANUFACTURERS • HUMBER LTD

HUMBER SUPER SNIPE

A PRODUCT OF THE ROOTES GROUP

HUMBER LIMITED COVENTRY LONDON SHOWROOMS & EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

The New Humber Snipe Saloon

An 80 m.p.h. Car Capable of Maintaining High Average Speeds Without Apparent Effort

ALTHOUGH a new model in the sense, the 1938 edition of the Humber Snipe is backed by a wealth of experience obtained in the production of cars of similar type and specification.

The new Snipe is, then, a typical Humber product—soundly constructed of good materials, well finished and of modern appearance, whilst its performance, as will be seen from the tabulated data panel, leaves nothing to be desired. To obtain such characteristics a high power-weight ratio is necessary, and it is not surprising to find that the 3.18 litre engine develops 78 b.h.p., which, combined with an all-in weight of 30 cwt., accounts for the liveliness of the model on the road.

In the ordinary course of driving one requires only the top and third gears, each of which is practically inaudible, and as these two ratios are engaged through the medium of synchronizing cones, changing is merely a matter of pushing the lever over to the desired position after declutching. A normal cruising speed is anything between 50 m.p.h. and 70 m.p.h., the actual pace being determined more by road conditions than by the capabilities of the car. The engine appears to be perfectly happy up to the highest r.p.m., and what is more it maintains the mechanical and thermal quietness which are noticeable throughout the lower ranges.

On Brooklands track the new Snipe demonstrated clearly that the maker's claim that it is an 80 m.p.h. car is

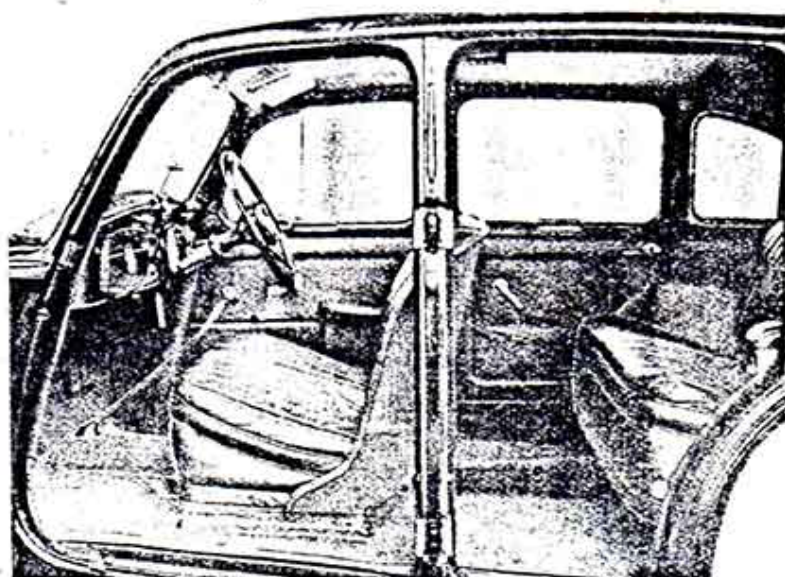
thoroughly justified, for on our first attempt at timing we reached this speed without difficulty. Subsequent tests proved that despite a rather low barometer a mean speed of practically 80 m.p.h. could be attained.

The bumps on Brooklands did not seem to be so pronounced as usual, showing that the suspension is above the average. This impression was confirmed later in the test when a series of cart tracks and primitive road surfaces were tackled at speeds varying from 10 m.p.h. to 35 m.p.h. The car rides very well over hummocks and potholes, yet remains quite controllable when an uneven surface is tackled "all out." The famous "Evenkeel" suspension

has been partly redesigned for the 1938 car, and our findings fully justified the new design, in which simplicity has been the keynote.

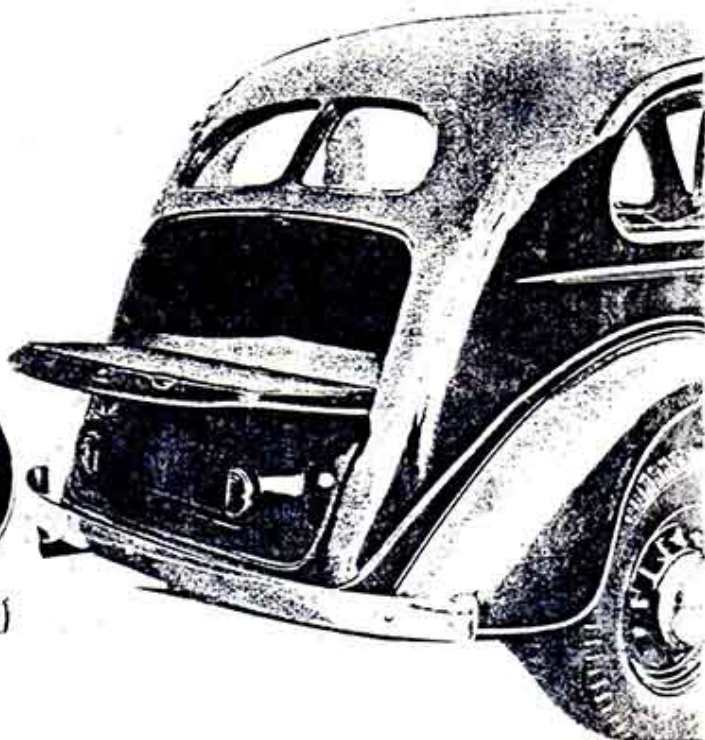
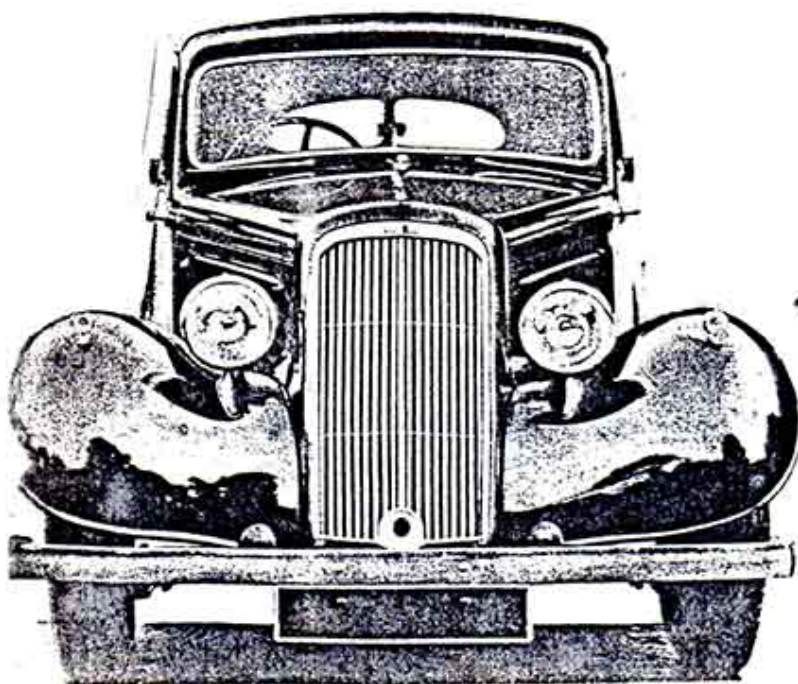
Returning for a moment to the question of performance. The acceleration figures give a clear indication of the capacity of the car for climbing hills, but may not convey an adequate impression of the ease with which most main-road activities can be tackled in top.

In traffic the car will trickle along with power in hand at speeds as low as 10 m.p.h. in top without the engine misfiring or becoming uneven, whilst in third it is possible to crawl behind a horsed-vehicle without the driver



(Right) Spaciousness, comfort, good vision and ease of entry, are features of the body.

October 26, 1937.



MK 4A HUMBER SUPER SNIPE TOURING LIMOUSINE

by Frank McGuire
Chelsea, Vic.
Photos Wayne Mein



Humber Car Club of Victoria
Des Judd (Secretary)
P.O. Box 35
Frankston, Vic. 3199
(03) 783 9743.



This black sedan is Ex Commonwealth Government and has a glass division between front and back seats. The steel body has solid walnut dash and door trims (Body No. SSFH-09394). Chassis No. A/84, 108, 991/HLOS is a boxed channel section for most of its length with 'T' cruciform member, and extended further forward than earlier models, with additional bracing at the point where the side members sweep inwards to mate with the pressed steel structure. The reconditioned engine No. 4FBH/924 develops 130 max BHP (Mk 4 develops 113 BHP). This is a 6 cylinder blue ribbon motor with HC head of 252.6 ci (4138.8 cc) with overhead valves and nominal bore of 3.5". Maximum torque is 28.6 kgm. Carburettor is Stromberg DBVA 42. Electricals are Lucas generator and starter.

The year of manufacture is uncertain but the Smith wiper motor is dated X-11-55 but glazing indicates.

Clutch is Borg of Beck. Single dry plate (Borglite) Driver plate diameter 10.00". Type flexible hum, compression thickness .330". Operation by Adjustable link.

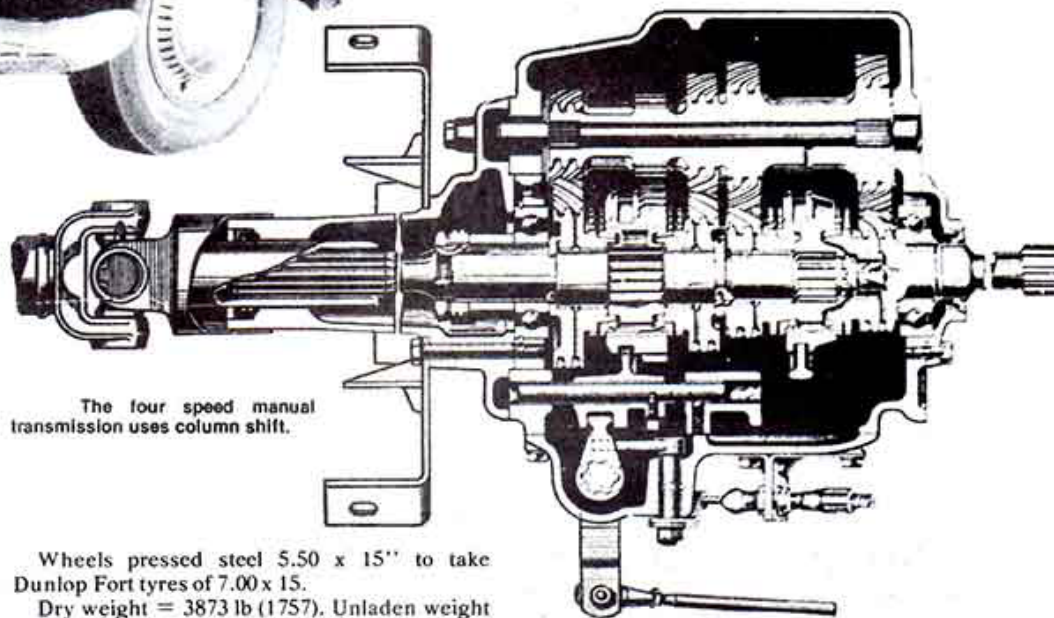
Transmission is manual synchromatic with control ring synchromesh on all four forward gears with ratios of 3.124:1, 2.092:1, 1.42:1 and 1:1, reverse is 3.312:1.

This model had banjo housing encasing hypoid gears with a choice of ratios. These being 3.7:1.39 or 4.1. The chasis number indicates which ratio is fitted so we will take the easy way out and leave that to someone who knows.

Steering is Burman variable ratio. F type high efficiency recirculating ball to give a turning circle of just 43'-6".

Four wheel brakes are Lockheed hydraulics. Drum dia = 11.00", lining area 191 square inches total. The handbrake is mechanical.

Suspension: Coils at front with castor of 1.5° and camber 0.45°. Rear is semi elliptic with 52" springs. Shock absorbers front and rear are Woodhead Munro double acting telescopic of 1 1/4" bore.



The four speed manual transmission uses column shift.

Wheels pressed steel 5.50 x 15" to take Dunlop Fort tyres of 7.00 x 15.

Dry weight = 3873 lb (1757). Unladen weight 4025 lb (1826 kg).

Measurements: 115.75" (2940 mm) wheelbase, 197" (5004 mm) long, 66" (1676 mm) high, 73.5" (1867 mm) wide. Front track = 57.94" (1472 mm) Rear track = 56.25" (1429 mm), Ground clearance 7.40" (188 mm).

Capacities: 15 English pints (18 American) for the crankcase (8.53 litres). Gearbox 5 pints (6 U.S.) 2.8 l. Rear axle 4 (4.8 U.S.) 2.3 l, cooling system 32 pints (38.4 U.S.) 18.2 l. Fuel 15 gal (18 U.S. gal), 68 l.

Fuel consumption around 15 mpg.

Maximum speed around 90 mph.

Paint Black Lacquer.

Body Thrupp of Maberly England.

Upholstery. Originally in red leather. This was replaced in red 'Naughtyde' by J. McConnell, Motor Trimmer, 378 Moreland Rd, West Brunswick Vic. (03) 364044.

Instead of the usual chrome snipe this car is fitted with a flag holder.

Direction indicators are Lucas. Headlamps etc. Lucas. Instruments Smiths P55783 12v 2.2w, Lucas 989 12v 6w. Ignition warning is Smiths P42925 12v 2.2w. A Lucas clock

No. 256 12v 3w from a Mk4 has been added.

After being owned by the Commonwealth Government the Humber was purchased by Mr Hardware at Canberra ACT. Upon purchase he replaced the motor and clutch. His son Michael of Brunswick Vic. subsequently purchased the car and restored it throughout with the idea of letting it out for weddings.

In the meantime he decided to marry. With the help of his inlaws the restoration progressed. Upholstery, carpets, linings were refurbished. A light colour up of the paint completed the picture.

I should have said future inlaws for the car was completed in time for the wedding and honeymoon in Tasmania.

Mike bought a later model Humber Snipe and decided to sell this one and advertised it in the Age just before Christmas a few years ago. We bought it for \$900 and promised to treat it with loving care.

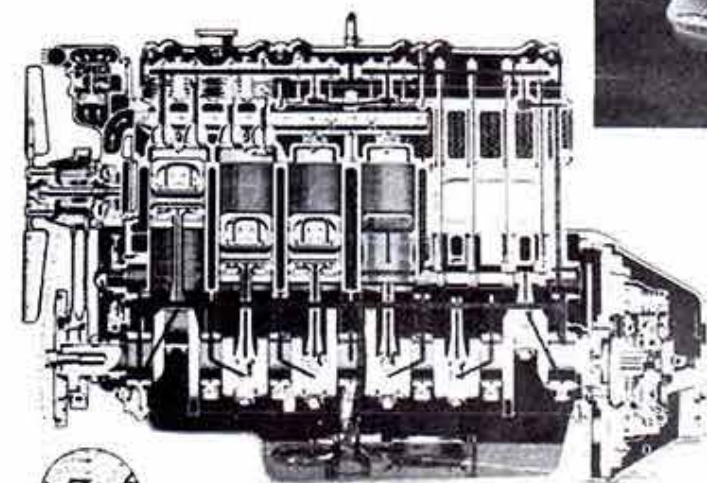
I've had it steam cleaned and painted underneath and had a few minor jobs done, such as



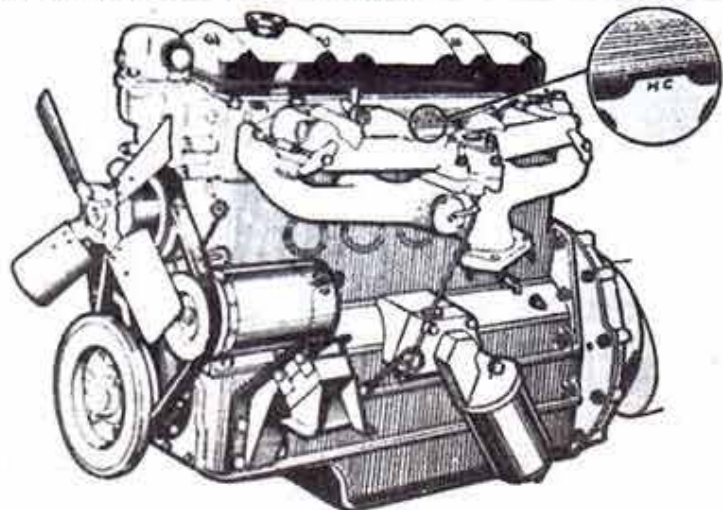
gear linkage, a new tyre and thats about all. The registered number is LZE 015. The Mk IV is known as the Royal visit model and we think the current number quite appropriate. An open version of this model was used for the Queen's visit in 1954.

Club

Very early Humbers were built at two places—Coventry and Bereston just outside Nottingham. The latter being more expensive. Production commenced in 1900. After 1908 all production was at Coventry. During WWII Humbers were used as staff cars and other public service roles. The Super Snipe first appeared with Mk I in 1945 to 48, 48-50 saw Mk II, 50 to 52 Mk III, while Mark IV was produced from 1952 to 1956. (A comprehensive tabulation of the vast array of Humber models is listed in the Complete Catalogue of British Cars by David Culshaw and Peter Horrobin from Automotive Book Supply, Guildford, Vic. 3451.)



The six cylinder OHV Humber engine develops 130 max BHP. Its size is 252.6 cu. in. or 4138cc.



HUMBER

*Super Snipe**Saloon and Touring Limousine*

SUPER SNIPE SALOON
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Relax in the luxury of foam-soft seating, deep pile carpets and rich walnut fittings! Thrill to the flash-away performance of an engine that scarcely whispers at 90! This perfect combination of luxury and high performance is now available with OVER-DRIVE (as an extra) for even more speed, lower petrol consumption and reduced engine wear.



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to the late King George VI
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HAWK SALOON
£715 plus p.t. £358.17.0 Attractive two-tone colour schemes, whitewall tyres & chromium rim-finishers available as extras.

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They're safe and fast-built to last!

You are a busy man . . .

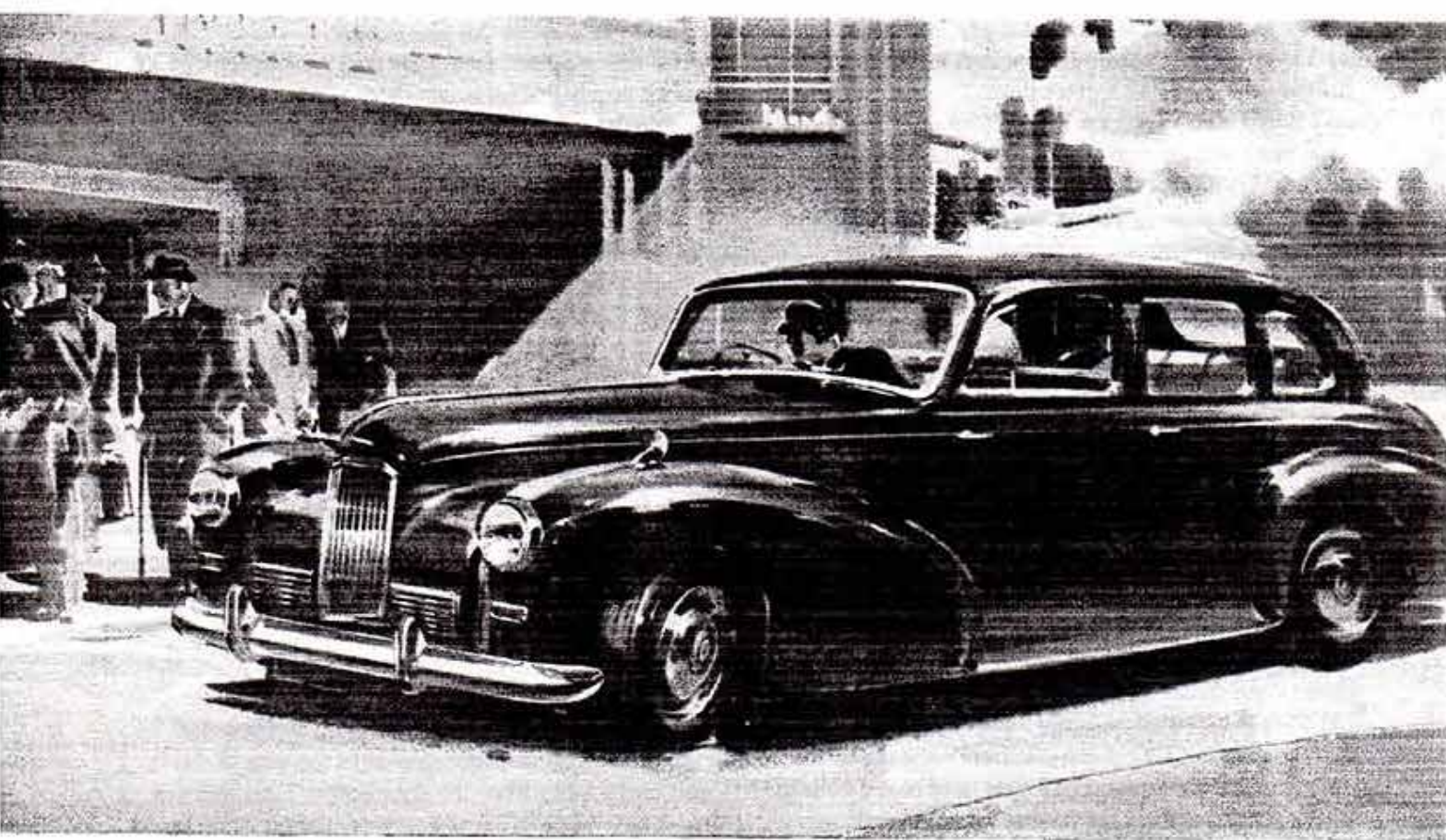
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Your business day is all too crowded. Ease the strain.

Relax between appointments in the comfort and silence of the Humber Pullman Limousine. The immensely powerful engine brings wide territories within easy range ; the spacious rear compartment is the perfect setting for quiet discussion with your associates ; and the magnificent appearance of the car inspires immediate confidence. Relaxation . . . convenience . . . prestige . . . and a surprisingly reasonable price.



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Britain's most reasonably priced Limousine

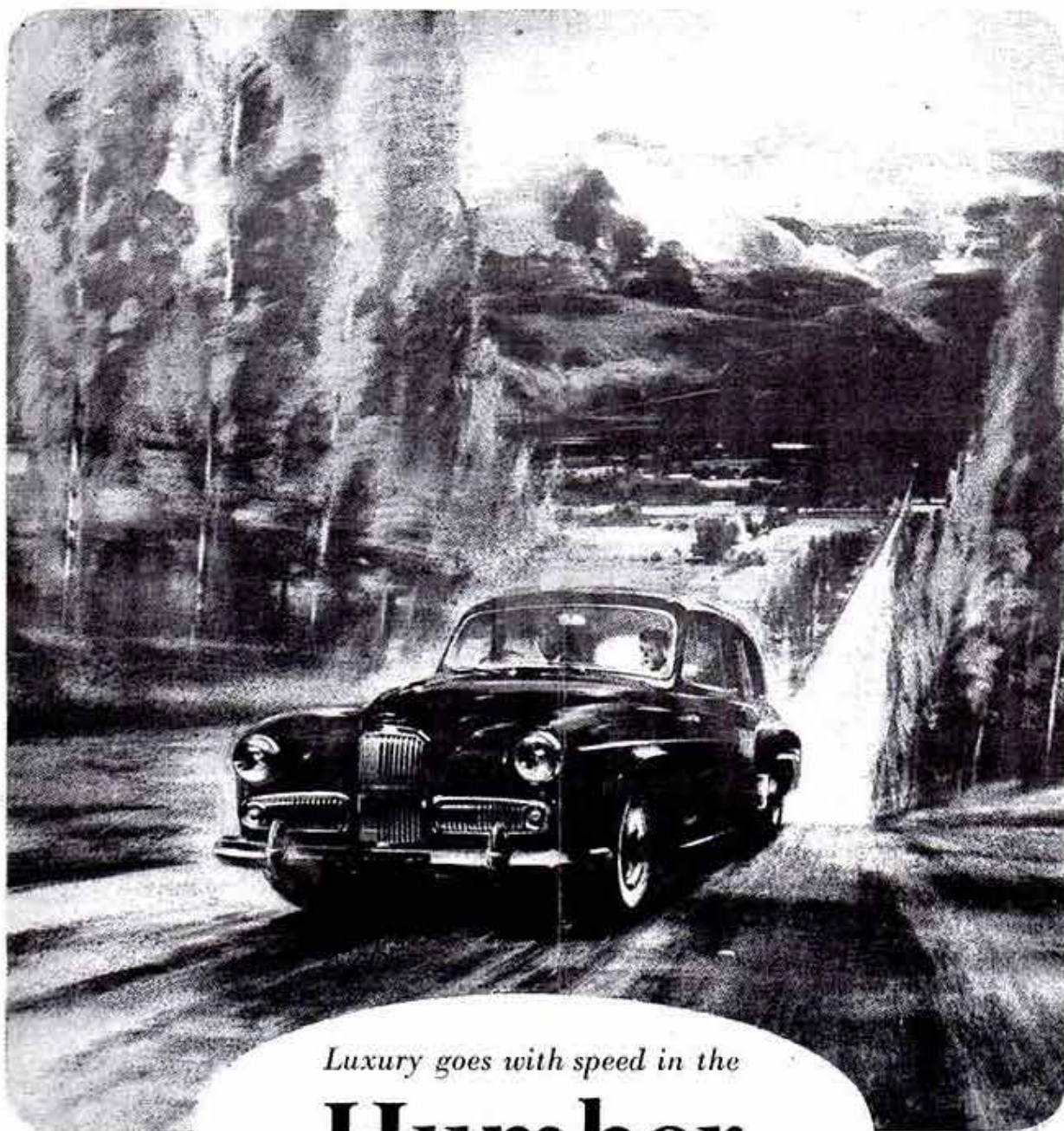
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Humber

news.
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JUNE
VOL 9 NO 7



Luxury goes with speed in the

Humber

SUPER SNIPE

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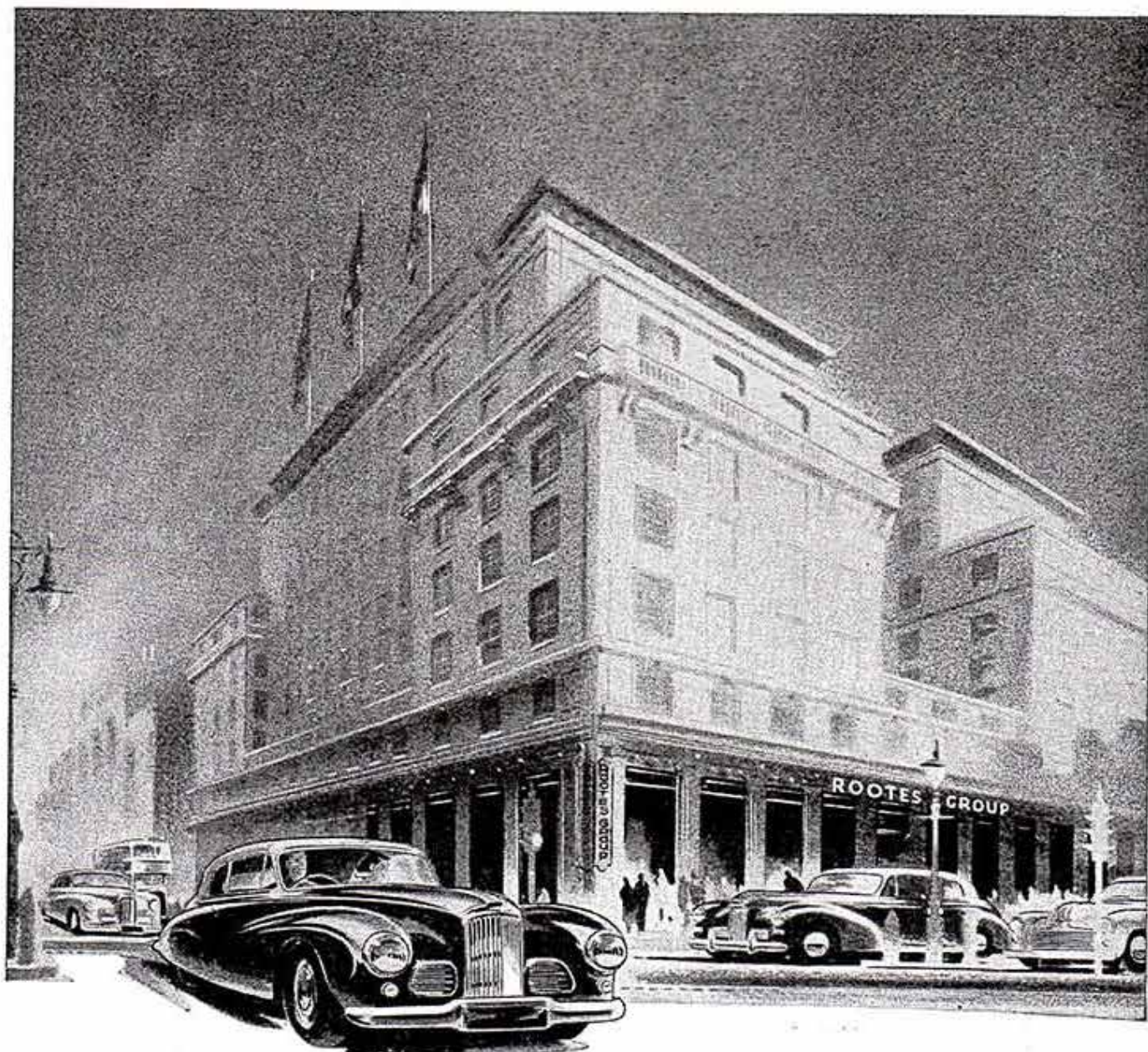


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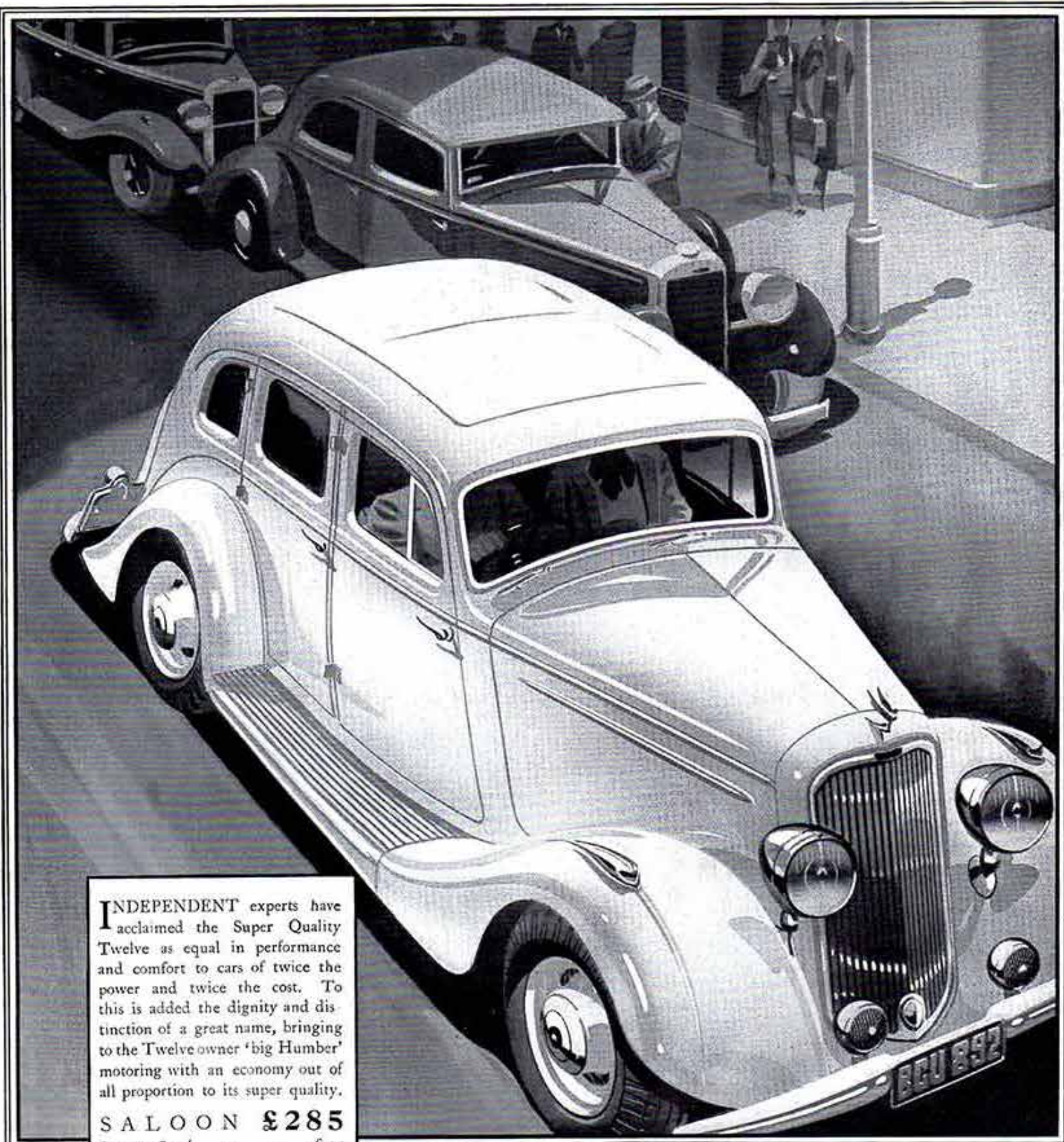
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