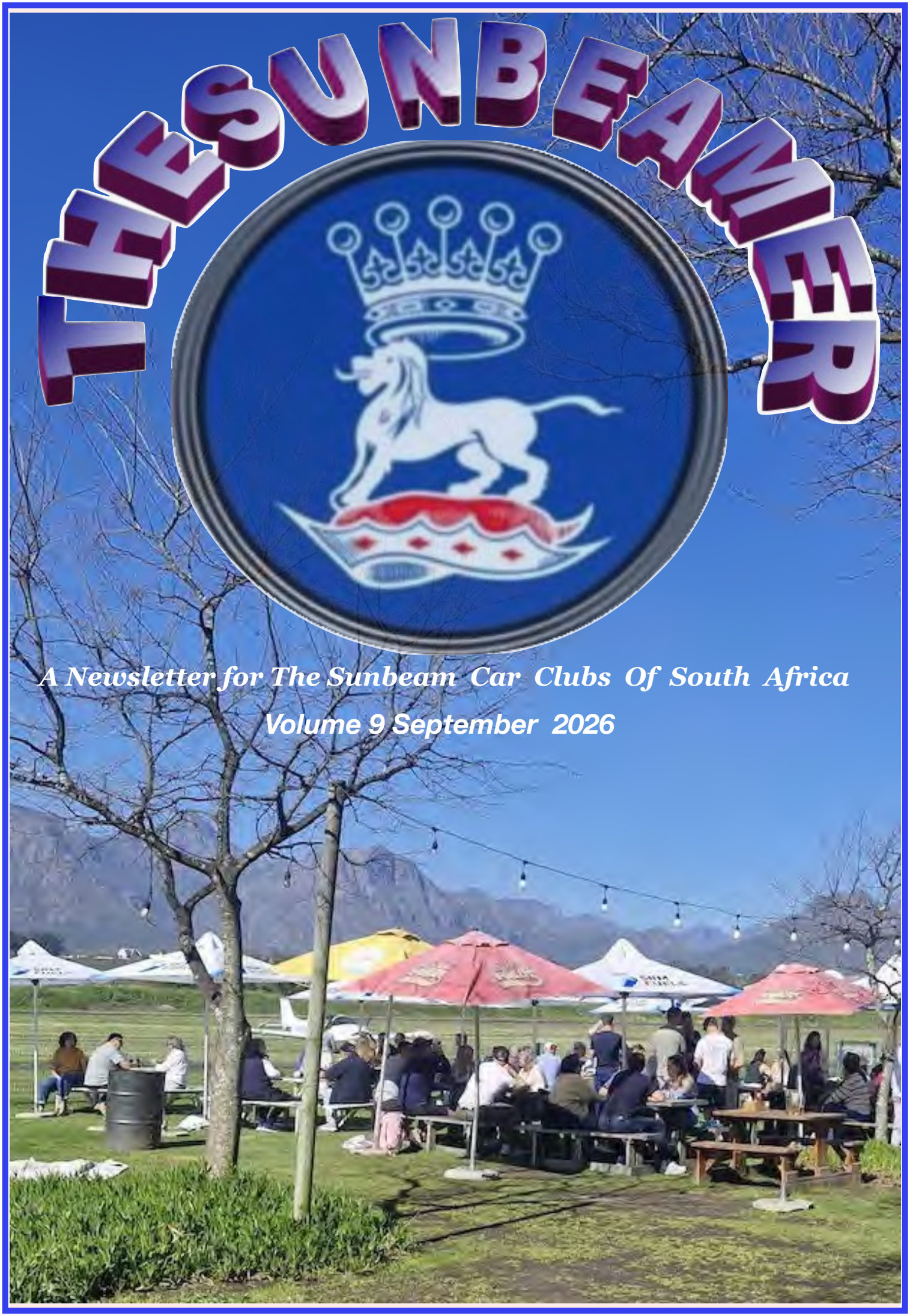
THE SUNBEAMER

A Newsletter for The Sunbeam Car Clubs Of South Africa

Volume 9 September 2026



The Sunbeam Car Clubs Of South Africa

Clubs For Owners And Enthusiasts Of All Rootes Group Vehicles

The Sunbeam Sports Car Club of South Africa, based in Johannesburg, Gauteng, is one of the oldest car clubs in South Africa and has evolved to its present format from the origins of the very first Sunbeam Club created in the 1960's in the Western Cape, and is a founder member of SAVVA. The Cape Sunbeam Car Club, based in Stellenbosch, Western Cape, followed the same evolution and was created a few years later.

Both clubs are for members who appreciate the products of The Rootes Group and are open to all Rootes vehicle owners and enthusiasts, and work toward promoting the ownership, preservation, maintenance, enjoyment and creation of general public awareness of these fine vehicles and both Clubs organise regular club events and meetings for members and participate in general automotive shows and exhibitions within their regional areas.

This monthly newsletter is a voluntary newsletter created by an ex member of both clubs for the combined members of the clubs, and is not an official newsletter of any of the two clubs.



Our feature picture on the front page shows the Cape Sunbeam Car Club enjoying a Brunch at the scenic Stellenbosch Flying Club

Readers of The Sunbeamer are advised to use caution in following any technical or other advice read in the newsletter as the newsletter and the Sunbeam clubs can accept no responsibility for its accuracy or reliability. The views expressed in the newsletter do not necessarily represent the views of the clubs

Editor's Rambling

Welcome to the September edition of The Sunbeamer

The ever active Cape Sunbeam Club Members, had a go at an early welcome to Spring and went for a great breakfast at the Stellenbosch Flying Club, where one of the club is a member. Beautiful setting out in the open with planes coming and going in the back ground. A great day enjoyed by all.

Some pictures later in this issue

My email friend and historian for the **Post Vintage Humber Car Club (PVHCC), Steve Lewis,** recently submitted an interesting story to their magazine wherein he was asked to provide his Humber Super Snipe Pullman for a movie scene that was being made to relive the chase we saw in the first Bond movie **"Dr No".**

I have added his story as I was rather puzzled as how on earth they were going to reproduce the Bond car chase on lovely English country roads, and the fact that i did not know that Steve, as well as an incredible Super Snipe Series 5A, was also the owner of a rare Super Snipe Pullman

In 1963, we, not knowing anything better, accepted the amateur scenes where it was blatantly obvious that Bond was sitting on a platform and not in the car, as well as the rubber screeching tyres on a dirt road, but never noticed a curious change in the end of the car chase. I noticed it years later and I see Steve was also aware of this fact. The car chasing Bond had changed just after it crashed, and I see in his article he had identified the cars, the first car was a 1939 La Salle Hearse, and the second was a Humber Super Snipe Limousine

I took the trouble to extract two scenes from the movie to demonstrate (Pictured below).





Last month, I bored you with a reasonably technical talk on how F1 engines use compressed gas to activate the valves and this month your punishment has been extended to include a very peculiar valve operation, not springs and not compressed gas but something totally mechanical. See the article in Editor's Tech Talk.

A few episodes earlier, I had found an article where Carroll Shelby spoke about his involvement with the Tiger and this month, I found another where some of the earlier members of the Rootes production teams had been present during the development of

the Tiger. Such a pity that some decisions and a lack of sufficient funding was to prevent the Tiger from becoming one of the most successful sports cars ever made in terms of production numbers.

Still on the subject of the Tiger, i found an interesting article called **Hunting for A Tiger** by Jonathan Wood and have cleaned it up and made more readable for you readers.

A few episodes ago, I asked the question whether they had road tests before WWII and then included a road test of a 1935 Humber Snipe. Well, thanks to an article found in the quarterly magazine of the **PVHCC, The Old Faithful, Vol 56 Number 4 of August 2026** of a road test of a 1936 Humber 12, a Humber I had not been aware of before reading the article. The original article had been written in **The Practical Motorist magazine August 1935.**

As usual, we end with yet another dead Sunbeam pic from Rick Harrison's endless supply of The End photos, and speaking of the **Sunbeam Owners Club Of New South Wales,** let's wish them luck as they host the 48th Sunbeam Nationals Event on 12th September. To give you an idea of what happens at such a Nationals, here is the program for this year. Having attended one in 2018, I can tell you, these are memorable events and great fun to attend

48th in FORSTER NSW 11, 12 & 13 September 2026

Nationals program & entertainment package

1. **Friday 11th September**
   a. Registration at Forster Surf club 4:00pm to 6:00pm (1st drink free) – voucher $10 a head, included in Package.
   b. 6:00pm Bus to Forster Bowling Club 6pm - 10pm Dinner included in Package.

2. **Saturday 12th September**
   a. Show & Shine @ John Wright Park, Tuncurry 8:00am to 12:00pm egg & bacon roll included in Package. (map supplied, coffee van available) Or breakfast at own cost at various nearby cafes e.g. Beach Bums Café (info supplied at Registration) prior to Show and Shine
   b. Free afternoon, recommend:
      i. National Motorbike Museum (includes vintage cars) at Nabiac – $10 included in Package (Maps supplied).
      ii. Chris Page car collection on Oxley Island – Free.
   c. Dinner at Lakes & Ocean Hotel 6pm to 10 pm (included in Package).

3. **Sunday 13th September**
   a. Breakfast at own cost at your choice of café nearby.
   b. Scenic drive to Farmers Wife Distillery.
      Depart Sevan at 10:30am for a leisurely drive Lunch included in Package (drinks at own cost).
   c. Dinner at Club Forster 6:00pm to 10:00pm
      Awards and Dancing. Dinner included in Package.

Cape Sunbeam Club Brunch Event At The Stellenbosch Flying Club, 23rd August







Cape Sunbeam Club Brunch Event At The Stellenbosch Flying Club, 23rd August

















Editor's Tech Talk….. A Different Engine Valve Operation

I hope you found the talk on the compressed gas valve operation I included last month interesting.

But before we close the "Valve Operation" book, there is one other rather unique system being used that is neither compressed gas or metal spring activated.

To refresh your memories, here's what actually can kill an engine at racing speed. Every four-stroke motor breathes through valves. But past 10,000 revolutions per minute, the springs start losing it and start floating, where the valve loses contact with the camshaft as a result of not returning fast enough..



Sometimes it can break, and a valve that fails to close in time, doesn't stop working quietly. It drops straight into the combustion chamber into the path of a piston still moving at full force. That's an engine destroying itself from the inside. We are going to discuss a different fix, not with metal springs, or with compressed gas like we discussed last month, but with the use of a multifunction camshaft pushing the valve down as well as lifting it up. This system is called the Desmodromic Valve Operation System.

But before we look to see how it works, let's look at some history. It is not a new system and was first introduced by an engineer named Gustav Mees. When the idea was thought of, it was immediately patented in 1896. After doing quite a bit of research, it took quite a long time until Gustav finally made the first prototype of Desmodromic, which he installed on a speedboat named Airin I in 1910; his invention took more than 10 years after the patent was made.

Seeing the great power potential, this technology finally began to be adopted in general vehicles like some cars and motor bikes.

In 1954, Mercedes-Benz built a Formula 1 car around it. 256 horsepower, revving higher than anything else on the grid. It won back-to back world championships. Then Mercedes walked away and never touched it again. Norton tested it at the Isle of man and shelved it. MV Augusta sketched it and never built it.

Every serious factory in the world looked at this one idea, forcing an engine's valves shut with pure mechanics instead of a spring. And every single one of them decided it wasn't worth it.

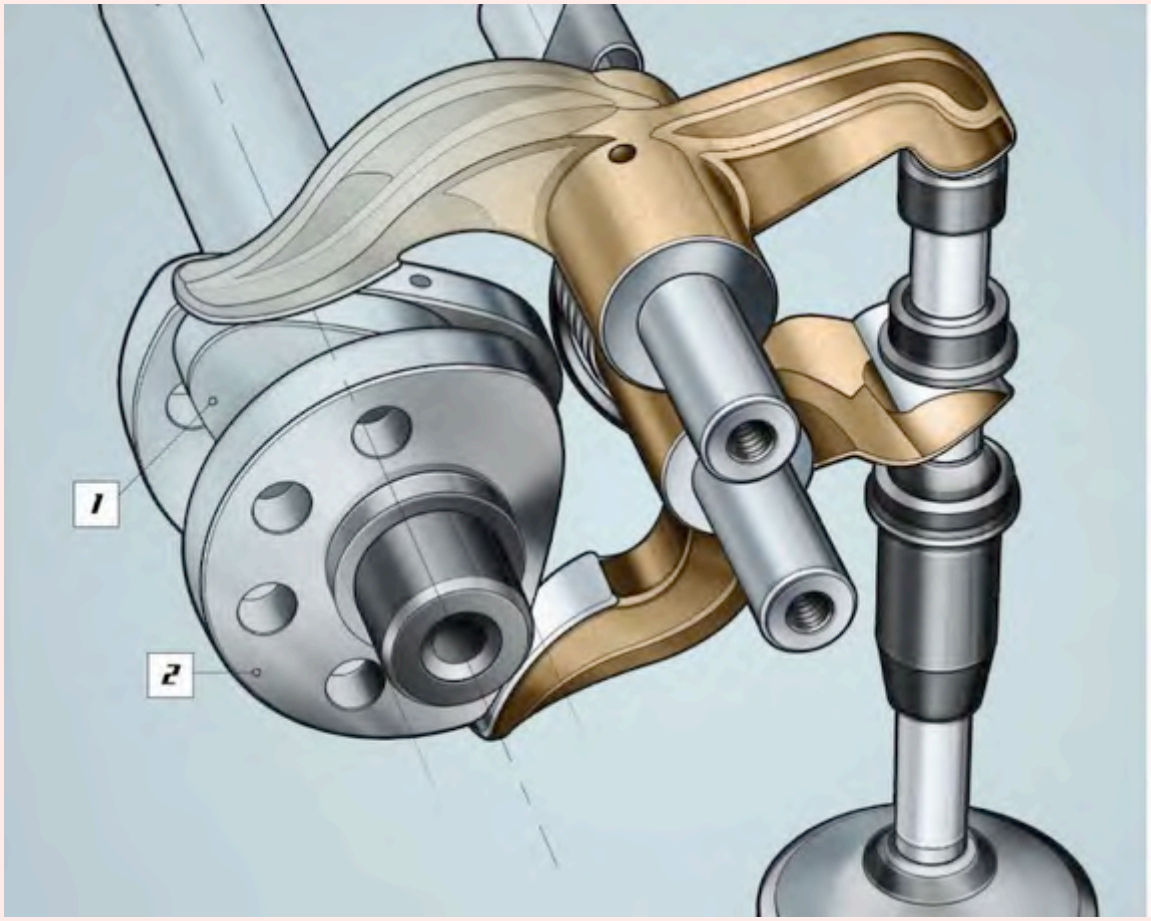
Except in 1955, an engineer "Fabio Taglioni" from a small factory on the edge of Bolognia, Ducati, decided that the entire industry was wrong and in love with this very exotic valve concept.

Ducati first installed this technology on a motorbike with a capacity of 125 cc, and in 1956, Taglion's small team quietly drove the 125 cc prototype North into Sweden to a Grand Prix nobody expected them to finish, but ridden by Gianni Degli Antoni. it finished and showed great mechanical promise.

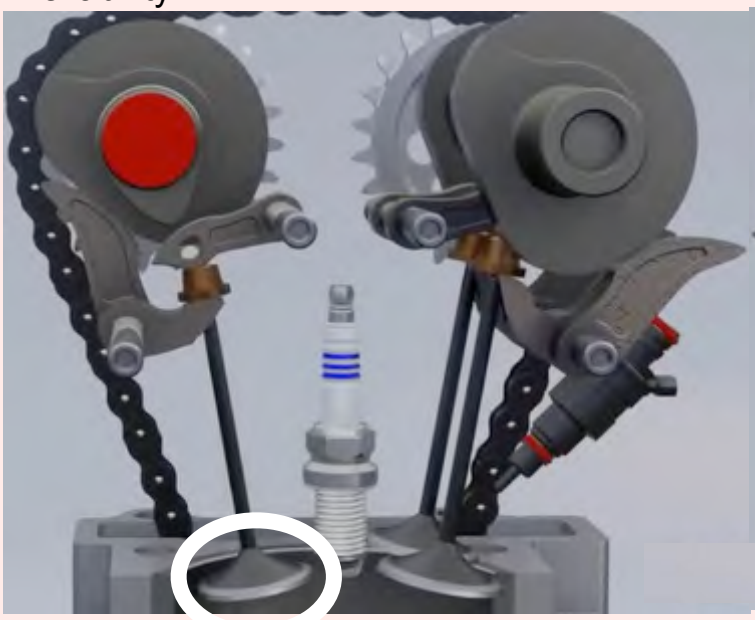
Editor's Tech Talk….. A Different Engine Valve Operation

and later later in the 1956 season Giuliano Maoggi famously triumphed in the grueling 1956 Motogiro d'Italia on the 125cc Gran Sport "Marianna" and in July 1958 and the rest is history.

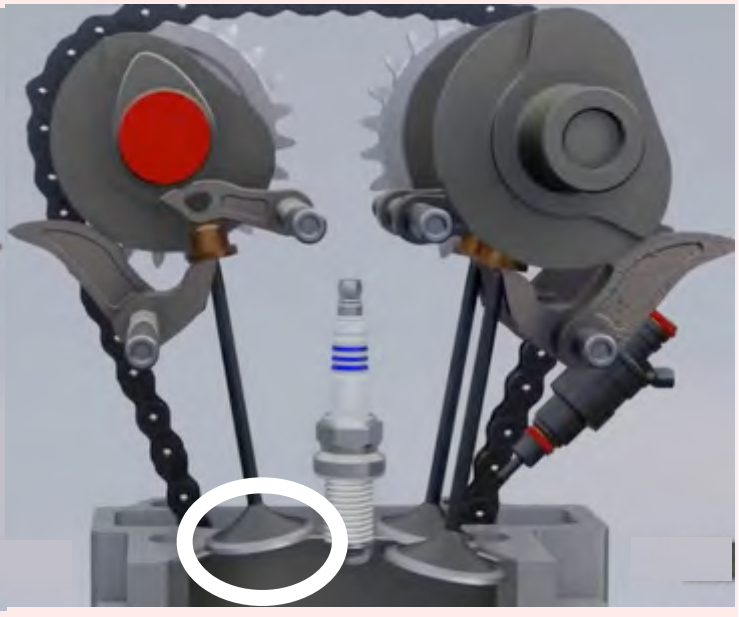
So how does the Desmodromic system work



This simplified picture illustrates it well. Lobe 1 on the cam pushes the valve down and lobe 2 pushes the valve back to closing. According to Ducati, Desmodromic forces the valve to work according to its timing as consistently as possible and in this way, the energy loss is negligible, and the performance curve is more uniform with better reliability.



Open



Closed

Editor's Tech Talk….. A Different Engine Valve Operation

If you feel like looking at a moving display of how it works, click on the following:

https://www.youtube.com/watch?v=ocflYUc5bpU

Are we seeing this technology on many 4 wheel vehicles. Well, in 1959, the Maserati Brothers did introduce a final design for a car with a 2000cc four cylinder engine with Desmodromic valves for the O.S.C.A Barchetta but that ended four wheel vehicles with this technology



Why?

Main reason is the high cost of engineering and manufacture compared to whatever advantage the system could produce at the lower revs normally found in commercial engines not built for racing, where current metal spring technology produces springs with adequate return characteristics and reliability with very much simpler engineering costs.

Another issue is the fact that on larger valves, there is a high cost of load on the components making them subject to more wear and possibly less reliability. On the smaller valves found on racing motor bikes and the extreme revs needed, this disadvantage falls away somewhat

The precision dimensions of the camshafts and tuning and setting requirements make the system unattractive for general commercial usage.

Rootes People Discuss The Tiger Development

Roy Axe

Roy Axe, Austin Rover's director ofdesign and concept engineering, worked for Rootes and Chrysler when the Alpine and Tiger were created: 'The first sports car | worked on was the original Sunbeam Alpine, based on the 90 from the 1950s. | was very much a raw recruit at the time, but | did have responsibility for the little grilles alongside the radiator. Later | worked on the Alpine, which would share the same body as the Tiger, with Ken Howes who was team leader. Most of that body was his concept, influenced by Virgil Exner's contemporary American trend towards finned rear wings which had done wonders for Chrysler sales in 1957. Lord Rootes was particularly keen because of his interest in all things American. 'Twas still very much a junior when this Alpine was conceived, working on it with Jeff Crompton. It was ironic that when Lord

'Our main problem with the Tiger was that we didn't have enough money for any major changes'

Rootes died in 1964 and the Chrysler take- over really began, that the Alpine — and Tiger-to-be — was shorn of its fins. Our styling department was so small that every- body had a crack at everything, although | do remember that Ron Wisdom was especially involved with the fastback racing version of the Tiger. Our main problem was that there just wasn't enough money to do any thing dramatic. We nad a whole package of changes to show that the Tiger was a different, more powerful car than the Alpine, but in the end all that could be afforded on the first Tigers were stainless steel strips along the sides, and new badges. We wanted to install an eggcrate grille but that had to wait for the Tiger II.

By then it had become apparent that there really was a marketing problem because the Tiger looked so much like the Alpine. It was a pity because it could have been far more easily distinguished by something simple like bigger wheels and tyres: this was never more apparent than when so many people fitted them after buying the car.

A lot of controversy was generated when Don Lander, Chrysler's marketing man who later became European president, insisted on white stick-on side stripes for the Tiger II. It brought it into line with the latest vogue in the States, but many people felt that they weren't appropriate for a Rootes product. We were particularly pleased with the hard top, however, which was done in-house. The detailing was especially pleasing. They were interesting days as a whole package of post- Rootes Tiger work was done by Chrsyler in the States, including a facelift forward of the cowl, longer wings, blacked-out grille and bonnet scoops. But these ideas came to nothing when the Valiant V8 wouldn't fit.'

Marcus Chambers

Marcus Chambers was_ formerly Rootes's competition manager, and is still active writing his memoirs: 'The Sunbeam Tiger was our main weapon for 1964, starting with two cars prepared by Brian Lister for Le Mans. The prototype looked good, although, with hindsight, | really should have seen the writing on the wall. -

The project ran into trouble straight away, when Lister's plans to produce a space frame car clad in Alpine Harrington coupe bodywork were thrown out by Lord Rootes. Then Carroll Shelby was late delivering special engines. As a result, we had little time for testing, and the cars overheated and blew up in the race. It was a pity, because the better of the two was timed at 162mph on the Mulsanne Straight. Its average speed was only 107mph, however, which gives an idea of how bad were the handling and brakes. These cars were also grossly overweight, so the acceleration wasn't all that good, either. Mike Parkes, who used to work for Rootes, tried one in practice, and lapped in 4min 26.4sec against 3min 47.1sec in his Ferrari 275P. He endorsed our criticisms and Lister was very disappointed. He felt he had been forced into trying to make a silk purse out of a sow's ear.

As a result of the Le Mans failure, the

'Its average lap speed was only 107mph, which gives an idea of how bad were the brakes,handling'

Rootes family became less interested ir? competitions, and the group's management divided into factions for and against racing and rallying. In reality, the Tiger was little better suited to rallying than to racing: ground clearance at the front was only modest and the body shell was not very robust. In addition, the engine compartment was too crowded for easy servicing.'

Tiger Tales

If Sunbeam's big-banger sports car had been marketed effectively, been better developed, been a success in competition, we might be buying examples as Cobra-catchers. But Rootes bungled. Five people tell the tale/Chris Harvey

Hunting For A Tiger



The tale of the Tiger was a rare instance of a large British manufacture shoehorning a foreign engine from a rival firm into a well established product.

Marketed by the Rootes Group between 1964 and 1967, the Tiger was made in comparatively small numbers, around 6000 cars being produced within the four year time span. In slotting a 4.2 litre Ford V-8 engine into a Sunbeam Alpine IV, Rootes were able to sell a 110 mile an hour £1500 sports car without going to the expense of producing a new model. And the name itself was a revival of the 4 litre V-12 Tiger the versatile car which Henry Segrave secured the world land speed record at 152•33mph in 1926.

In view of its power unit it is no surprise to find that the Tiger's origins were American. The inspiration seems to have come from Ian Garrard, who was Rootes' sales manager on the west coast together with Bill Carroll of the Carroll Shelby organisation who were instrumental in the creation of the AC Cobra, another instance of a Yankee power transplant. The Ford V8 Fairlane engined prototype was built during 1963, being provisionally named the Thunderbolt and was then shipped to England. After Lord Rootes put the car through its paces, it was decided to proceed with the project with Jensen Motors being commissioned to assemble the cars.

Obviously modifications were made to the Alpine to accommodate the new engine though the V-8 fitted so snugly that no changes were deemed necessary to the bonnet and the Alpine's lines were thus preserved. However, the recirculating ball steering box was removed from the engine bay and a rack and pinion unit by Engineering Components was repositioned behind the radiator. The vast majority of engines were fitted with a Ford manual gearbox and a Salisbury rear axle was introduced to withstand the extra torque from the 164bhp engine. The car was initially aimed at the export market though in 1965 it was offered for home consumption. In 1967 the Mark II version was announced, the main differences being a 4.7 litre engine fitted with an alternator instead of a dynamo, an oil cooler being standardised. Then there was a wide ratio gearbox (in place of a close ratio one), while a honeycomb grille and side stripes were amongst the minor external modifications. Approximately 5,500 Mark One cars were built and a mere 500 Mark Twos, practically all of the latter being exported to America. However, six of these export cars were retained by the Bournemouth Rootes distributor George Hartwell who converted them to right hand drive.

The owner of one of these cars (which is fortunately in outstanding original condition) is John Drew, spares secretary of the Sunbeam Tiger Owners Club, and he is therefore in an ideal position to advise on the pro's and cons of Tiger ownership.

Bodywork

Make no mistake. There's a fairly good chance that any second hand Tiger is likely to be badly affected by tin worm. The front wings tend to fester around the junction of the bottom of the wings and the sill. At the. rear of the car the back bottom end of the wing can also become badly corroded while the doors tend to break out in unsightly rust patches along their lower edge.

Underneath the car the cross member that is positioned about half way along its length is drilled to allow the exhaust pipes to pass through. Inevitably this is a weak area and a starting point for rust. At the back of the Tiger the chassis members tend to deteriorate, the rearmost spring hangers being amongst the first items to suffer. The Panhard Rod mounting is yet another corrosion check point.

Engine, gearbox and transmission

The variants of the V-8 fitted in the Tiger are remarkably reliable although it is particularly important that oil changes are made at regular intervals. Every 4,000 miles should suffice. Unfortunately changing the oil filter on the Tiger is rather a tricky job and one that tends to get over-looked. Failure to carry this out, however, can result in bearing failure and although fitting new shells is a straightforward enough job (as it can be done in situ) it is far better that the work isn't carried out in the first place! The single twin choke Auto-lite carburettor is prone to flooding but fortunately spares are readily obtainable. If you do take the decision to tame a Tiger then one of the first things to do under the bonnet is to change the HT leads. This is because the engine does tend to get rather hot and is inclined to "cook" the leads causing them to break down and induce a misfire. The plugs are, incidentally, 18mm and John Drew recommends Autolite BF32s. As far as the transmission is concerned, the first 57 Tigers were fitted with the T10 Borg Warner manual gearbox while all the remaining cars used Ford's own unit. The Salisbury rear axle, though it might get noisy over the years is, nevertheless, very reliable and should give no problems.

Suspension, steering and brakes

The Tiger uses wishbone and coil independent front suspension. Unfortunately the springs themselves are now unobtainable and the Sunbeam Tiger Owners Club is in the process of rectifying the situation. Top wishbone bushes are still available through the usual retail channels though the bottom ones along with the track rod ends are now available through the Tiger club. Fortunately the suspension fulcrums are a standard Rootes product. Moving to the rear of the car, the leaf springs are somewhat prone to breakages which can represent a replacement problem.

Brakes are drums at the back and disc at







Left, engine of a Mark II Tiger, note the alternator, an identifying feature. Below, what the other drivers saw. John Drew's car is illustrated.

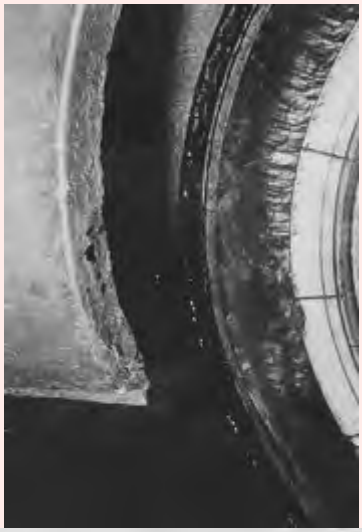
Hunting For A Tiger

he front and fortunately parts for these Girling units are still available so there is no problem about supply at the present time. The fact that they are also common to the Alpine is, of course, a major advantage.

By contrast, the rack and pinion steering gear is peculiar to the Tiger and as the manufacturers, Engineering Components, seem to have ceased to exist, spares are no longer available. Obviously a check on the rack's rubber gaiter (the whole unit lives at the back of the radiator) is an important part of any inspection as the unit is oil filled and any tear or split will allow the lubricant to drain away and thus accelerate wear. Such items as the bronze bushes at the extremities of the rack are susceptible to wear and if you are faced with this problem then the only answer is to try and find an engineering company that will make you a set. Clearly the T&CC Directory of Specialist Firms and Services would come in handy here!



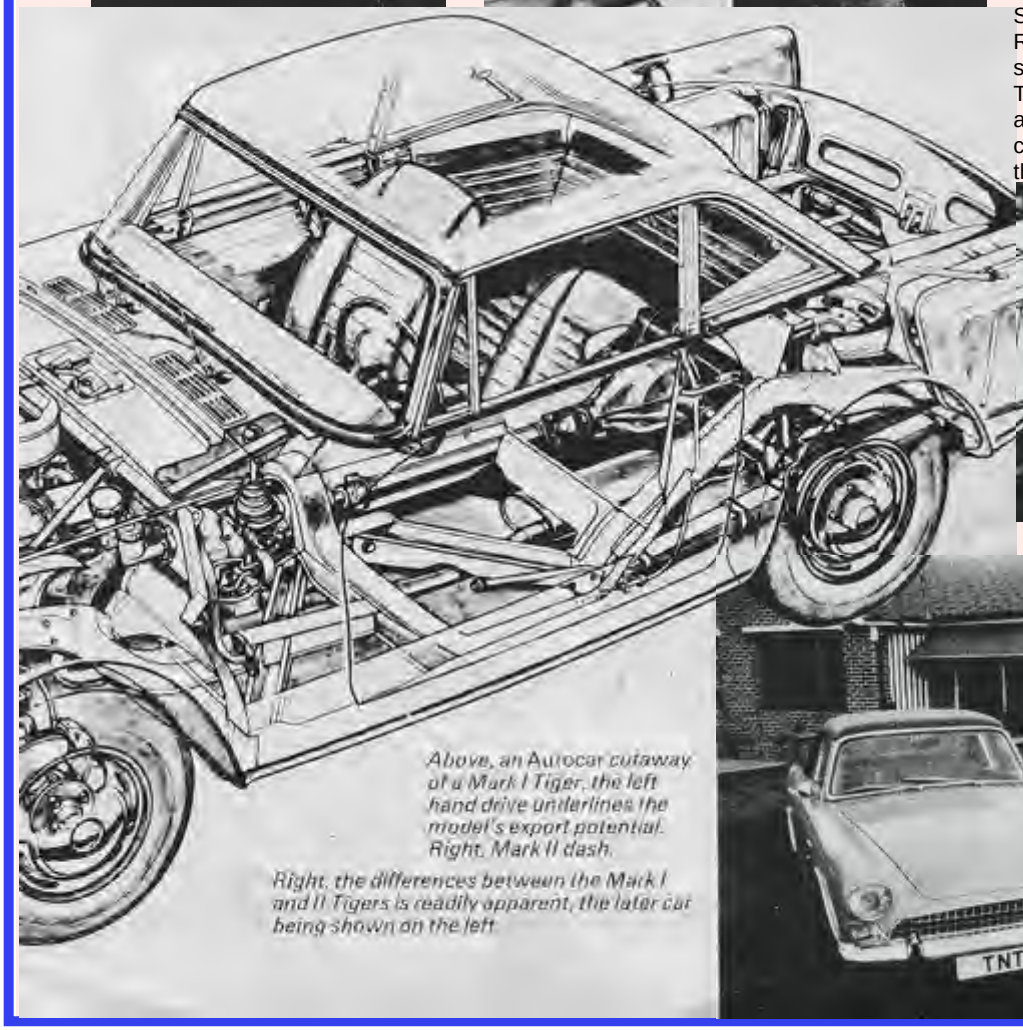
Above, a replacement sill fitted, also note door construction. Below, left and right, corrosive areas to check; lower, left, the token boot and right, front end check point.











Above, an Autocar cutaway of a Mark I Tiger, the left hand drive underlines the model's export potential. Right, Mark II dash.

Right, the differences between the Mark I and II Tigers is readily apparent, the later car being shown on the left

Interior

Much of the interior is obviously common to the Alpine though the instrumentation is, however, very different which is a point worth remembering if you're seeking to change a defective unit. The walnut veneered dash' panel is a pleasing touch. The hood should give no trouble while the steel hardtop is a sought after extra.

Spares

\t's probably fair to say that the mechanical parts for the Tiger, with a few notable exceptions, do not represent a big problem as far as replacement goes. Body panels, or rather the lack of them, is the major problem on the Tiger and it is all the more crucial in view of the model's propensity for corrosion. Supplies, in fact, have only relatively recently dried up and the Sunbeam Tiger Owners Club are at present investigating the possibility of having replica panels made. As far as electrical parts are concerned these are available from American Automotive of 77, Manor Road, Wallington, Surrey. Engine and carburettor parts can be obtained from Wolfrac Equipment, 3 Staples Corner, North Cirlcuar Road, London NW2. And if you've got a Tiger then | would recommend that you join the Sunbeam Tiger Owners' Club with- out more ado. The membership secretary is Mrs S. Martin and her address is 54 War- wick Road, Edmonton, London N18 1RX. What sort of price would you expect to pay for a Tiger? Well, it seems that the asking price is around £1800 for one in good, but not concours condition. Perhaps now is the time to join the Tiger hunt.





Distant Humberings

A Visit to 'Shed & Buried'

During March of this year, I had a request from Helen Soulsby, Researcher for HCA (Henry Cole) Entertainment and makers of the TV programme 'Shed & Buried', broadcast on the Quest TV channel. She was requesting the use of an early 1950's Humber Super Snipe or Pullman for a project they were working on for a future programme.

The premise was that the car would be needed for (..and I still don't know how they came up with this!) was to 'recreate' the car chase scene in the very first James Bond '007' film released in 1962; 'Dr No', with Bond, played then by Sean Connery and set in Japan. He drives an early drop-head Series 2 Sunbeam Alpine and ended being chased by the 'baddies' in a 1939 La Salle hearse, ideal for chasing sports cars then!



Going off-road, they tear up a 'rough' mountain track with tyres 'screeching' on the bends (which is a bit odd on rough shale roads!). However, a gunshot by Bond causes the hearse to veer off the road and tumble down a steep drop into a quarry (we now switch from Japan to England) with the inevitable 'explosion' of the vehicle down to the bottom! The odd thing here is that the La Salle morphs into a Mk2/3 Pullman! (they all look the same and no one will notice the Director thinks). So, it was this 'chase' sequence that the team wanted to re-create except it wouldn't be in Japan unfortunately!

First thing I asked was, 'you're not going to crash the car or go into a quarry, are you?' NO, they assured me, it would simply be a 'slowish' chase around an airfield at Turweston, near Brackley in Northamptonshire with possibly a helicopter filming as well on a Friday.

I, then said I had my Mk3 Super Snipe available provided it would not get damaged. She assured me it would not get damaged as it is they insured the car themselves and so I accepted. A date was set and I booked a B&B as a bit of a haul from Worthing and didn't want to be late.

Next day, text message 'sorry, helicopter pilot ill, can you switch to Monday?'. So rebook B&B ok.

Two days before, sorry pilot still ill, can you come to our base in Oxfordshire? As shorter mileage and west of Oxford I said yes, can come up and back in a day so cancel B&B (sorry, no refund!).

So, Monday 30 April, set off at 7.00 and £70 of fuel onboard headed out and eventually onto the A34 to Abingdon then headed west over to Henry Cole's farm in the heart of the Oxfordshire countryside.





Henry and his dogs met me on arrival, also Fuzz Townsend and the production team and made me welcome with a mug of tea! I then was introduced to Allen Millyard and Guy Willison who are the guys that carry out a lot of the repairs and restorations. Also in the yard was a Series 3C Hillman Minx and a Singer Gazelle which I subsequently found out were to be the subject of the next episode of 'S&B – Classic Cars' after the episode I was involved with.

Around the back of the house and garages was a hanger of sorts housing two early helicopters but primarily a blue 1964 Ser 4 Sunbeam Alpine which was the key vehicle of my episode.

The whole idea of Henry's programmes is that they find 'interesting' cars for sale, barter on the price, bring them back to the workshop where Fuzz, Allen and Guy do the repairs/restoration work to get them into a good condition ready to be sold, hopefully at a profit!



The film crew started to fit 'Go Pro' cameras in the Alpine as Fuzz would be driving this. I also had the guys fit similar cameras in it. The Humber was insured for Allen to drive the Humber on the road. The James Bond 'in joke' was that Allen and Guy would be wearing Russian fur hats and dark glasses as assassins, not forgetting a white Persian cat (not real!).



I had to help Allen when presented with column gear change how to select gears! So, a quick course on how to drive the Humber and everything was fine.

The filming crew had a Range Rover with a one-piece tailgate which was fixed in the 'up' position with the cameraman sat inside with legs dangling out but well secured in position so he couldn't fall! Finally, the overall Director also used a drone for aerial filming, you'd think they were making a feature film! They invited me to sit on the spare rare seat in the Range Rover so that I could follow the action.

So off we went down the very quiet local country roads with the Humber following the Alpine. Fuzz then thinks, he is 'James Bond' and in a 'dream' sequence suddenly is



wearing a black jacket, frilly fronted shirt and black bow tie! The following Humber then approaches and attempts several 'overtaking' stunts to force 'James Bond' off the road! We met, albeit in the distance, a few cars coming toward us flashing their headlights as they could see the Humber in the distance on the wrong side of the road!

We parked up in a local lay-by on an 'A' road with the two cars while the director discussed with Henry, Fuzz and Allen what the next shots would be. They also set-up the 'drone'.

There followed numerous 'drive-bys', a few more anxious drivers flashing headlights when seeing a Humber in the distance on the wrong side of the road then after about 45mins of this it was off to the local town of Bampton; a quiet, gentile pure Cotswold village with a strict 20mph speed limit through the town which provided the next humorous shots of a 'chase' being conducted at no more than this speed!

Following this segment, it was back to the farm to assess what the 'rough' filming looked like and to have a snack for all the crew and myself.

Satisfied that this part was 'all in the can' all the 'Go-Pro' cameras were removed and we all retired to the office for sandwiches and cakes.

With a final chat and saying 'good-byes' it was, time to head back to 'Sunny' Worthing joining the A34 near Oxford just as rush-hour approached!

A most enjoyable day and good advert for Humber.

Stephen Lewis, Historian

Acknowledgement to the “Old Faithful. volume 56, no 4 of August 2026

THE 1936 HUMBER "TWELVE"

ADVANCE DETAILS

The Prices For 1936 Remain. Unchanged, But Extra Features And Refinements Are Provided And Appearance Has Been Still Further Improved

F OR 1936, this extremely successful model is to be put on an even higher plane of quality, convenience, and beauty. The first thing that strikes the eye is the new-style, attractive frontal appearance. The radiator is sloped, and the shell is finished in the same colour as the body, giving the car a very modern and pleasing appearance. Louvres in the bonnet have been replaced by a smart chromium "motif." Probably the next most outstanding new feature is the incorporation of an efficient inbuilt jacking system, to both front and rear axles.

Comfort for the rear passengers has been made a leading consideration, with the result that the Humber "Twelve" compares very favourably in this respect with cars of much greater cost. Rear-seat passengers also receive the full benefit of the "Vari-load" chassis suspension, by means of which the springing is automatically compensated for various loads. The method employs what are virtually two independent springs combined in one set of leaves. The first is "softish" and functions perfectly with light loads at moderate speeds. When it deflects beyond a certain distance, how-ever, as when speed or load increases, the second, and "harder," spring comes into play.

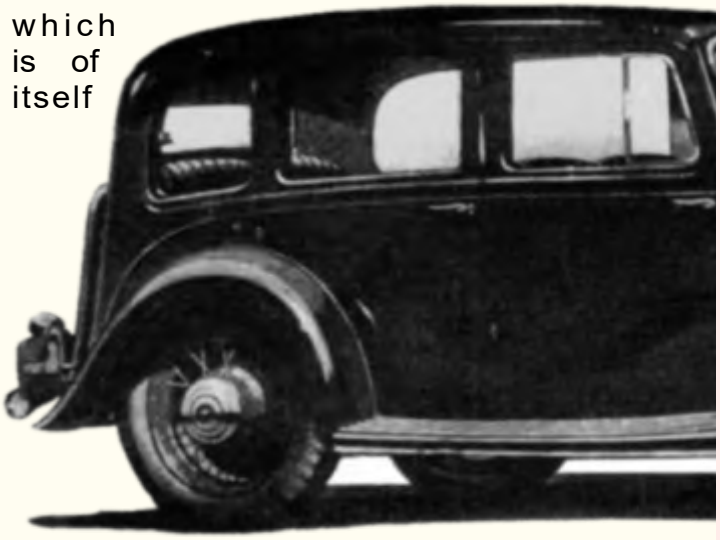
Another good feature of this model is the chassis frame, which in design combines cruciform layout with box-type construction at the forward end. It embodies inherently-rigid characteristics which not only provide roadworthiness and true steering of the highest order, but minimise chassis "weave," which frequently causes body noises.



The Humber "Twelve" for 1936 has many excellent features, and is a particularly good-looking car with its new stylish frontal appearance. The saloon model is priced at the very modest figure of £285.

Scientific Weight Distribution

Weight distribution has been scientifically arranged, and the centre of gravity is set well forward. The result, in conjunction with general chassis layout, is the attainment of a really remarkable degree of road-worthiness. The Humber "Twelve" for 1936 will be one of the safest cars on the road, giving its driver that pleasant feeling of stability under all conditions which is of itself





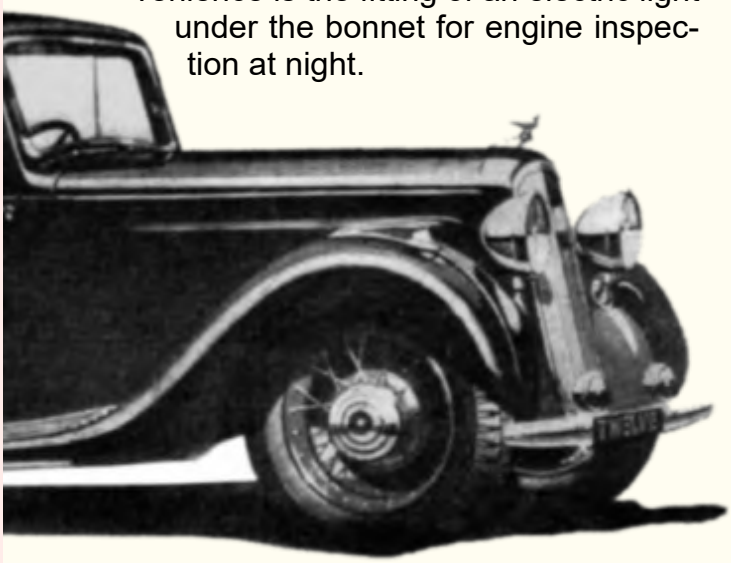
a factor contributing towards safety.

In the main, the mechanical specification of the Humber "Twelve" retains its well-proved characteristics. The four-cylinder engine, with its "Cushioned Power" insulation from the chassis, has a bore and stroke of 69.5 mm. and 110 mm., with a capacity of 1,669 c.c. and a Treasury rating of 11.98 h.p. (£9 tax). The valves are of side-by-side design, silent in operation. The crankshaft has three bearings, all of them large and lubricated by full pressure.

The efficient cooling system is by impeller and fan, while the carburettor is a Stromberg down-draught, yielding a maximum of power and flexibility.

The thermostat fitted to the cooling system operates on a by-pass to the radiator: the radiator filler cap is beneath the bonnet.

The dynamo is provided with a constant-voltage control which governs the charging rate in accordance with requirements. A large air cleaner, which also silences the ingoing charge, is fitted to the carburettor, and the exhaust is efficiently quietened by twin expansion chambers. A point of convenience is the fitting of an electric light under the bonnet for engine inspection at night.



Synchromesh on all Four Gears

As regards transmission, the gearbox is synchronised on all four gears, a most unusual refinement in a car of moderate price. The gear lever is centrally placed, and falls very conveniently to the hand; the reverse stop is spring loaded. The brakes are of Bendix design, and not only is their operation both smooth and progressive, but adjustment is rarely necessary, and the braking system can be relied on always to function with safety.

Draughtless Ventilation

The saloon body is of all-steel safety construction, with six side windows and four doors. The two front windows are provided with a draught-less ventilation device, which is most effective and very simple to use: it consists of a hinged panel operated by a winder and admits any desired amount of fresh air by a turn of the handle. In addition, the rear quarter lights are hinged and may be opened to act as extractors; the windows in all four doors can also be wound up and down to assist ventilation as required. There is, further-more, a useful ventilator in the scuttle, with interior control. A sun roof is provided as standard.

Dual screen wipers are fitted and they are silent in action because they are operated by an electric motor located on the engine side of the dash, where it is out of sight, yet accessible: the blades are pivoted below the screen. Direction indicators are neatly built into the body sides, and are actuated by a finger-tip lever on the steering wheel; they are self-cancelling. The head-lamp dipping control is operated from a second lever on the wheel centre, while the twin horns are sounded by a plated ring encircling both levers.

The spare wheel is contained in a trunk-like compartment at the rear of the body. The lid of this trunk, when lowered, forms a

1936 Humber 12 Road Test



robust luggage grid capable of accommodating any reasonable amount of baggage.

The Humber "Twelve" is upholstered in hide of excellent quality and is provided with many luxury fittings. A variety of tasteful colour schemes are available. Centre arm rests to rear seats, cigar lighter, ash trays, door pockets, chromium-plated bumpers all are standard features.

Three Body Styles

The Humber "Twelve" is avail-able in three body styles, namely, the Saloon, the Vogue Saloon, and the Foursome Drop-head Coupé. The Vogue Saloon is a handsome model of semi-sporting appearance. Accommodating four persons, it is notable for the extreme luxury and attractiveness of its interior furnishing, and is provided with a capacious and handsome luggage trunk. The Foursome Drop-head Coupé is another model of excellent appearance, and can be used as either an open or closed car, with an intermediate position making it a smart Coupé-de-Ville. Prices remain unaltered for the 1936 season.

HUMBER TWELVE PRICES

Saloon	£285
Foursome Drophead Coupé	£325
Vogue Saloon	£335

The Practical Motorist magazine August 1935

The End



By Rick Harrison (Sunbeam Owners Club New South Wales)



- "Goedemorgen, is dit de autogarage?
- "Ja mevrouw, zegt u het maar."
- "Op mijn dashboard, brand het lampje van het kakkende mannetje, is dat erg?"
- "Kunt u mij alstublieft een foto sturen?"



- "Mevrouw, dat lampje geeft aan, dat de buitentemperatuur, vier graden onder nul is."