

TERMS OF BUSINESS.

GENERAL—Cheques and Post Office Orders should be made payable to HUMBER LTD., and sent to HUMBER LTD., COVENTRY.

WARRANTY—We give below the following Warranty with all goods supplied, repairs done and replacements by us, instead of the Warranty implied by Common Law, Statute, or otherwise, as to the quality or fitness for their purposes of the goods, repairs or replacements every such implied Warranty being in all cases excluded.

We warrant that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship. This Warranty shall be in force for one year only from the date of delivery by us of the goods sold, repaired, or replaced by us, and the damages for which we shall be responsible shall be limited to the cost of the requisite repairs or replacements. This Warranty shall not apply to defects caused by wear and tear, accident, misuse, or neglect. The term "GOODS" shall be construed as including all new cars or parts thereof or replacements. We give no Warranty in respect of second-hand goods sold by us, nor shall any such Warranty be implied.

All agreements and quotations by us to supply goods, execute repairs, or make replacements shall be deemed to include the above Warranty and the exclusion of all implied Warranties.

CONDITIONS OF WARRANTY—If a defective part be found in any goods, it must be sent to us, carriage paid, and accompanied by an intimation from the sender in writing that he desires to have it repaired or replaced free of charge under this Warranty, and he must also furnish us at the same time with the number of the car and the name of the dealer (if any) from whom he purchased it, with the date of purchase, or the date when the repairs were executed, or replacements were made, as the case may be. Failing compliance with the above conditions, goods received by us will lie at the risk of the senders, and this Warranty shall not be enforceable.

We only warrant goods bought direct from us, or from one of our duly authorised dealers.

We do not warrant the specialities of other firms, such as tyres, electric fittings, lamps and horns, although supplied by us. We endeavour to secure the best quality in these articles, and the makers, whose names usually appear thereon, are generally willing to replace any defective part, and we shall be pleased at all times to furnish the maker's name and address.

REPAIRS AND REPLACEMENTS—All parts sent for repair or replacement must be forwarded carriage paid, and bear the senders' name and address; the car number and year of manufacture should also be given. Cars which are sent for repair will only be driven by our employees at the risk and responsibility of the owners. Repairs of Cars are undertaken only on the assumption that the owners give us authority to drive the cars on their behalf.

DEALERS—Those firms whom we style our dealers are not authorised to act on our behalf by advertising or otherwise incurring debts or transacting business for us; nor are they authorised to give any Warranty or make any representation on our behalf other than those contained in the above Warranty.

ALTERATIONS IN PRICE—We reserve the right to alter the prices and terms stated at any time without notice, and all Cars are subject to prices and conditions ruling at time of delivery.

EXHIBITIONS—Motor goods are only supplied by us on condition that same are not to be exhibited by any person, or firm, or Company at any Exhibition or Show held in the United Kingdom other than any Exhibition or Show held or approved by the Society of Motor Manufacturers and Traders Limited for Exhibition of Motor goods by its Bond Signers. Any breach of this provision shall render the purchaser liable to indemnify us in respect to our liability to the Society to pay such damages, not exceeding £250, as the Committee (or on appeal Council) of the Society may award.

Humber

CARS



1925-26 Season

Provisional

Specifications

(SUBJECT TO ALTERATIONS)

1925-1926

HUMBER LIMITED, COVENTRY.

Telephone 522

Telegrams: Humber, Coventry."

West End Showrooms

Humber House, 94, New Bond St., W.1.

Telephone: 800-801 Mayfair

Telegrams: Humbertie, Wesdo, London"

Export Branch Office

32, Holborn Viaduct, E.C.1.

Telephone: 166-167 Holborn

Telegrams: "Humber London"

London Repair Works & Service Depot

Canterbury Road, Kilburn, N.W.6.

Telephone: 2001-2-3 Maida Vale

Telegrams: Humberonia, London"

ANNOUNCING THE 9/20 h.p. LIGHT TOURING MODEL.

We have received during the past year repeated applications for a high grade Light Touring full four-seater car and, as a consequence, we have decided to introduce a model that we feel will meet the requirements of those of our customers who know what they want and have asked us for it.

The 9/20 H.P. chassis follows very much the lines of the 8/18 model which it supersedes, all well tested and desirable features being retained but with such improvements as past experience and experimental work have taught us should be embodied.

THE ENGINE.—This has been exhaustively tested under all the usual test conditions and possesses exceptional amplitude of power. The cylinder bore has been increased to 58 m/m bringing about the 9/20 H.P. designation. The camshaft has been re-designed and acceleration shows a distinct improvement upon the 8/18 H.P. engine.

WHEELBASE.—This has been increased to 8' 6" and the TRACK to 4' $\frac{3}{8}$ ".

FRONT AXLE.—This has been re-designed and Timken Roller Bearings have been incorporated in the wheel hubs.

SPRINGS.—Semi-elliptic springs are fitted to both front and rear axles, those at the rear being longer and equipped with shock absorbers. This we find gives most excellent springing under all conditions.

FOOT BRAKE.—This has been increased in diameter.

CHASSIS LUBRICATION.—The "Auroram" greaser system has been incorporated and very highly efficient it is.

THE 9/20 h.p. LIGHT TOURING MODEL—Cont.

PETROL SYSTEM.—This has been brought into line with the petrol system of the higher powered models, the Autovac being employed and the petrol tank fitted at the rear.

BODY.—This is a full four-seater and is very fully equipped. The windscreen is of the top-deflector sloping type and is fitted with a mechanical screen wiper identical with those fitted to the larger models. An overlapping weatherproof top to the windscreen is fitted whilst the all-weather equipment consists of the usual one man hood and detachable rigid side screens. A clock is included in the fascia board and an electric horn takes the place of the bulb horn fitted as standard to the 8/18 H.P.

TYRES.—These are 27" × 4.40" Dunlop Reinforced Balloons to all 9/20 H.P. models.

TYPES OF BODIES.—In addition to the four seater there will be a two-three seater with dickey seat and a three-door Saloon will be available later in the year.

IMPROVEMENTS ON THE 12/25 h.p. MODEL.

This Model as listed for 1925 leaves little to be desired in the way of alterations. The up-to-date specification will, therefore, be continued for the 1926 Season with the following modifications:—

CHASSIS LUBRICATION.—This will be by the "Auroram" Greaser System.

CLUTCH.—The clutch cone diameter has been increased, as also has the width of the clutch surface, providing a perfectly smooth engagement.

BODY.—An improvement of importance in connection with the Touring model is the fitting of an additional door. For the forthcoming year a four-door Touring body will be standard.

IMPROVEMENTS ON THE 12/25 h.p. MODEL—Cont.

TYPES OF BODIES.—The 12/25 H.P. range will include the Two-three Seater with Dickey seat, the Touring four-five Seater, the 2-door $\frac{3}{4}$ Coupe with dickey seat and the Saloon. The $\frac{3}{4}$ -Coupe will possess a slightly longer body and the doors are being made one inch wider. The Saloon will possess the same lines as in 1925 but will be fitted with four doors instead of three. Prices remain unchanged.

Humber-Perrot Front Wheel Brakes will be fitted to order to the 12/25 H.P. Models at the extra charge of £25.

IMPROVEMENTS ON THE 15/40 h.p. MODEL.

Here again the 1925 Specification leaves us with little to improve upon for the forthcoming year. Front Wheel Brakes have been in demand on this Model during the past twelve months so that for 1926 Humber-Perrot Front Wheel Brakes will be included in the Specification as Standard fitment.

FIVE-SEATER TOURER BODY.—The only alteration, and a very important one, is the provision of an additional door. Four-door bodies will be Standard as in the case of the 12/25 H.P. Four-five Seater Tourer.

SALOONS.—These will carry four doors also.

CHASSIS LUBRICATION.—This will be by the "Auroram" Greaser System.

ALL-WEATHER EQUIPMENT.

Both the 12/25 H.P. and 15/40 H.P. Open Cars will retain the wonderfully efficient and easy-to-manipulate All-weather Windows as listed during 1925.

1925-26 RANGE OF MODELS.

										Price
9/20 h.p.	3-door	Light Touring	4-Seater	...	...	...	...	...	...	£260
"	"	2/3 Seater with Dickey Seat	...	...	...	...	...	...	...	£260
"	"	3-door Saloon	...	...	...	...	...	...	...	£315
"	"	Chassis	...	...	...	...	...	...	...	£220
12/25 h.p.	2/3 Seater with Dickey Seat	...	...	...	...	...	...	...	...	£440
"	"	4-door 4/5 Seater Tourer	...	...	...	...	...	...	...	£440
"	"	2-door $\frac{3}{4}$ -Coupe with Dickey Seat	...	...	...	...	...	...	...	£555
"	"	4-door Saloon	...	...	...	...	...	...	...	£555
"	"	Chassis	...	...	...	...	...	...	...	£350
15/40 h.p.	5-Seater Tourer	(with Front Wheel Brakes)	...	...	...	...	...	...	...	£645
"	"	4-door Saloon	( " " " " )	...	...	...	...	...	...	£860
"	"	4-door Saloon-Landaulette	( " " " " )	...	...	...	...	...	...	£860
"	"	Chassis	( " " " " )	...	...	...	...	...	...	£490

Humber-Perrot Front Wheel Brakes to 12/25 h.p. models to order at an extra charge of £25.

9/20 h.p. LIGHT TOURING MODEL

Provisional Specification.

ENGINE—Humber, overhead inlet valve type, 4-cylinder, 58 m/m bore, 100 m/m stroke, (1056 c.c.) R.A.C. Rating—8.35. Inlet valves contained in detachable cylinder head.

GEAR RATIOS—First speed 16'6—1. Second speed, 9'5—1. Third speed 4'9—1. (Direct drive).

WHEEL BASE—8ft. 6in.

TRACK—4ft 3in

GROUND CLEARANCE—8½in.

	4 Seater	Saloon	2/3 Seater
OVERALL LENGTH —12ft. 6in.	11ft. 8in.	11ft. 7in.	
(Hood down)			

OVERALL HEIGHT—(Hood up) 5ft. 8in.

OVERALL WIDTH—4ft. 9in.

PETROL CAPACITY—7 gallons.

OIL CAPACITY—3 pints.

(SUBJECT TO ALTERATIONS)

WHEELS AND TYRES—Detachable steel artillery type, fitted with 27 x 4.40 reinforced Dunlop Balloon Tyres.

IGNITION—High tension magneto.

CARBURETTOR—Cox Atmos with air strangler controlled from fascia board.

PETROL SYSTEM—Petrol supplied to Carburettor by Autovac system from rear tank fixed to frame members.

COOLING—Thermo-syphon.

ENGINE CONTROL—Control levers conveniently placed on top of steering wheel. Foot accelerator operating the throttle, works in conjunction with, but independently of, the hand lever. Magneto control when fully retarded switches off the engine.

CLUTCH—"Humber" enclosed Ferodo-faced cone.

CHANGE SPEED GEAR—Three forward and reverse—direct drive on top. Gate change at right hand and integral with gearbox.

9/20 h.p. LIGHT TOURING MODEL.

Provisional Specification—Cont.

TRANSMISSION—Propeller shaft with universal joint at either end between gearbox and rear axle.

REAR AXLE—Semi-floating type, driven by spiral bevel gearing.

FRONT AXLE—"H" section drop forged high tensile steel; wheel mounted on Timkin Roller bearings.

STEERING—The steering mechanism is of the Worm and Wheel type. The worm wheel shaft and steering arm have three different positions, thereby making use of the whole of the wheel as wear takes place.

BRAKES—All brakes are external contracting steel band type lined with Ferodo and are provided with hand adjustment. Foot brake of large diameter mounted on gearbox mainshaft; hand brake operates compensating brakes of large diameter on the rear wheels.

SPRINGS—Semi-elliptic to both front and rear axles. Equipped with gaiters. Shock absorbers to rear axles.

(SUBJECT TO ALTERATIONS)

FRAME—Pressed steel upswept over rear axle and of very rigid construction.

CHASSIS LUBRICATION—"Auroram" greaser system.

LIGHTING AND STARTING—Lucas Single Unit Dynamo, integral with power unit, and fitted with two head, two side lamps, and tail lamp.

EQUIPMENT—Electric horn (under bonnet), spare wheel with tyre, complete set of tools—jack, handle, brace, etc, and an oilcan fitted under bonnet. A mechanical screen wiper is fitted to the sloping double windscreen to open models.

FACIA BOARD FITMENTS—Speedometer, positively driven from the gearbox; clock, oil pressure indicator, electric lighting, starting and charging switches and the carburettor air strangler.

STANDARD COLOUR—Open Cars, Humber Mole, black wings; Saloon, Azure Blue or Royal Blue, black wings and uppers.

12/25 h.p. MODEL

Provisional Specification.

ENGINE—Humber, overhead inlet valve type, 4-cylinder, 69 m/m bore, 120 m/m stroke. (1795 c.c.) R.A.C. Rating.—11.8. Inlet valves contained in detachable cylinder head. The bottom half of the crank chamber is extended round the flywheel and gearbox, so forming a unit construction. The gear changing mechanism is carried by the gear box lid and is perfectly accessible.

GEAR RATIOS—1st speed, 15'9—1. 2nd speed 9'55—1. 3rd speed, 6'35—1. 4th speed 4'5—1. (Direct drive).

WHEEL BASE—9ft. 1in.

TRACK—4ft. 7in.

GROUND CLEARANCE—8½ in.

OVERALL LENGTH—(Hood down).

2-Seater	4-Seater	Coupe	Saloon
13ft. 3in.	13ft. 3in.	13ft. 3in.	13ft. 3in.

OVERALL HEIGHT—(Hood up).

2-Seater	4-Seater	Coupe	Saloon
5ft. 9in.	5ft. 11in.	5ft. 7in.	6ft.

OVERALL WIDTH—

2-Seater	4-Seater	Coupe	Saloon
5ft. 7in.	5ft. 7in.	5ft. 7in.	5ft. 7in.

PETROL CAPACITY—11 gallons.

(SUBJECT TO ALTERATIONS)

OIL CAPACITY—6 pints.

WHEELS AND TYRES—Detachable steel artillery type, fitted with 765 x 105 Dunlop Cord Tyres to all models.

IGNITION—High-tension Magneto.

CARBURETTOR—Cox-Atmos, with air strangler controlled from facia board.

PETROL SYSTEM—Petrol supplied to carburettor by Autovac system from rear tank fixed to rear frame members.

COOLING—Thermo-syphon, assisted by fan behind radiator

ENGINE CONTROL—Control levers conveniently placed on top of steering wheel. Foot accelerator operating the throttle works in conjunction with, but independently of, the hand lever. Magneto control when fully retarded switches off the engine.

CLUTCH—"Humber" enclosed leather-faced cone of improved design incorporating larger cone surface giving smoother engagement.

CHANGE SPEED GEAR—Four forward speeds and reverse. Direct drive on top gear, gate change at right hand and integral with gearbox. Gears made from the highest grade air-hardened steel.

12/25 h.p. MODEL

Provisional Specification—Cont.

TRANSMISSION—Propeller shaft with fabric universal joint at either end between gearbox and rear axle.

REAR AXLE—"¾-floating" type, driven by spiral bevel gearing.

FRONT AXLE—"H" section dropped forged high tensile steel, wheels mounted on Timkin roller bearings.

STEERING—The steering mechanism is of the Worm and Wheel type. The worm wheel shaft takes its bearing from an eccentric bush which gives a suitable adjustment controlling the amount of play in the steering wheel. The worm wheel shaft and steering arm have three different positions, thereby making use of the whole of the wheel as wear takes place.

BRAKES—A substantial foot-applied brake is incorporated with the gearbox. It is of the flexible band type, lined with Ferodo and fitted with hand adjustment. Large diameter internal expanding Ferodo lined brakes are fitted to the back axle; operated by hand.

SPRINGS—Semi-elliptic to both front and rear axles, under slung type to rear. Equipped with gaiters. Hartford shock absorbers to rear axle.

FRAME—Pressed steel, upswept over rear axle and of very rigid construction.

CHASSIS LUBRICATION—"Auroram" greasers are used throughout, and grease gun provided in tool kit.

LIGHTING AND STARTING—Lucas single Unit Dynamo, integral with power unit, large Battery under rear floor board.

EQUIPMENT—Electric Horn (under bonnet), spare wheel with tyre, hood envelope, grid for luggage up to 70lbs. weight, complete set of tools—jack, handle, brace, etc., and an oilcan fitted under bonnet. An automatic screen wiper is fitted as standard to the "V" fronted windscreens on all models. Three-panel adjustable Windscreen fitted to rear compartment of 4-seater models.

FACIA BOARD FITMENTS—Speedometer, positively driven from the gearbox; dash lamp, clock, oil pressure indicator, electric lighting, starting and charging switches and the carburettor air strangler.

STANDARD COLOURS—(Open Cars) Humber Mole, black wings, (Closed Cars) Azure Blue or Royal Blue, black wings and uppers.

(SUBJECT TO ALTERATIONS)

* Humber Perrot front wheel brakes fitted to 12/25 h.p. Models to order, at an extra charge of £25.

15/40 h.p. MODEL.

Provisional Specification.

ENGINE—Humber, overhead inlet valve type, 4-cylinder, 80 m/m bore, 140 m/m. stroke (2815 c.c.). R.A.C. Rating—15.9. Inlet valves contained in detachable head.

GEAR RATIOS—1st speed, 15.8—1. 2nd speed, 9.42—1. 3rd speed, 6.73—1. 4th speed, 4.33—1. (Direct drive).

WHEEL BASE—10ft. 3½in.

TRACK—4ft. 9in.

GROUND CLEARANCE—9in.

	5-Seater	Saloon and Saloon-Landaulette
OVERALL LENGTH — (Hood down)	14ft. 4in.	14ft. 4in.

OVERALL HEIGHT — (Hood up)	6ft. 4in.	6ft. 6in.
--------------------------------------	-----------	-----------

OVERALL WIDTH —	5ft. 9in.	5ft. 9in.
------------------------	-----------	-----------

PETROL CAPACITY—13 gallons.

OIL CAPACITY—1 gallon.

WHEELS AND TYRES—Detachable steel artillery type fitted with 820 x 120 Dunlop Cord Tyres to all models.

PETROL SYSTEM—Petrol supplied to carburettor by Autovac system from rear tank fixed to underside of rear frame member and fitted with special type of filler and level indicator.

IGNITION—High-tension Magneto.

CARBURETTOR—Cox Atmos, with air strangler controlled from fascia board

COOLING—Thermo-syphon assisted by fan and impeller.

ENGINE CONTROL—Control levers conveniently placed on top of steering wheel. Foot accelerator works in conjunction with, but independent of, the hand lever. Magneto control when fully retarded switches off the engine.

CLUTCH—"Humber" enclosed Ferodo-faced cone.

CLUTCH WITHDRAWAL—The clutch withdrawal mechanism is completely enclosed in the front end of the gearbox, which ensures efficient lubrication, protection from dust, and easy and silent gear changing.

CHANGE SPEED GEAR—Four forward speeds and reverse. Direct drive on top gear. Gate change integral with gearbox. Gears are made from the highest grade air-hardened steel.

TRANSMISSION—The engine is coupled to gearbox by a short shaft having a fabric universal joint at either end. The propeller-shaft has a fabric joint at the gearbox end and a metal die type of universal joint enclosed and running in oil at the axle end.

SUBJECT TO ALTERATION.

15/40 h.p. MODEL

Provisional Specification—Cont.

REAR AXLE—"Semi-floating type driven by spiral bevel gearing.

FRONT AXLE—"H" section high tensile steel forging; wheels mounted on Timken Roller Bearings.

STEERING—The steering mechanism is of the Worm and Wheel type. The worm wheel shaft takes its bearing from an eccentric bush which gives a suitable adjustment, controlling the amount of play in the steering wheel. The worm wheel shaft and steering arm have three different positions, thereby making use of the whole of the wheel as wear takes place.

BRAKES—Humber-Perrot front wheel system. A substantial foot applied brake is incorporated with the gearbox. It is of the flexible band type, lined with Ferodo and fitted with hand adjustment. The foot pedal operates the front wheel brakes together with the transmission brake, a compensating device being fitted between the two. Large diameter internal expanding Ferodo lined brakes are fitted to the rear axle; these are operated by a hand lever fitted to the gate of the change speed. Brake gear entirely enclosed in weather-proof covers.

SPRINGS—Semi-elliptic to both front and rear axles. Equipped with gaiters. Hartford Shock Absorbers to rear axle.

FRAME—Pressed steel, upswept over rear axle and of very rigid construction. Engine and gearbox are mounted on a sub-frame.

CHASSIS LUBRICATION—"Auroram" greasers are used throughout and grease gun provided in tool-kit.

LIGHTING AND STARTING—C.A.V. Dynamo integral with engine, driven through a flexible coupling by enclosed silent chain. Starting motor combined with switch is fixed to the crankcase and engages with a toothed ring on flywheel.

EQUIPMENT—Electric horn (under bonnet), spare wheel with tyre, hood envelope, luggage grid, and complete kit of tools—jack, handle, brace, etc., and oilcan fitted under bonnet. An automatic screen wiper is fitted as standard to the "V" fronted windcreens on all models. Three-panel adjustable windscreen fitted to the rear compartment of the 5-seater Touring model.

FACIA BOARD FITMENTS—Speedometer, positively driven from the gear box, the dial is fitted in the fascia board, which also contains the dash lamp, clock, oil pressure indicator, lighting, charging, and electric starter switches.

STANDARD COLOURS—(Open cars) Humber Mole, black wings. (Closed Cars) Azure Blue or Royal Blue, black wings and uppers.

(SUBJECT TO ALTERATIONS)