





# Humber

## CARS

HUMBER LIMITED, COVENTRY

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### LONDON

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## INTRODUCTORY

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HE reliable and brilliant behaviour of Humber cars in the service of owners is eloquent proof of our claim for mechanical accuracy and general soundness of construction. Humber reputation for progress on sound and tested lines is too well known to necessitate emphasis but it is the firm's constant aim to improve upon its best so that the motorist may be assured of perfect and lasting satisfaction when his investment takes the form of a Humber car. Whenever an improvement can be made, whether it be to the engine, chassis, coachwork or upholstery, that improvement is noted, exhaustively tested and, if 100% efficient, adopted.

The 15.9 h.p., 11.4 h.p., and 8 h.p. Models are being retained for 1924. Very little modification in regard to engines or chassis having been found either necessary or desirable in view of the high mechanical excellence of these models in the service of their owners and, incidentally, the greatly enhanced popularity gained during the past year.

Such modifications that have been effected are here fully explained, and will once more serve to demonstrate the Humber policy of care and attention to the owner-driver.



# HUMBER CARS FOR 1924

## MECHANICAL IMPROVEMENTS

### THE 8 h.p. LIGHT CAR MODEL

A new feature is that this model will in future be procurable with magneto ignition, or with the coil-ignition as before, according to customers' desire. The magneto is placed cross-wise at the front of the engine over the dynamotor, and is driven by a bevel gear mounted on the present distributor flange. The gearing is lubricated from the oil feed pipe to the valve rockers, and is easily accessible for setting the ignition timing.

### THE 11.4 h.p. MODEL

In regard to the 11.4 h.p. model the clutch withdraw and thrust bearings have been altered to ensure more silent running, and the top gear driving dogs in the gearbox are now so made that they can run with considerably less clearance, without in any way increasing the difficulty of engaging the gear but, at the same time, eliminating snatch from the transmission when over-running or driving slowly.

### THE 15.9 h.p. MODEL

The Inlet Valve Rockers are now provided with forced lubrication, oil being conducted to each valve rocker standard by a detachable overhead tube. Oil is conducted through the hollow spindles of the rocker standards to each bearing, from which it overflows into a trough leading to each push rod. A detachable filter fitted with a long thimble-shaped gauze is incorporated in the feed pipe; this prevents the oil-ways becoming clogged through foreign matter in the oil. The general finish of the engine has received further careful attention and now possesses even a more enhanced appearance. The necessity for periodical lubrication to the sliding disc of the clutch has been eliminated by means of a new type of bronze and compressed graphite bearing in the sliding fabric disc of the clutch which prevents "sticking." The front axle is now fitted with larger swivels running in greasetight and waterproof bearings of much larger surface, and the swivel pin ball races are also enlarged and rendered more dustproof; one charge from the grease gun lubricates all parts of each swivel. The rear axle, it should be noted, is now fitted with Hartford shock absorbers.







## COACHWORK IMPROVEMENTS AND REFINEMENTS.

### THE 8 h.p. LIGHT CAR.

An important improvement has been made to the standard type of Chummy body whereby ingress to the rear compartment has been greatly facilitated. It is now only necessary to release a nickel catch at the rear of the front seat back-rest, and tilt forward. All other features are retained.

### AN 8 h.p. 2-SEATER WITH LUXURIOUS DICKEY SEAT.

A handsome 2-seater body with a most comfortable collapsible dickey seat complete with folding arm-rests has been designed and has met with much approval. Its lines closely resemble those of the well-known 11·4 h.p. Humber 2-seater model, which is in itself an extremely high recommendation. Its roominess is indisputable in regard to both the front and the dickey seats, and the Humber high-grade finish and comprehensive equipment is shown to the greatest advantage. This model will give rise to much favourable comment at Olympia, and at the price of £250 should command great consideration on the part of those looking for a light car of the highest grade at an economical price.

### THE 11·4 h.p. OPEN MODELS.

The 11·4 h.p. 2-seater and 4-seater models are retained with their superfine finish and luxury of equipment without alteration, but the 4-seater is now fitted with an excellent Auster rearscreen.

### THE 11·4 h.p. COUPE AND SALOON MODELS.

That much-favoured model, the 11·4 h.p. Humber Coupe, is being retained, and is now fitted with mechanical window lifters. The interior equipment and luxurious upholstery details need no introduction as representing the acme of comfort. The well-upholstered double dickey seat, as fitted to the 2-seater open model, has naturally been retained as an essential part of the lay-out of the bodywork, and the utility of a dickey seat for two can never be subjected to constructive criticism, for past experience by 2-seater car owners has demonstrated that the presence of a dickey seat as part and parcel of a 2-seater is a 100% essential. The 11·4 h.p. Saloon coachwork has come under the annual overall, and, as a result, is now fitted with three wide doors. The windows are now raised and lowered by means of mechanical window lifters, and the view of any seat in the car is unrestricted. The driver's right-hand window has been re-designed, and now consists of two panels, the rear panel being made to push forward to permit arm-signalling by the driver as required. The driver's and front passenger's seats are both of the bucket type, adjustable fore and aft, but as an alternative customers may purchase with the front passenger seat identical with the 1923 standard pattern; i.e., tip-up collapsible, folding up neatly by two movements of the hand.



### **THE 11·4 h.p. ALL-WEATHER MODEL.**

This model remains unaltered with the exception that all windows are now fitted with mechanical lifters. The upholstery is in first-selection hand-buffed leather as in the open car range.

### **THE 15·9 h.p. TOURER MODEL.**

This is perhaps one of the most successful and popular models of British cars of approximately equal horse power. Its imposing lines captivate at sight. Its charming characteristics have for three years been an outstanding feature in the automobile world. H.R.H. the Prince of Wales, when in the Midlands during the middle of this year, used one, and inspected its high-grade qualities with obvious admiration. No alterations have been found necessary, but the rear cowl with screens has been replaced by a three-panel Auster rearscreen.

### **THE 15·9 h.p. SALOON MODEL.**

The Saloon body on the 15·9 Chassis is most sumptuously equipped, the upholstery being remarkable for its depth and comfort. The body is now provided with three doors, as in the case of the other Saloon included in the Humber range, while the two separate and bucket-shaped driver's and front passenger's seats are adjustable over a range sufficient to provide ample comfort for passengers. As an alternative, the tip-up type of seat can be fitted for the front passenger. The driver's window is split vertically and pushes forward, to facilitate signalling. A glass roof light ventilator and rear light are provided.

### **THE 15·9 h.p. SALOON-LANDAULETTE MODEL.**

The interior-drive Landaulette is retained and equipped with a sliding panel at the right of the driver, like the Saloon, and sliding central windows are provided above the fixed partition at the driver's back. The rear compartment is upholstered in rich taste, and a head bolster is included in the usual Humber lavish equipment. All windows are raised and lowered by means of mechanical winders.

An interesting innovation is the fitting of a strip of rubber to the lower edge of the upper panel of the "V" fronted wind-screens on all 11·4 h.p. and 15·9 h.p. cars. This strip considerably overlaps the upper edge of the lower panel, and so makes an absolutely waterproof joint when the screen is closed. In addition to this, the metal side frame to the upper panel is prolonged downwards over the lower panel framing, thus completing the joint at the side. These are small features, but they serve to emphasise the well-known Humber methods of thoroughness.

All open models are finished in Humber Mole as standard, and closed cars in Azure or Royal Blue with black uppers.







## 11.4 h.p SPECIFICATION

**ENGINE.**—Humber, overhead inlet valve type, 4-cylinder, 68 m/m bore, 120 m/m stroke (1743 c.c.). R.A.C. Rating —11.4. 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 gearbox lid and is perfectly accessible.

**GEAR RATIOS.**—1st speed, 15.33—1. 2nd speed, 9.22—1. 3rd speed, 6.11—1. 4th speed, 4.33—1 (Direct drive).

**WHEEL BASE.**—9' 1"

**TRACK.**—4' 7"

**GROUND CLEARANCE.**—8½"

	2-Seater	4-Seater	Coupé	Saloon and All-Weather
<b>OVERALL LENGTH.</b> —	13' 2"	13' 2"	13' 2"	13' 2"
(Hood down)				

<b>OVERALL HEIGHT.</b> —	5' 9"	5' 11"	5' 7"	6' 0"
(Hood up)				

<b>OVERALL WIDTH.</b> —	5' 7"	5' 7"	5' 7"	5' 7"
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**PETROL CAPACITY.**—10 gallons.

**OIL CAPACITY.**—5 pints.

**WHEELS AND TYRES.**—Detachable steel artillery type, fitted with 760 × 90 Dunlop Cord Tyres to all models.

**IGNITION.**—High-tension Magneto.

**CARBURETTOR.**—Cox-Atmos with air strangler controlled from facia-dash.

**PETROL SYSTEM.**—Petrol supplied to carburettor by Auto-vac system from rear tank fixed to rear frame members, on all models.

**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.

**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.

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



## 11.4 h.p. SPECIFICATION—*continued*

**REAR AXLE.**—"Live" type, driven by spiral bevel gearing. Universal joint on propellor shaft enclosed, and running in oil.

**FRONT AXLE.**—"H" section dropped forged high tensile steel, wheels mounted on ball bearings and fitted with thrust washers.

**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 five castellations permitting the wheel to be used in five 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 mounted on gearbox mainshaft, hand brake operates compensating brakes of large diameter on the rear wheels.

**SPRINGS.**—Half-elliptic to both front and rear axles, nearly flat when fully loaded.

**FRAME.**—Pressed steel, upswept over rear axle and very rigid on front and intermediate cross members.

**CHASSIS LUBRICATION.**—Benton & Stone greasers are used throughout, and grease gun provided in tool kit.

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

**EQUIPMENT.**—Electric Horn (under bonnet), spare wheel with tyre, hood envelope, grid for luggage up to 70 lbs. weight, complete set of tools—jack, handle, brace, etc., and an oilcan fitted under bonnet. A specially designed double-action nickel and rubber wiper is fitted as standard to the "V" fronted windscreens on all models.

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

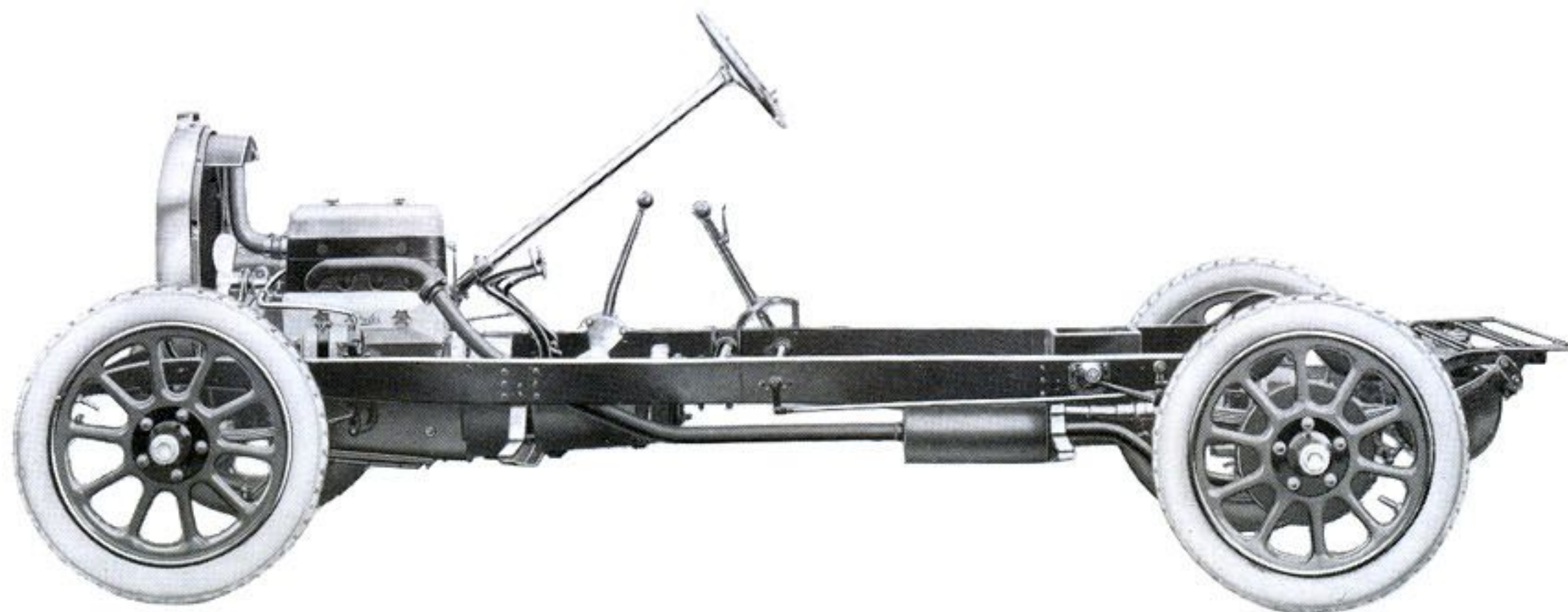
**STANDARD COLOURS.**—(Open Cars) Humber Mole, black wings. (Closed Cars) Azure Blue or Royal Blue, black wings and uppers.







## 11·4 h.p. CHASSIS



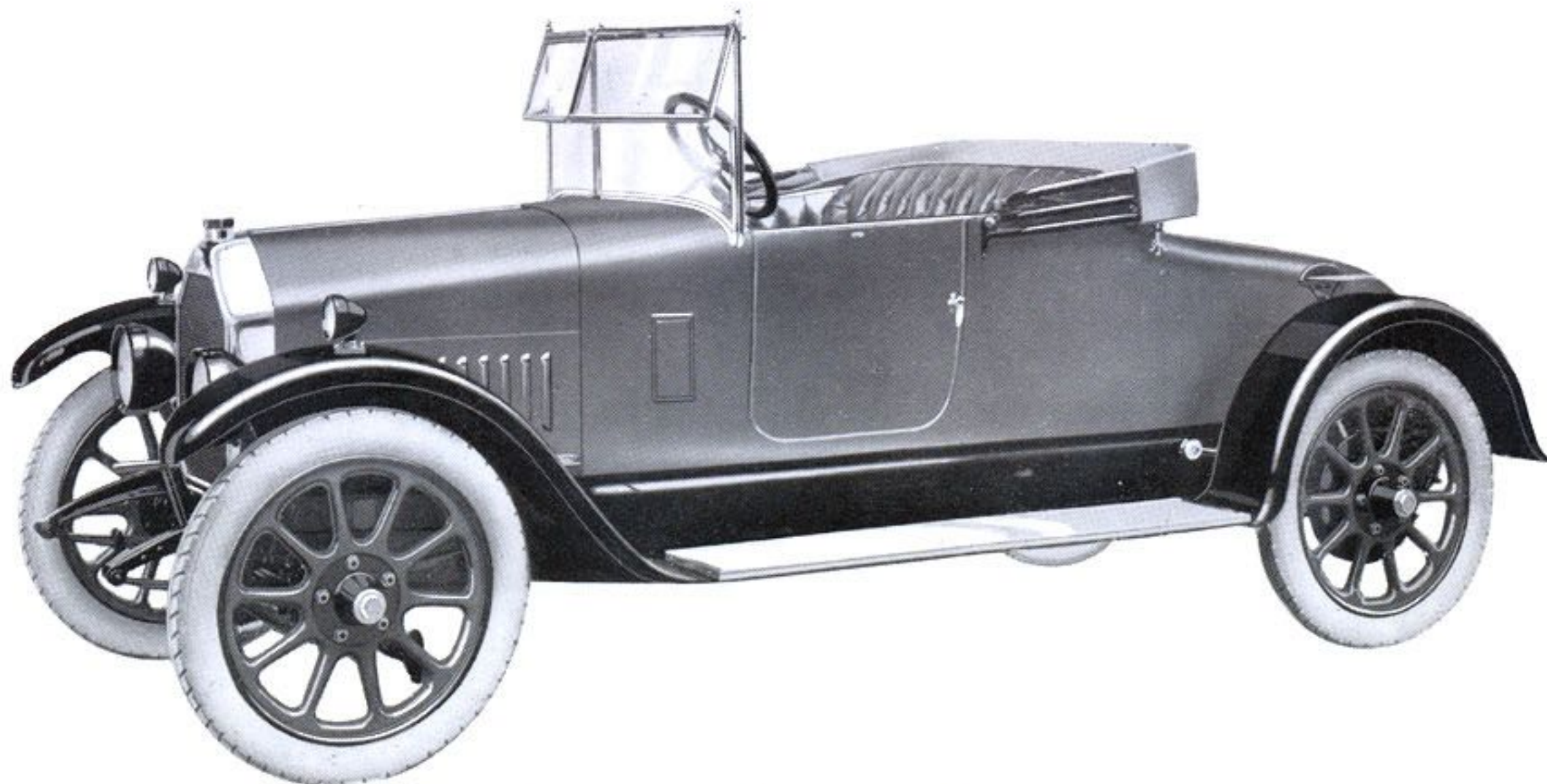
**Price complete     -     £370**

This Chassis Specification will be found embodied in the General Specification on pages 6 and 7.

For Conditions of Sale see page 24.



## 11.4 h.p. 2-SEATER MODEL



**Price complete - £460**

A luxurious double dickey seat with folding arm-rests is enclosed in the spacious boot.  
Equipped with an All-Weather Hood and rigid Side Screens.

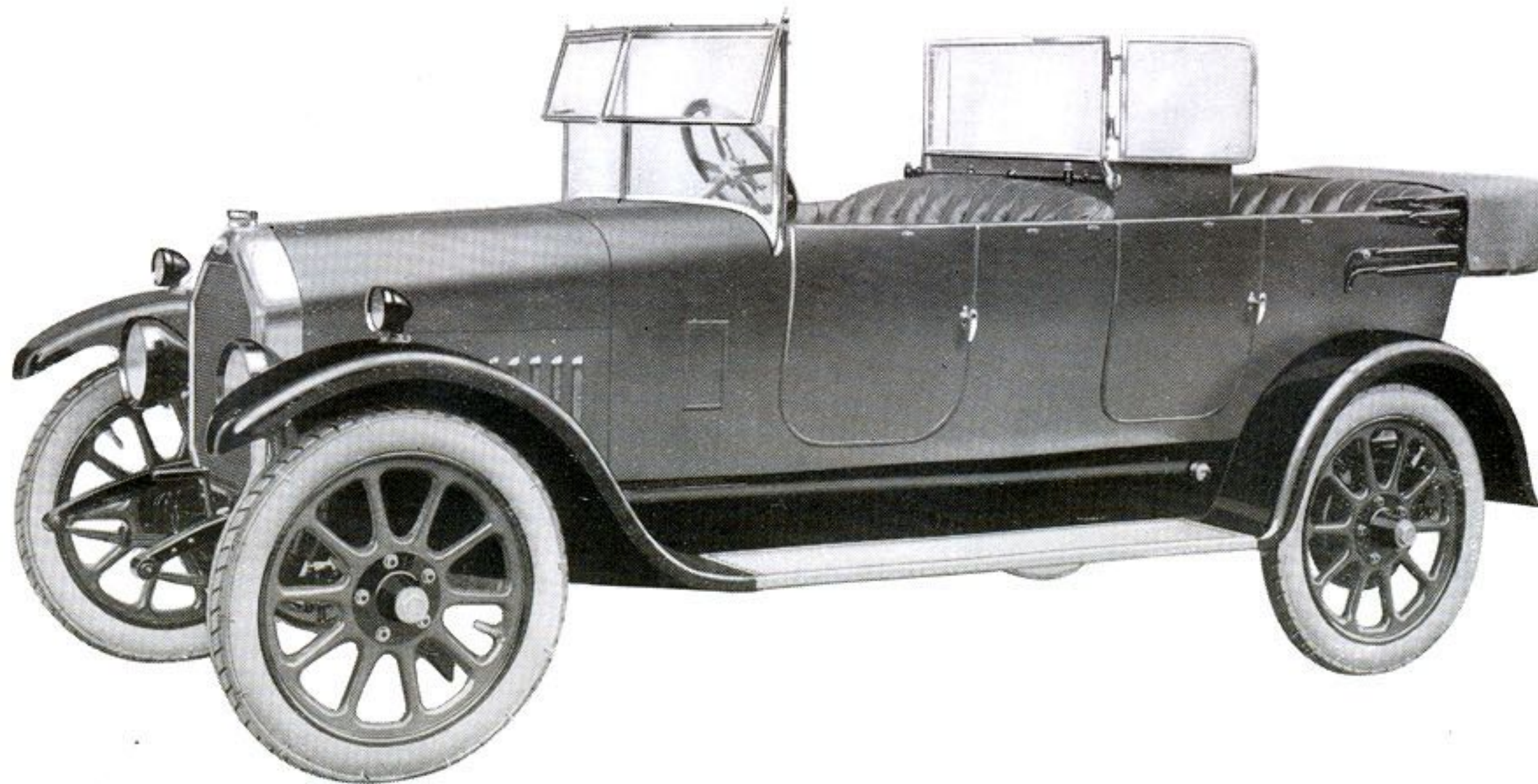
Specification on pages 6 and 7.

For Conditions of Sale see page 24.





## 11.4 h.p. 4-SEATER MODEL

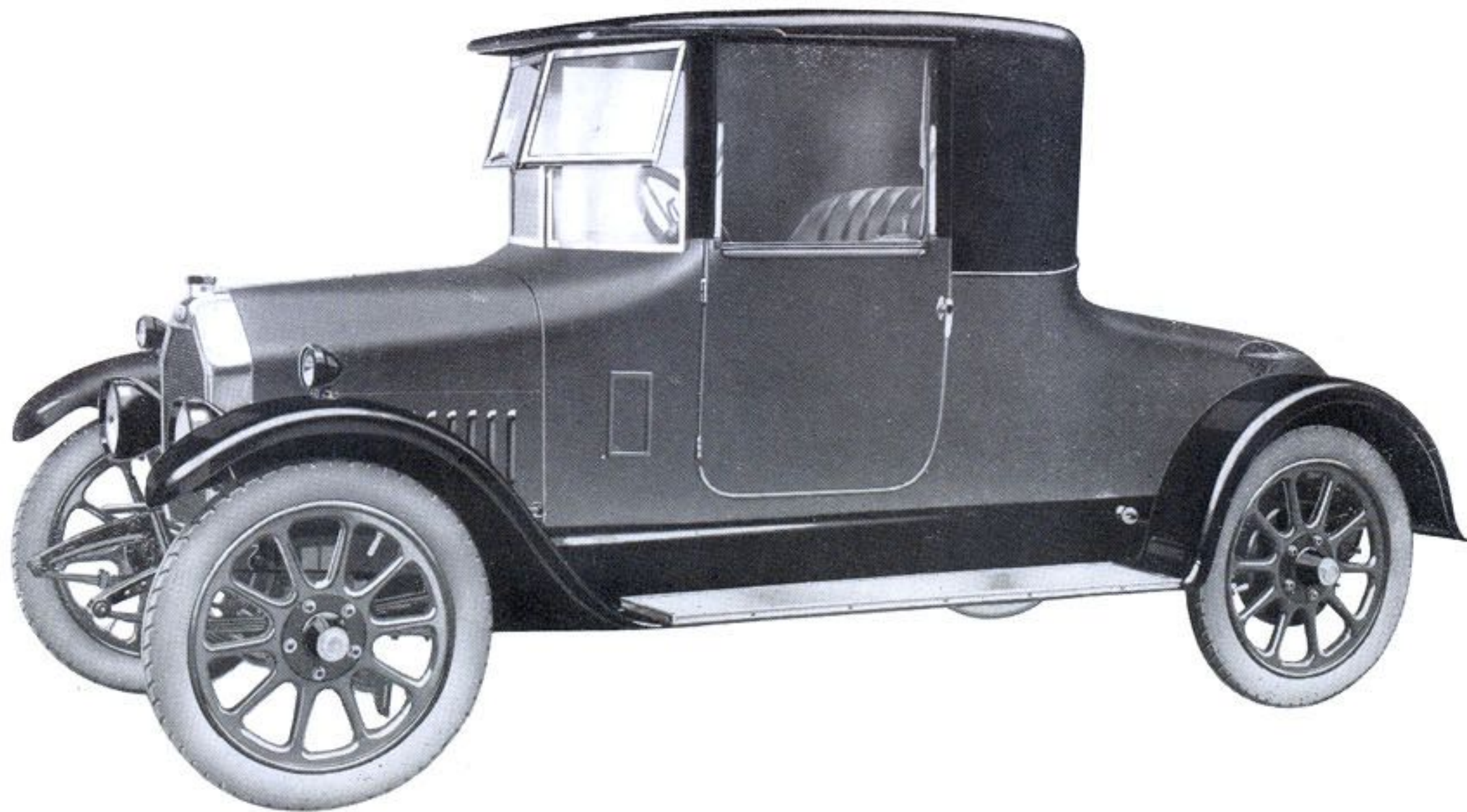


**Price complete - £475**

Equipped with an All-Weather Hood and Side Screens.  
Specification on pages 6 and 7. For Conditions of Sale see page 24.



## 11·4 h.p. COUPE MODEL



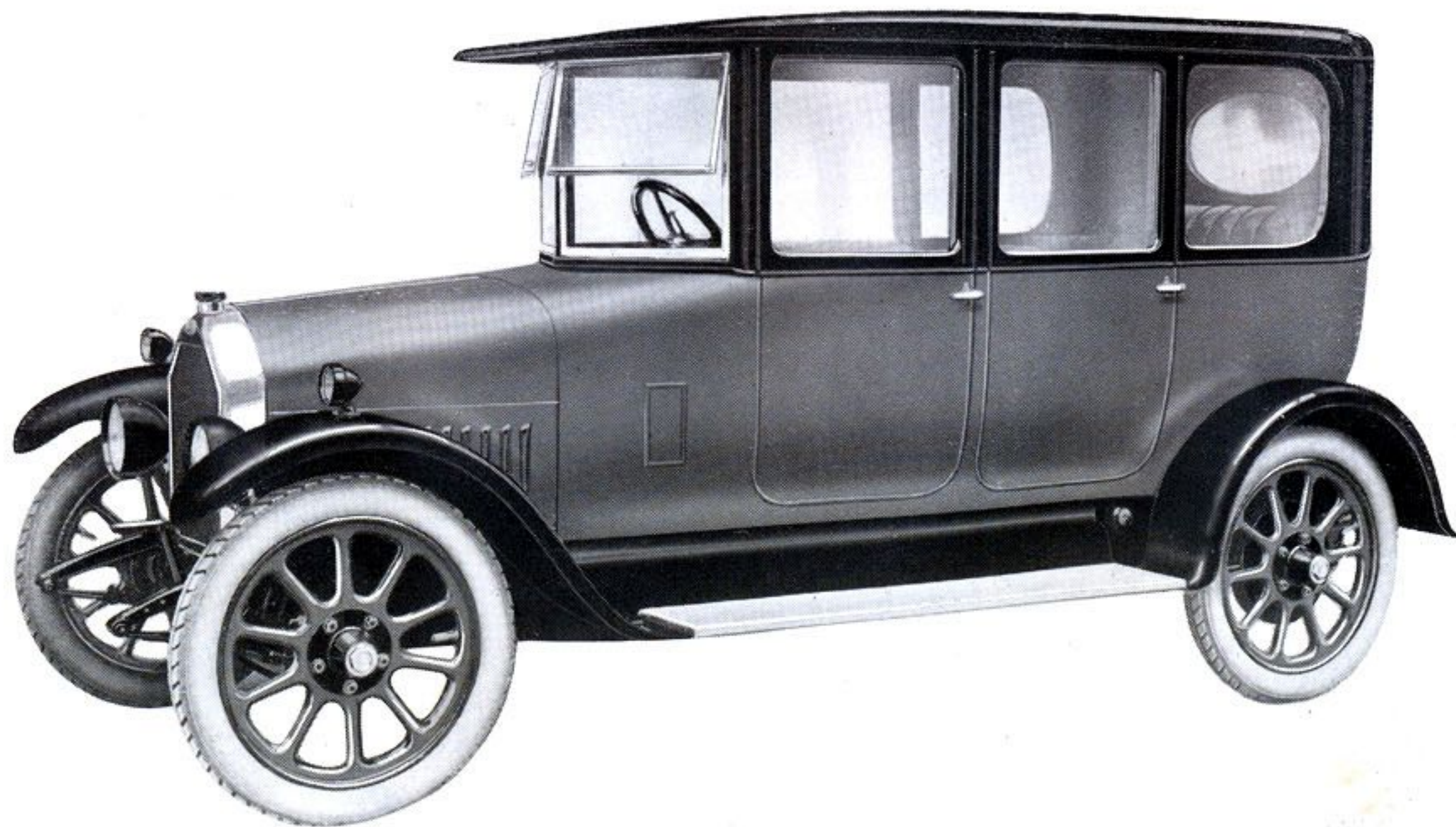
**Price complete - £565**

A luxurious double dickey seat with folding arm-rests is enclosed in the spacious boot.  
Specification on pages 6 and 7. For Conditions of Sale see page 24.





## 11.4 h.p. 3-DOOR SALOON MODEL



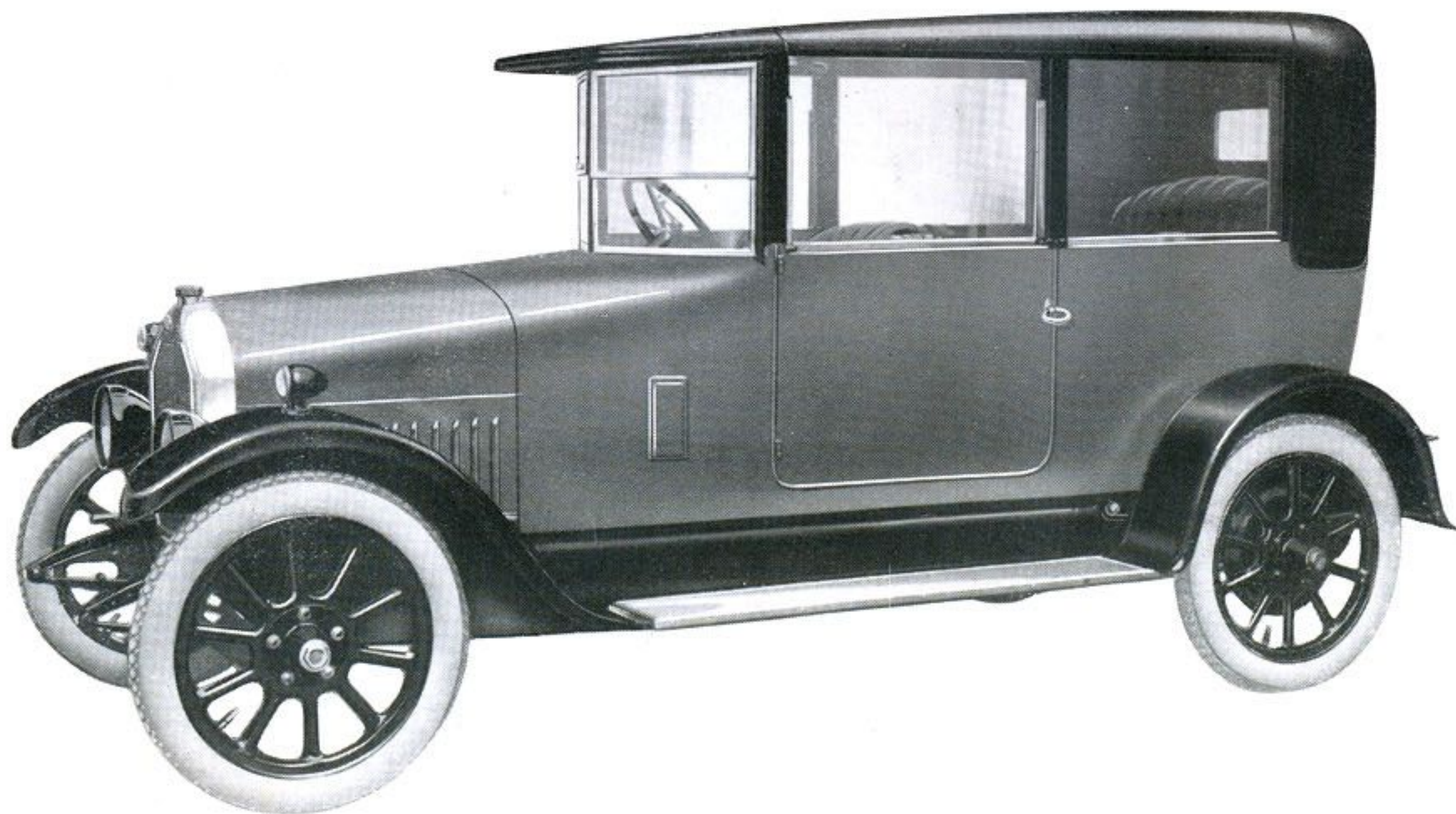
Specification on pages 6 and 7.

**Price complete - £595**

For Conditions of Sale see page 24.



## 11·4 h.p. 4-SEATER ALL-WEATHER MODEL



Specification on pages 6 and 7.

**Price complete**

**£610**

For Conditions of Sale see page 24.





## 15.9 h.p. 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.

**GEAR RATIOS.**—1st speed, 15.8—1. 2nd speed, 9.4—1. 3rd speed, 6.73—1. 4th speed, 4.33—1 (Direct drive).

**WHEEL BASE.**—10' 3½".

**TRACK.**—4' 9".

**GROUND CLEARANCE.**—9".

	5-Seater	Saloon and Saloon-Landaulette
<b>OVERALL LENGTH</b> (Hood down)	14' 2"	14' 2"
<b>OVERALL HEIGHT</b> (Hood up) ...	6' 4"	6' 6"
<b>OVERALL WIDTH</b> ...	5' 9"	5' 9"

**PETROL CAPACITY.**—12½ gallons.

**OIL CAPACITY.**—1 gallon.

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

**IGNITION.**—High-tension Magneto.

**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.

**CARBURETTOR.**—Cox Atmos with air strangler controlled from facia-dash.

**COOLING.**—Forced circulation by pump, assisted by fan behind radiator.

**ENGINE CONTROL.**—Control levers conveniently placed on top of steering wheel. Foot accelerator 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.

**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 propellor-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.



## 15.9 h.p. SPECIFICATION—*continued*

**REAR AXLE.**—"Live" 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 keyways, permitting the wheel to be used in 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 expansion Ferodo lined brakes are also fitted to the back axle, these are operated by a hand lever fitted to the gate of the change speed.

**SPRINGS.**—Half-elliptic to both front and rear axles; nearly flat when fully loaded. 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.**—Benton & Stone 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 fly-wheel.

**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. A specially designed double-action nickel and rubber wiper is fitted as standard to the "V" fronted windscreens on all models.

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

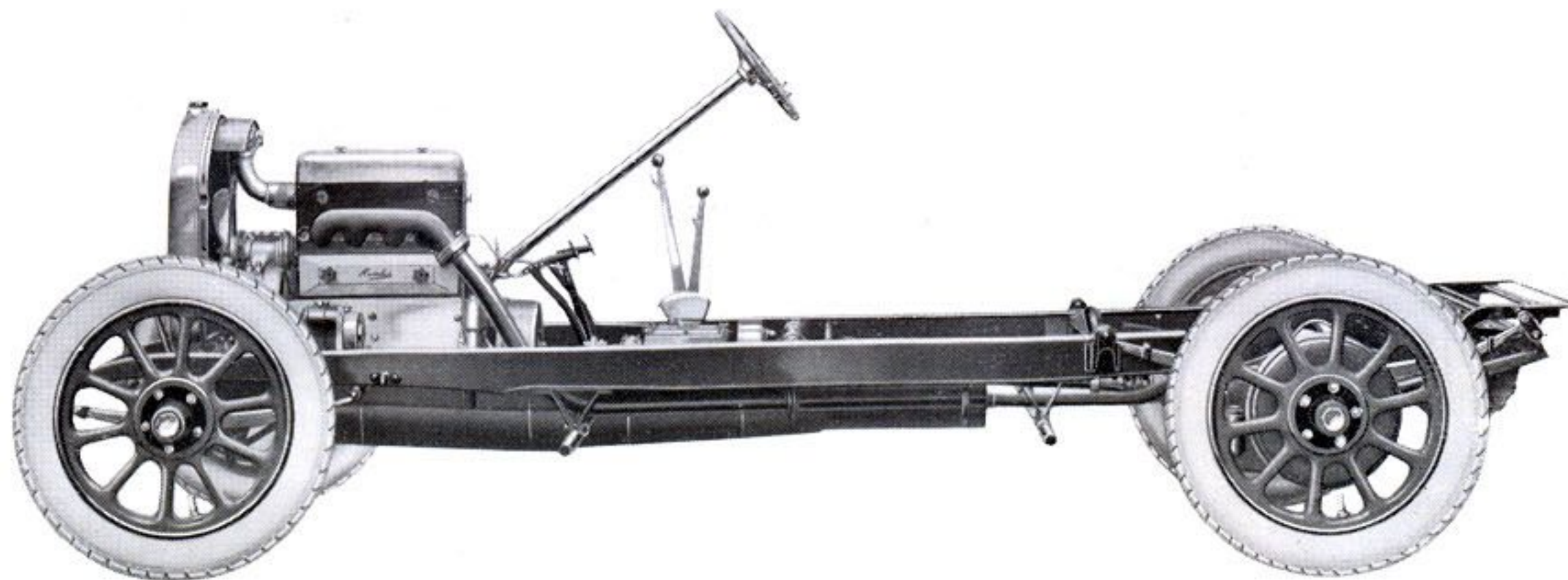
**STANDARD COLOURS.**—(Open Cars) Humber Mole, black wings. (Closed Cars) Azure Blue or Royal Blue, black wings and uppers.







## 15.9 h.p. CHASSIS



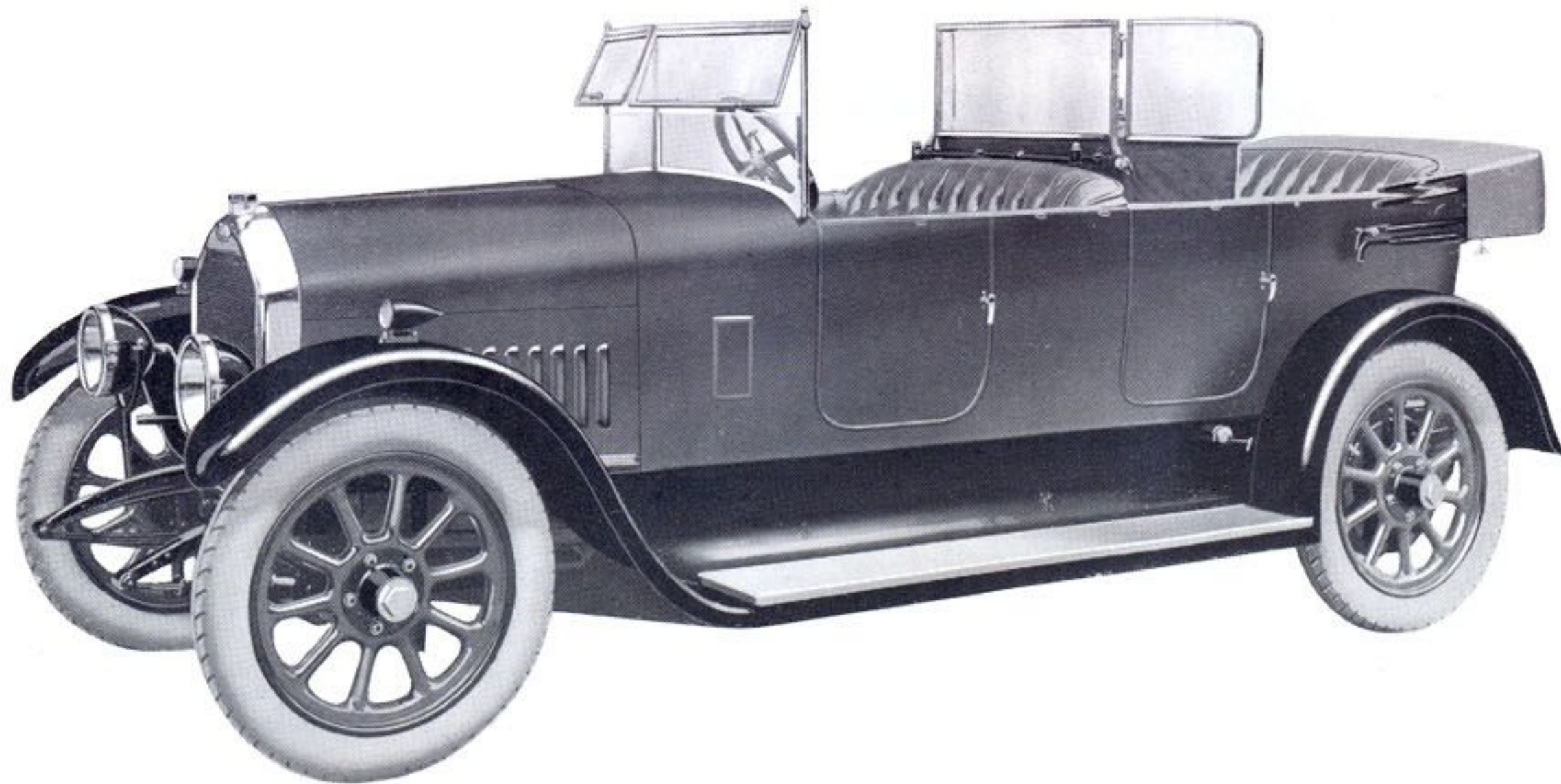
**Price complete     -     £530**

This Chassis Specification will be found embodied in the General Specification on pages 14 and 15.

For Conditions of Sale see page 24.



## 15.9 h.p. 5-SEATER MODEL



**Price complete - £695**

Equipped with an All-Weather Hood and rigid Side Screens.

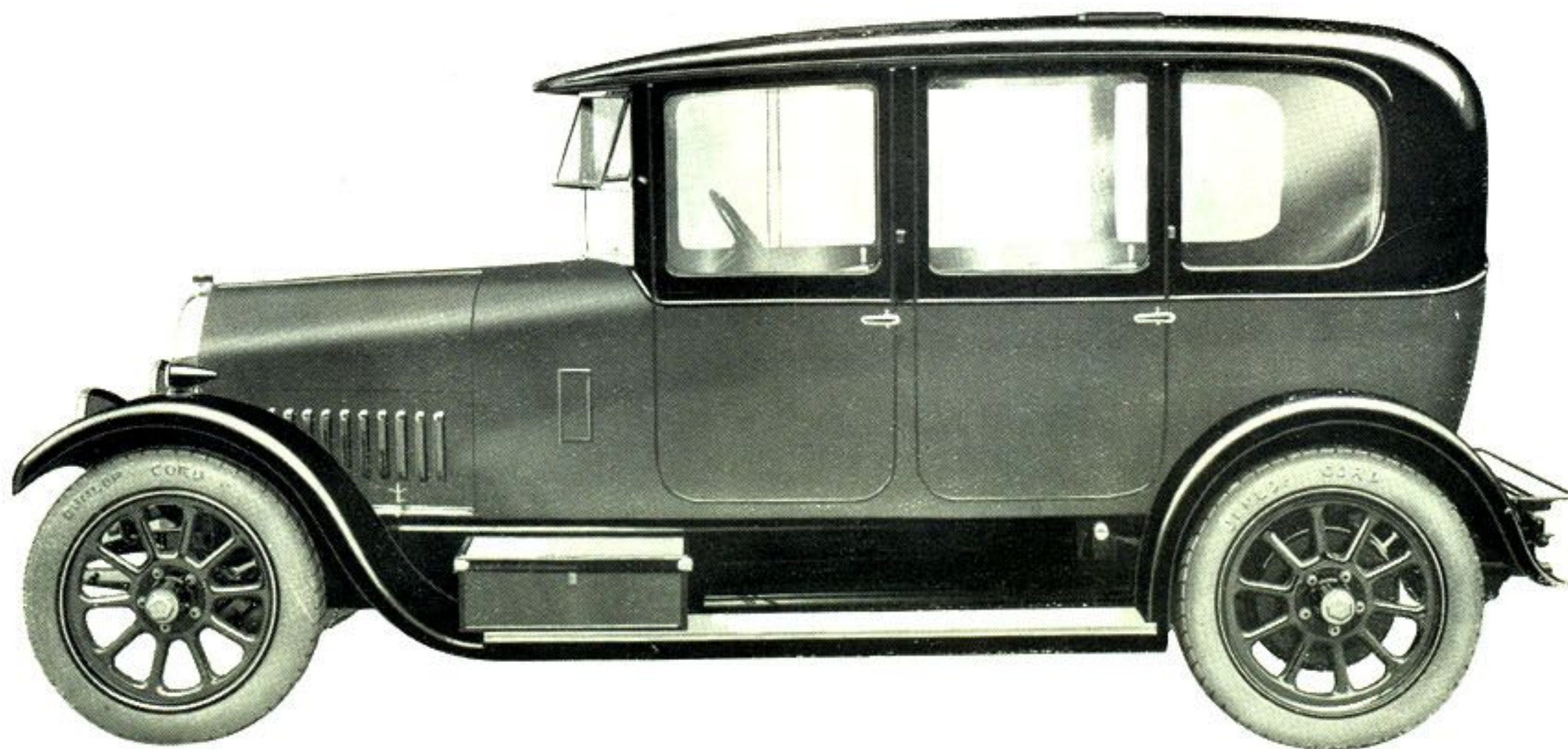
Specification on page 14 and 15.

For Conditions of Sale see page 24.





## 15.9 h.p. 3-DOOR SALOON MODEL



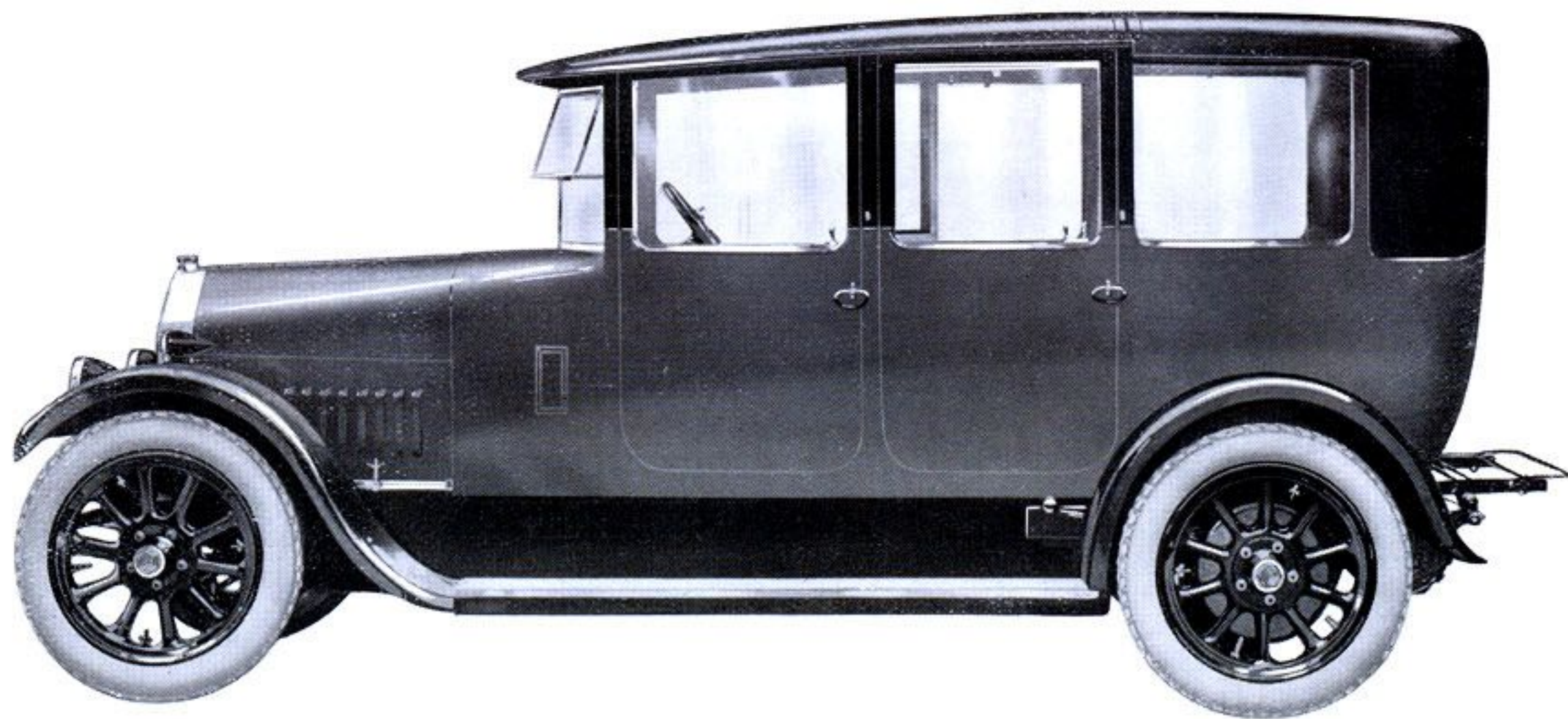
Price complete - £915

Specification on pages 14 and 15.

For Conditions of Sale see page 24.



## 15.9 h.p. SALOON LANDAULETTE MODEL



**Price complete - £915**

Specification on pages 14 and 15.

For Conditions of Sale see page 24.





## 8 h.p. LIGHT CAR SPECIFICATION

**ENGINE.**—Humber, overhead inlet valve type, 4-cylinder, 56 m/m bore, 100 m/m stroke (985 c.c.). R.A.C. Rating —7·8.

**GEAR RATIOS.**—1st speed, 17·1—1. 2nd speed, 8·6—1. 3rd speed, 4·9—1 (Direct drive).

**WHEEL BASE.**—7' 10½"

**TRACK.**—3' 10"

**GROUND CLEARANCE.**—8"

**OVERALL LENGTH.**—(Hood down) 10' 7½"

**OVERALL HEIGHT.**—(Hood up) 5' 3"

**OVERALL WIDTH.**—4' 6¾"

**PETROL CAPACITY.**—6 gallons.

**OIL CAPACITY.**—3 pints.

**WHEELS AND TYRES.**—Detachable steel artillery type, fitted with 700 × 80 (26" × 3") Dunlop Cord Tyres.

**IGNITION.**—Battery or Magneto.

**CARBURETTOR.**—Cox Atmos with air strangler controlled from dash.

**PETROL SYSTEM.**—Petrol supplied by gravity from tank placed under the dash.

**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.

**CLUTCH.**—"Humber" enclosed leather-faced cone.

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

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

**REAR AXLE.**—"Live" type, driven by spiral bevel gearing

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



## 8 h.p. LIGHT CAR SPECIFICATION—*continued.*

**STEERING**—The steering is of the Worm and Wheel type. The worm wheel shaft is splined to fit the steering arm which enables the whole of the wheel to be used as wear takes place.

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

**SPRINGS**—Half-elliptic to rear, quarter-elliptic to front.

**FRAME**—Pressed steel of low build arched over rear axle and combined with running boards, so forming a light, rigid unit.

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

**EQUIPMENT**—Lucas Bulb horn (under bonnet), spare wheel with tyre, complete set of tools—jack, handle, brace, etc., and an oilcan fitted under bonnet. A nickel and rubber double-action wiper is fitted to the double windscreen.

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

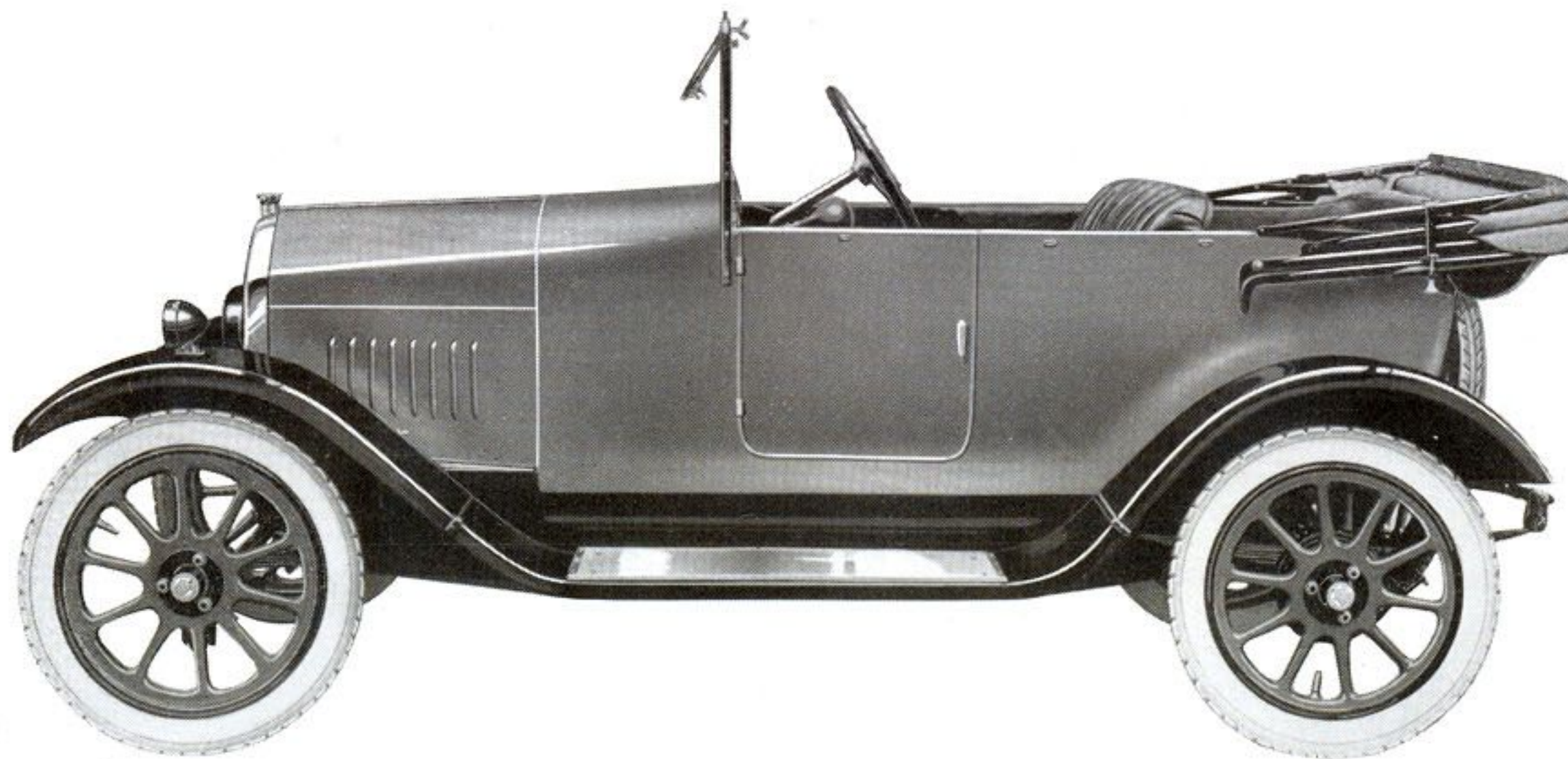
**STANDARD COLOUR**—Humber Mole, black wings.







## 8 h.p. LIGHT CAR MODEL



**Price complete - £250**

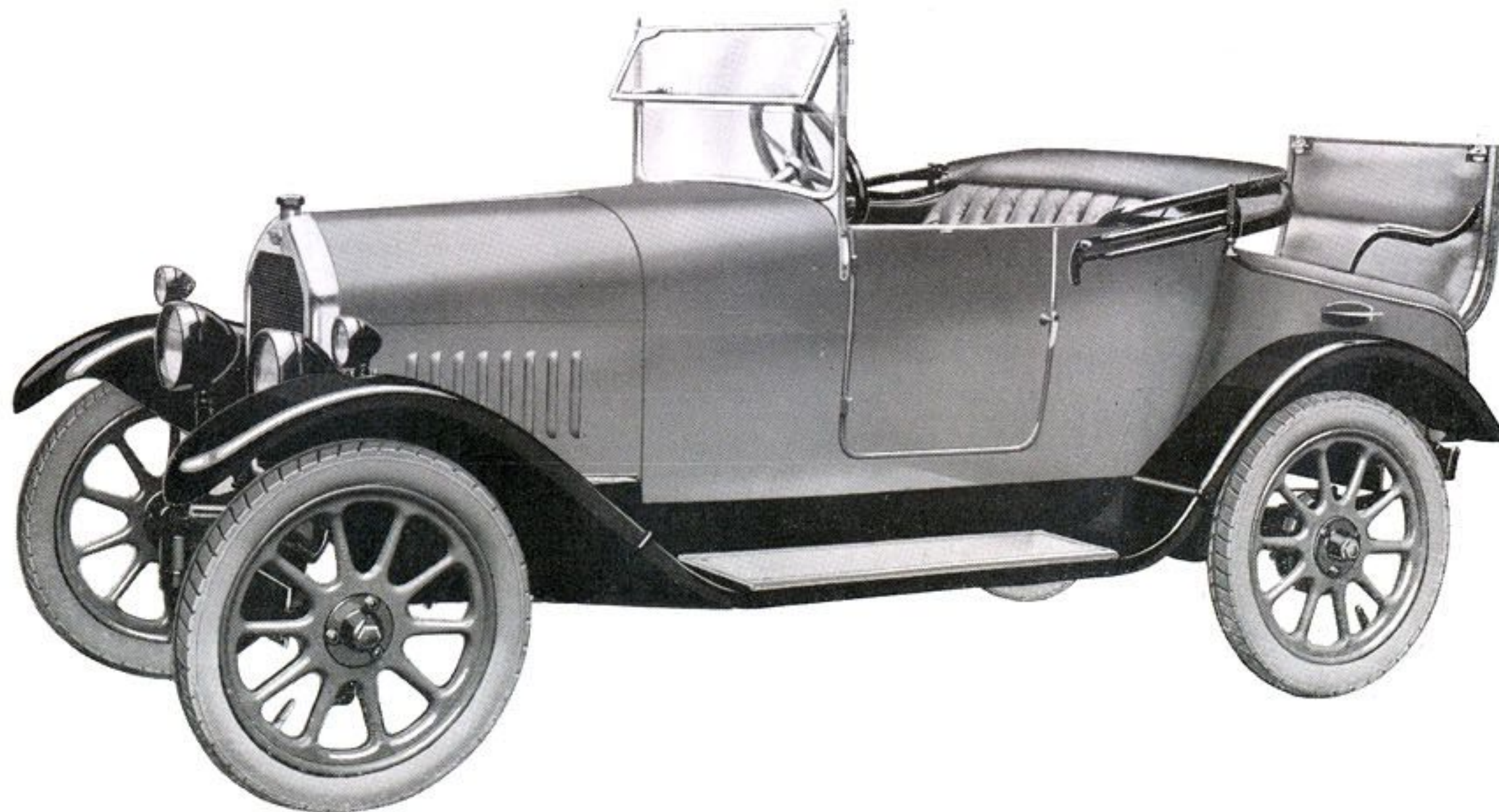
Chummy body equipped with an All-Weather Hood and rigid Side Screens.

Specification on pages 20 and 21.

For Conditions of Sale see page 24.



## 8 h.p. LIGHT CAR MODEL



**Price complete - £250**

2-seater body fitted with a comfortable dickey seat and equipped with an All-Weather Hood and rigid Side Screens.  
Specification on pages 20 and 21.

For Conditions of Sale see page 24.





## TERMS OF BUSINESS AND WARRANTY

**GENERAL**—The prices given in this catalogue are for net cash on delivery at our Works only.

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 of 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 of our liability to the Society to pay such damages, not exceeding £250, as the Committee (or on appeal Council) of the Society may award.



