

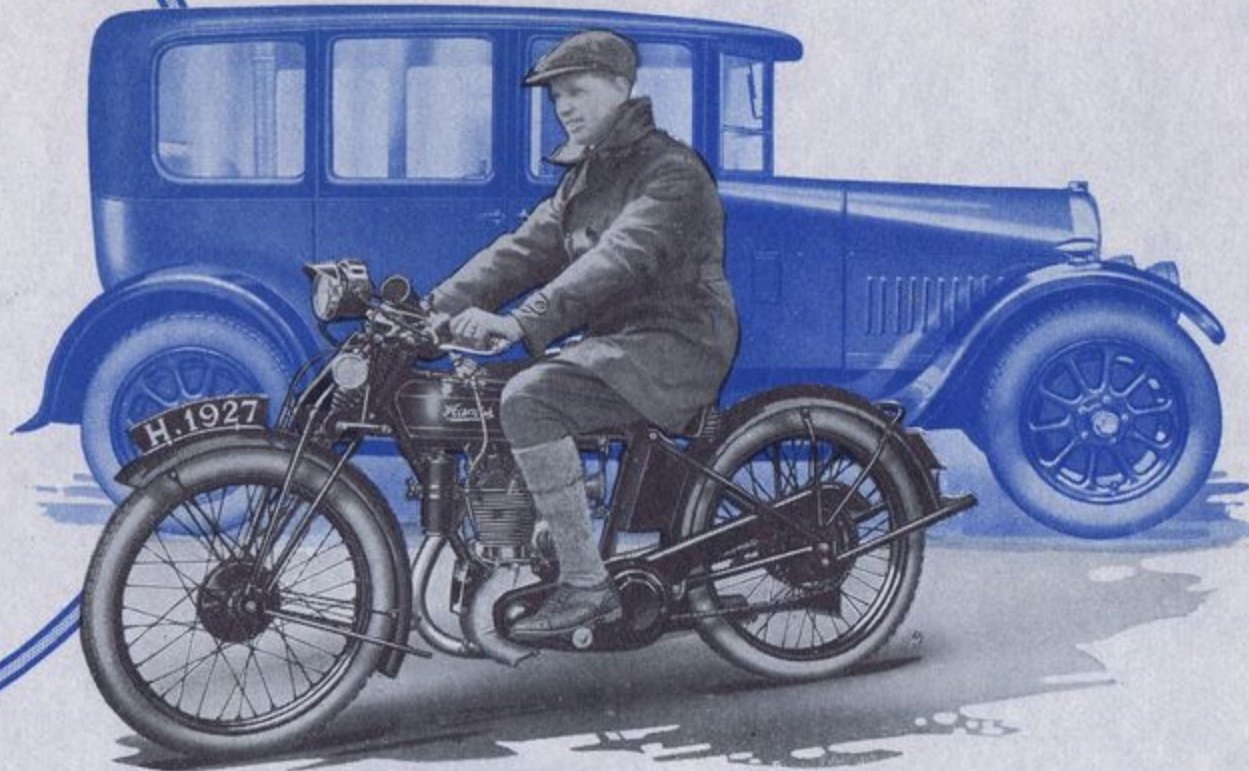
Barnstormers.co.nz

THE MOTOR CYCLE WITH  
THE FAMOUS CAR BEHIND IT

*Humber*

MOTOR  
CYCLES.

1927



BARNSTOPPERS.CO.NZ

*Humber*

**MOTOR CYCLES**

**HUMBER LIMITED  
COVENTRY**

*Telephone : 5041 Coventry.      Telegrams : Humber, Coventry*

**LONDON SHOWROOMS & EXPORT BRANCH OFFICE :**

**32, HOLBORN VIADUCT, E.C. 1**

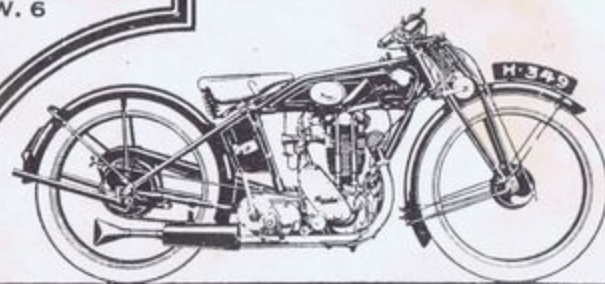
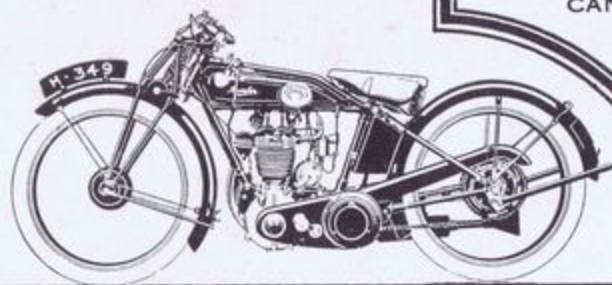
*Telephone : 8364-5 Central      Telegrams : Humber, London*

**LONDON REPAIR WORKS & SERVICE DEPOT :**

**CANTERBURY RD. KILBURN, N.W. 6**

*Telephone : 2001-2-3 Maida Vale*

*Telegrams : Humberonia, London*



# Foreword

The very name of "Humber" is a guarantee of maximum efficiency throughout. Proof of the unailing reliability of the Humber will be found in the consistent successes of this machine in reliability trials and competitions everywhere. The more strenuous the test, the more gamely does the Humber 3·49 h.p. Motor Cycle demonstrate its all-round handiness and dependability. The reason for the great superiority of the Humber is not far to seek.

In the selection of material for the various component parts used in this machine's construction, every conceivable care is exercised to ensure that only the best possible materials enter into Humber manufacture.

In a modernly equipped laboratory, our large staff of metallurgists are hourly carrying out research work, carefully analysing specimens of every consignment of material delivered, submitting it to every possible test, and should any metal fail to reach the Humber standard, it is quickly cast aside.

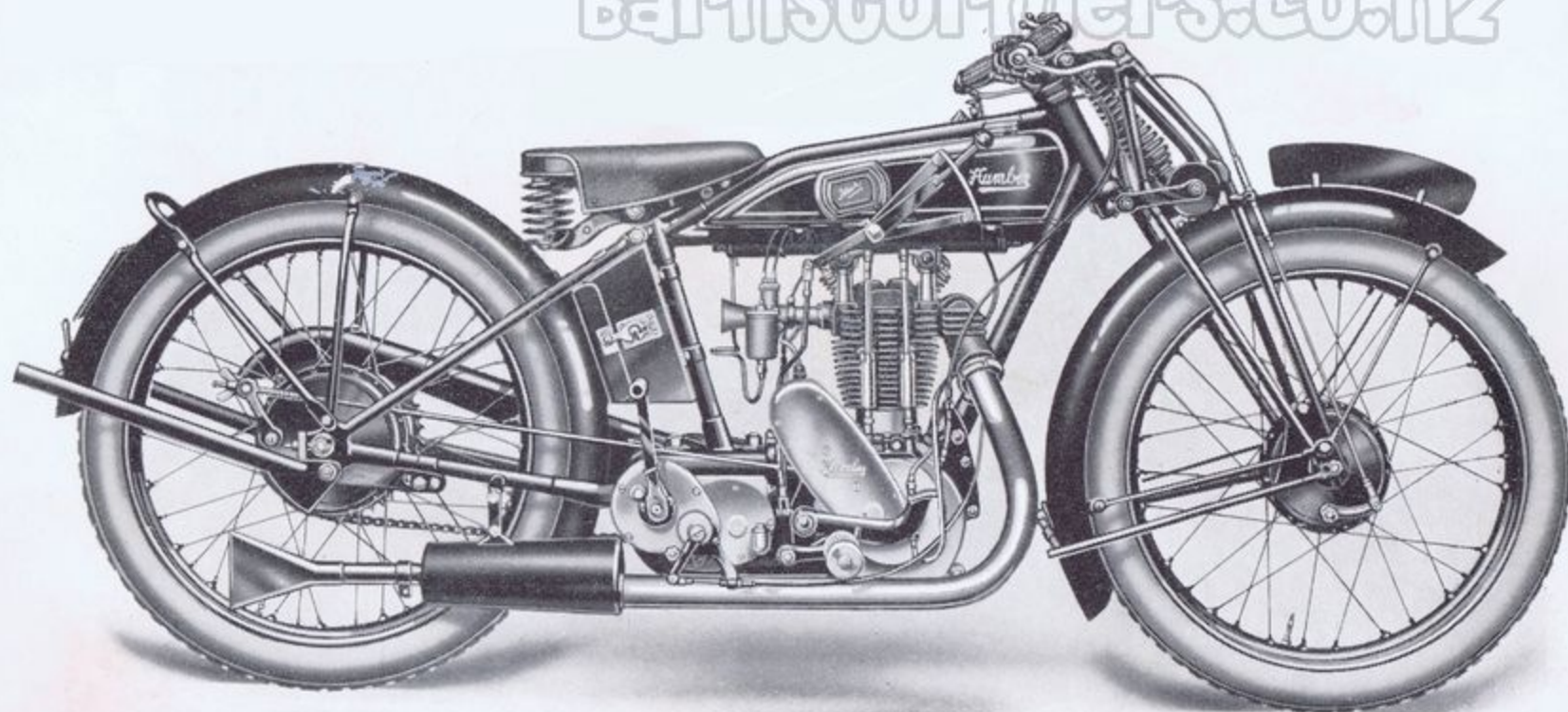
At the back of the Humber 3·49 h.p. Motor Cycle stand the advantages of car practice. This asset may not at first be appreciated, but, nevertheless, unique benefits have been derived from car engineering, to the great gain of the motor cyclist.

# *Announcing*

## The New Overhead Valve 3·49 H.P. Humber Motor Cycle

For some time past we have confined ourselves to the manufacture of one type of Motor Cycle only—the 3·49 h.p. side valve model—a machine which has well filled the purpose for which it was designed, being a thoroughly reliable, general utility mount, which from the speed point of view compared favourably with any other machine of its type.

Having, however, experienced a demand for a still speedier model, we have designed the overhead valve engined machine which we now introduce. The hopes raised by the strenuous road and bench tests which it has successfully undergone over a prolonged period have been more than fulfilled by its splendid successes in recent open Reliability Trials under the worst conditions in all parts of the country.



The 3.49 H.P. O.H.V. Humber "Sports" Model

Price - £51 10 0

Lucas Magdyno Junior Lighting Set £8 15 0 extra.

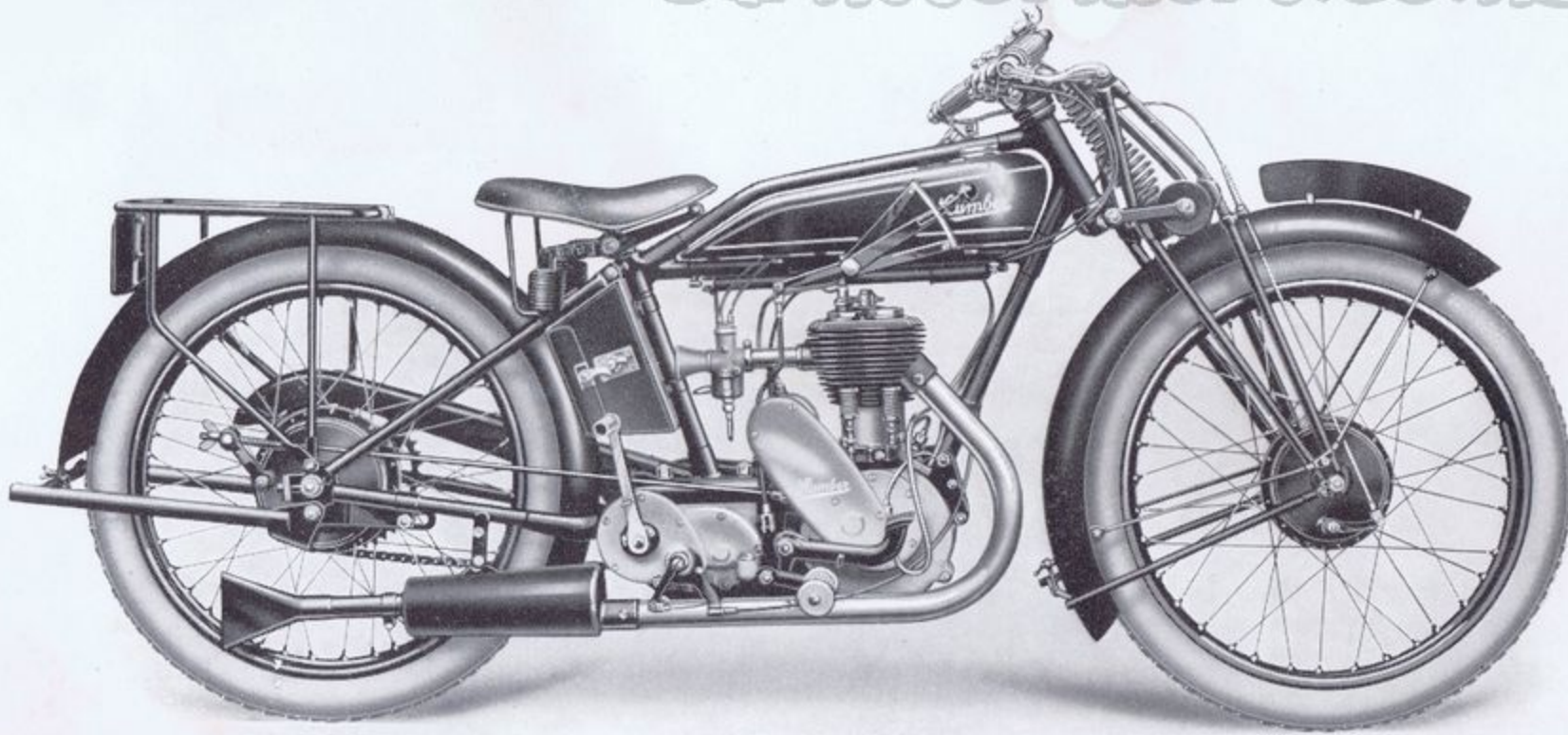
For Hire Purchase Terms, see page 9.

TOURIST MODEL, as above,  
but fitted with Footboards and  
Touring Handlebar £51. 17. 6.

## SPECIFICATION

### 3.49 H.P. O.H.V. Humber Sports Model

ENGINE.	Single cylinder, bore 75 × 79 m/m. Capacity 349 c.c. Fitted with detachable head ; aluminium piston with full floating gudgeon pin ; inclined valves of a large diameter made of a special alloy steel ; double roller bearings to big end ; heavy flywheels. The head and cylinder are deeply finned, thus ensuring efficient cooling.	TYRES.	27 × 2.75 Dunlop wired-on.
CARBURETTOR.	Brown & Barlow.	MUDGUARDS.	Car type, front being 5" and rear 5½" wide, giving ample clearances and protection.
MAGNETO.	M.L. neatly placed behind the engine ; handlebar controlled ; driven by Hans Renold chain, adjustable.	SADDLE.	Lycett's Aero Elastic.
TRANSMISSION.	5/8 × 1/4 Hans Renold roller chains throughout, efficiently protected by covers. All engine shocks entirely eliminated by shock absorber fitted to rear wheel.	BRAKES.	Internal expanding, 7" diameter to the rear wheel, 6" diameter to the front wheel. The front one is operated by a lever on the handlebar, the rear by a foot pedal which is anchored on a separate shaft to footrest.
GEARBOX.	Three-speed close ratio—5.65 to 1, 7.75 to 1, and 11.59 to 1. Operated by hand lever on the right-hand side of the tank. Kick starter incorporated.	LUBRICATION.	By a mechanical pump, through a sight feed fitted on tank to the crankcase. Grease gun lubrication to front forks, brake pedals and rockers.
CLUTCH.	Multiple disc type ; operated by lever on left-hand side of handlebar.	STANDS.	To front and rear wheels, hinged to fork ends.
PETROL TANK.	Large capacity—petrol 1½ gallons—oil 3 pints.	CARRIER.	Loop is provided on the mudguard stays for the purpose of lifting machine on to stand. A carrier, if specified when machine is ordered, can be fitted in lieu of loop at 7s. 6d. extra.
FRAME.	Of specially strong design with dropped top rail, giving low saddle position ; built with weldless steel tubing of high carbon content.	SILENCER.	Is of an improved and efficient type fitted with plated exhaust pipe and detachable fish tail.
FORK.	Single main spring type, provided with solid links and incorporating shock absorbers, spring loaded.	TOOL BAG.	Strong armoured tool bag placed between the rear tube and rear mudguard. It is complete with set of tools in roll, oiler, grease gun, etc.
		FINISH.	Black stoved enamel on rust-proofed surface, relieved with gold embellishments.



The 3.49 H.P. Side Valve Humber "Sports" Model

Price - £46 10 0

Lucas Magdyno Junior Lighting Set £8 15 0 extra.

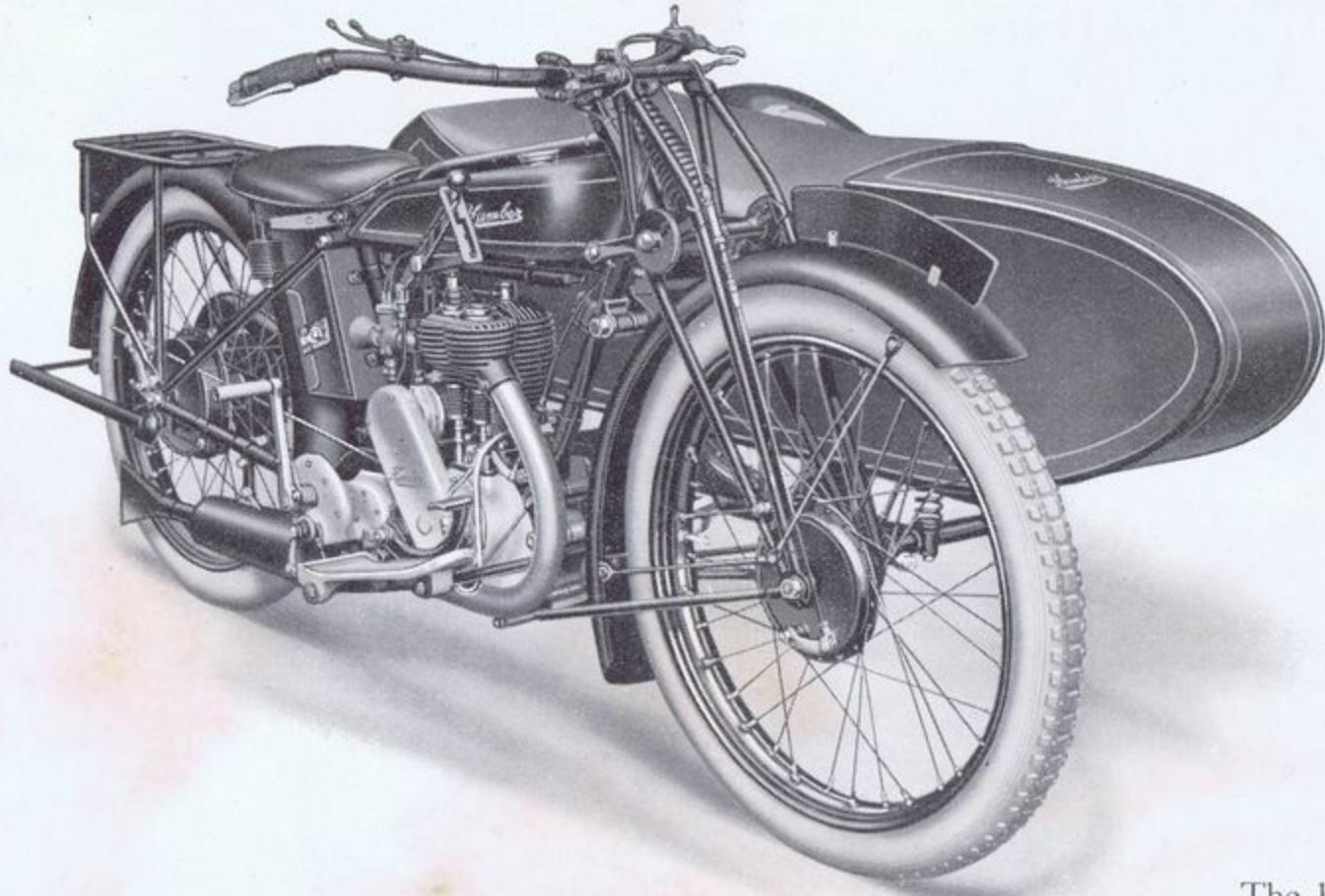
For Hire Purchase Terms, see page 9.

TOURIST MODEL, as above,  
but fitted with Footboards and  
Touring Handlebar £46. 17. 6.

SPECIFICATION

## The 3.49 H.P. Side Valve Humber Sports Model

ENGINE.	Single cylinder, bore and stroke 75×79 m/m. Capacity 349 c.c. Cylinder deeply finned, providing maximum cooling surface. Valves of large diameter and made from special alloy steel. Aluminium piston fitted with gudgeon pin of full floating type. Flywheels are perfectly balanced, ensuring vibrationless running. Big end is fitted with double roller bearing.	FORK.	Single main spring type, provided with solid side links, adjustable and incorporating shock absorbers, spring loaded.
CARBURETTOR.	Brown & Barlow.	TYRES.	27×2.75 Dunlop Cord, wired-on.
MAGNETO.	M.L. neatly placed behind engine; handlebar controlled; driven by Hans Renold chain, adjustable.	MUDGUARDS.	Car type, front being 5" and rear 5½" wide, giving ample clearance and protection.
TRANSMISSION.	⅝×¼ Hans Renold roller chains throughout, efficiently protected by covers. All engine shocks entirely eliminated by new type shock absorber fitted to rear wheel.	SADDLE.	Lycett.
GEARBOX.	Three-speed, giving ratios of 6 to 1, 9 to 1, 18.5 to 1. Operated by lever through a gate change on the right-hand side of tank. Kick starter incorporated.	BRAKES.	Internal expanding, 7" diameter to the rear wheel, 6" diameter to the front wheel. The front is operated by a lever on the handlebar, the rear by a foot pedal which is anchored on a separate shaft.
CLUTCH.	Multiple disc type operated by lever on handlebar.	LUBRICATION.	By a mechanical pump, through sight feed fitted on tank to the crankcase. Grease gun lubrication to front forks and brake pedals.
PETROL TANK.	Large capacity. Petrol 1½ gallons—oil 3 pints.	STANDS.	To front and rear wheels, hinged to fork ends.
FRAME.	Of specially strong design with dropped top rail, giving low saddle position; built with weldless steel tubing of high carbon content. Strong carrier fitted.	SILENCER.	Is of an improved and efficient type, fitted with plated exhaust pipe and detachable fish tail.
		TOOL BAG.	Strong armoured tool bag placed between the rear tube and rear mudguard. It is complete with set of tools in roll, oiler, grease gun, etc.
		FINISH.	Black stoved enamel on rust-proofed surface, relieved with gold embellishments.



## SIDECAR OUTFITS

The handsome coach-built Sidecar which we recommend for use with the 3.49 h.p. Humber Motor Cycles. It possesses sporting lines, is beautifully sprung, is fitted with suitable door, and a useful locker is concealed behind the seat squab. Tools can be kept, as required, in a receptacle under the seat as well as in the motor cycle tool bag.

Price net cash £15 15 0

Lucas Magdyno Junior Lighting Set £9 7 6 extra.

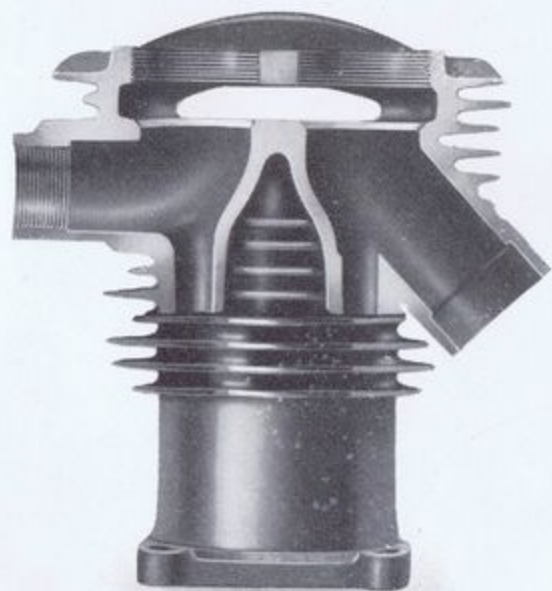
For Hire Purchase Terms, see page 9.

## HIRE PURCHASE TERMS

For those who do not wish to pay cash with order our Hire Purchase System is ideal, and the scale of monthly payments set out below should appeal to all Motor Cyclists. Application Forms may be had from any of our Dealers, from our London Depot, or direct from Coventry.

		Deposit			12 Monthly Instalments of		
		£	s.	d.	£	s.	d.
"O.H.V."	"Sports" Model . . . . .	14	0	10	3	15	10
"	"Tourist" ,, . . . . .	14	2	8	3	16	4
"Side Valve"	"Sports" ,, . . . . .	12	15	10	3	9	1
"	"Tourist" ,, . . . . .	12	17	8	3	9	7
Side Car	. . . . .	3	18	9	1	1	3
Lucas Magdyno Junior	Lighting Set, Solo . . . . .	2	7	9	0	11	11
"	" Comb. Outfit . . . . .	2	10	9	0	12	9

## CONSTRUCTIONAL FEATURES of the 3.49 H.P. Humber Motor Cycles



*Side Valve Model Cylinder  
in section.*

### ENGINE.

The engines for both models are manufactured throughout in the Humber works and embody the highest standards of internal combustion engineering. They possess power sufficient to make motoring a real pleasure, and should not fail to make a strong appeal to the rider who uses his machine for either business or touring. The clean design, excellent finish, ease of control, and proved efficiency, justify our claim to a front rank position in the motor cycle world.

The following illustrations and descriptions will give the purchaser a more clear idea of the details used to make up the complete machine. It is important he should have a reasonable knowledge of the constructional features, in order that he may deal with the small adjustments necessary from time to time to keep the machine running efficiently.



*O.H.V. Model Cylinder.*

## CONSTRUCTIONAL FEATURES—*continued.*

**CYLINDER.** The cylinders are remarkable clean castings and deeply finned. The ports are exceedingly clean in design, with easy curves, thus offering the minimum resistance to the inlet and outlet of gases. The valve guides are separate from the cylinder and can be easily replaced when necessary.



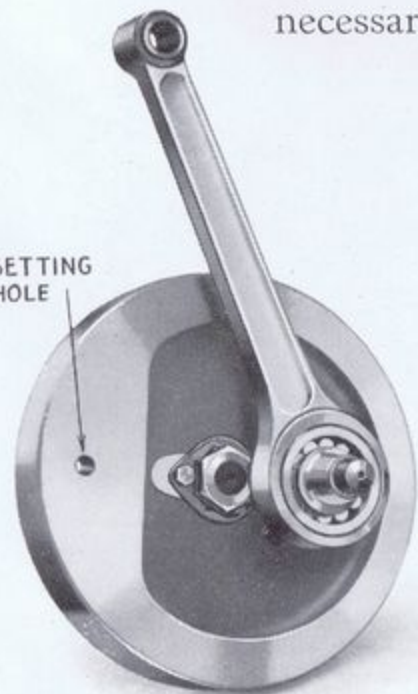
*S.V. Piston.*



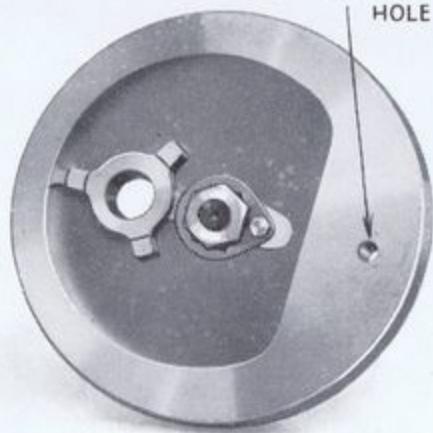
*O.H.V. Piston.*

*The Flywheels.*

SETTING  
HOLE



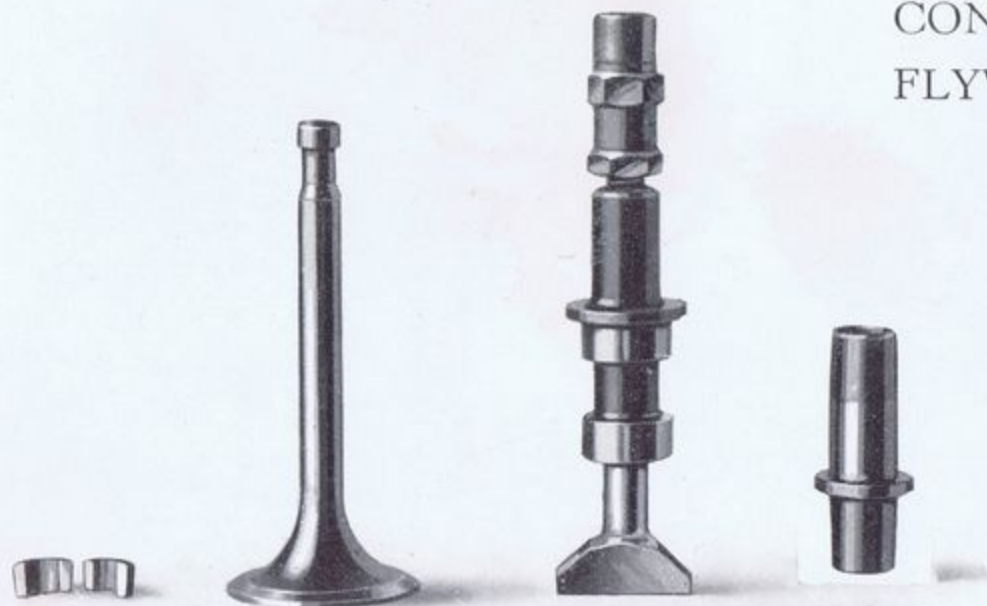
SETTING  
HOLE



**PISTON.** The pistons are made from aluminium of a special specification, being light and very strong. This gives increased heat conductivity, and at the same time reduces the inertia load by enabling light reciprocating parts to be fitted. They are fitted with two rings at the top, which are made from special metal, retaining flexibility at high temperatures. The gudgeon pin is of the full floating type, fitted with metal pads at each end to prevent scoring the cylinder walls.

CONSTRUCTIONAL FEATURES—*continued.*

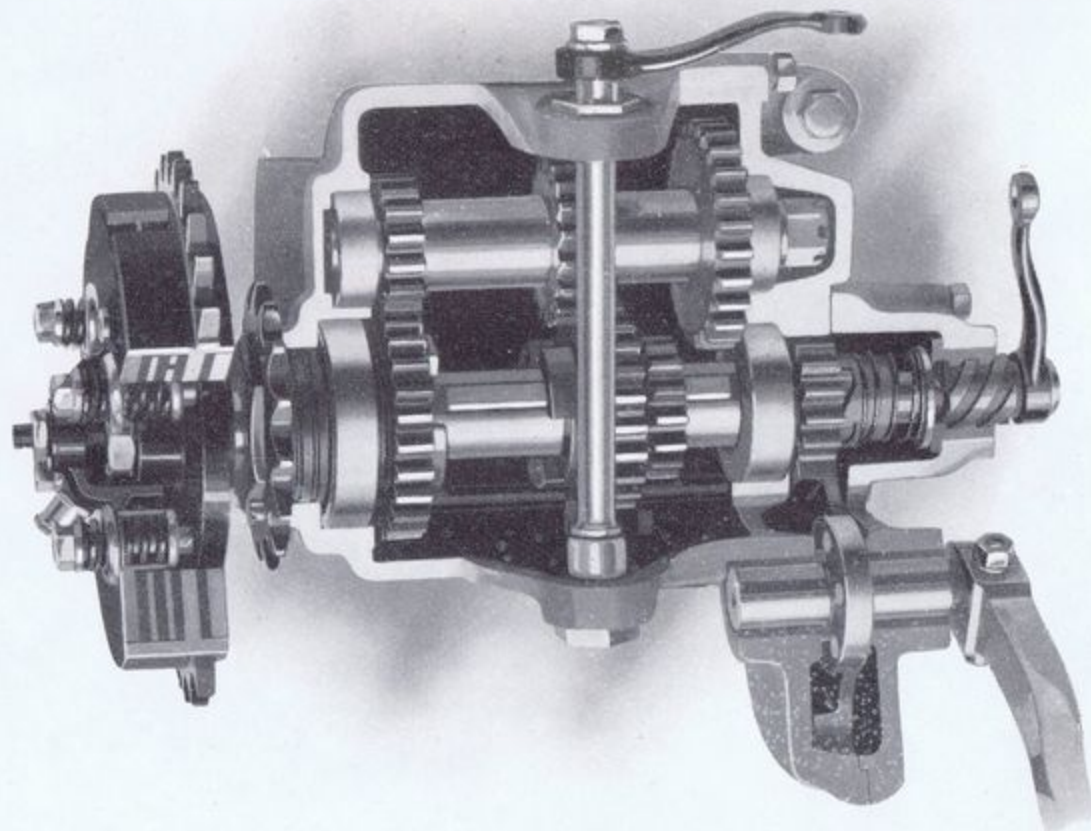
**FLYWHEELS.** The flywheels have heavy rims which ensure smooth and steady running. Their perfect balance is responsible in no small measure for the great flexibility of the engine. The big end bearing is of the double roller type, and of large diameter. If at any time it is necessary to dismantle the flywheels, say, for fitting new rollers to the big end bearing,



*Cotter, Valve, Tappet and Valve Guide.*

etc., when re-assembling, a bar that fits (such as a valve stem) should be put through the two setting holes. This will greatly assist in getting the flywheels perfectly true with each other, before finally locking up the crank pin nut.

**VALVES** are of large diameter, thus offering the least resistance to the ingoing charge, while at the same time allowing the exhaust gas to escape without interruption. They are made from a special alloy steel which we have proved to be the most suitable for air-cooled engines.

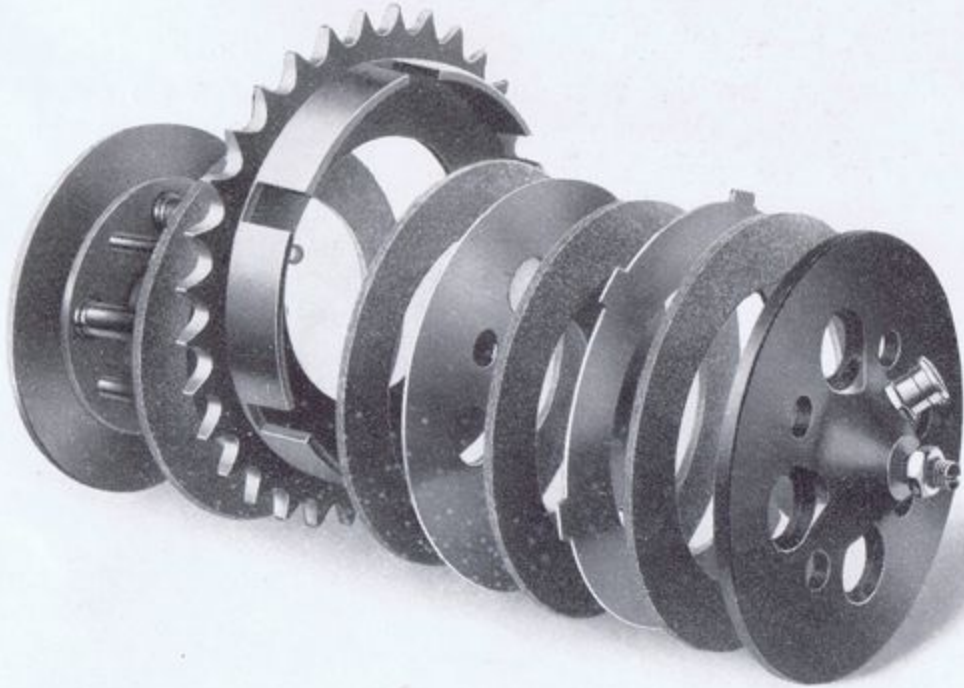


*Gearbox and Clutch in section.*

CONSTRUCTIONAL FEATURES—*continued.*

VALVE GUIDES are made separate from the cylinder, but are a forced fit in their housing. Should any wear take place, these can be replaced and the valve re-ground to its seat with a new guide.

VALVE TAPPETS. Tappets, also the guides, are detachable and can be removed from the crankcase for inspection purposes.



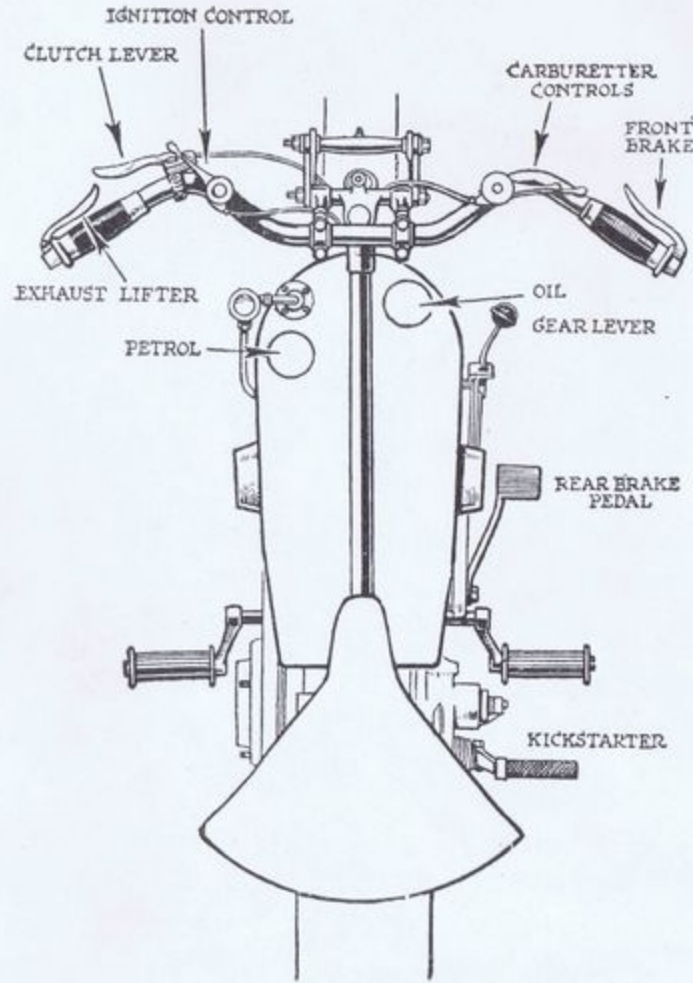
*The Clutch dismantled.*



*Shock Absorber.*

GEARBOX. The gearbox is neatly placed behind the engine and is attached to the bracket hanger with two studs. There are three speeds, which are easy to manipulate. The operations are performed by the sliding wheel and dog clutch principle. Two free positions are provided with notches.

CONSTRUCTIONAL FEATURES—*continued.*

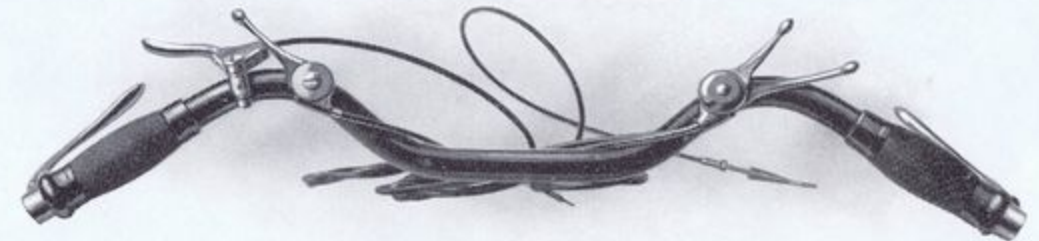


*General Plan.*

chains is considerably reduced, while the rear tyre and transmission gear will give a longer and more satisfactory service.

on the gate to correspond. Ball bearings are fitted on both shafts, the one on the driving end of the main shaft being of exceptionally large diameter and double purpose. Long wearing qualities and practically entire elimination of friction are ensured. The efficiency and durability of the gears will be greatly increased if careful attention is paid to the lubrication.

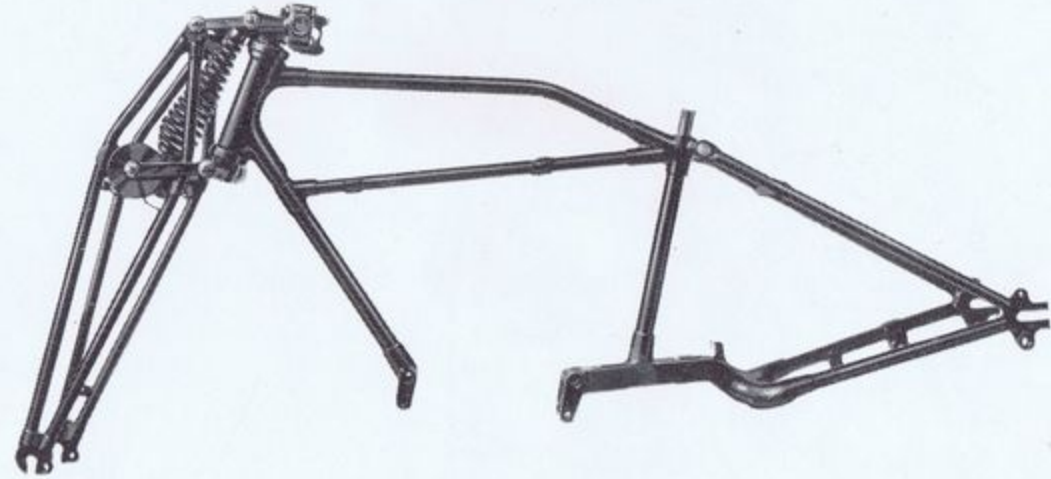
**SHOCK ABSORBER:** A large shock absorber is fitted to the chain wheel on the rear hub, which ensures an even drive at all speeds. The drive is taken up on rubber pads which absorb all engine shocks, preventing them from being transmitted to the driver. By this means the possibility of broken



*Handlebar and Controls.*

CONSTRUCTIONAL FEATURES—*continued.*

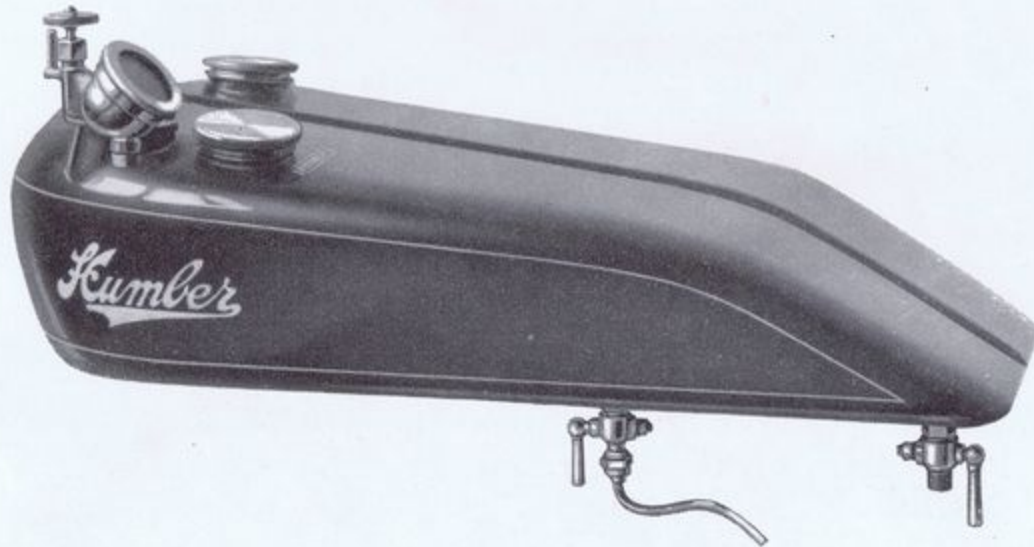
**CLUTCH.** The clutch is of the multiple disc type, mounted on the main shaft of the gearbox and operated by hand lever on the left side of the handlebar. It is designed to take a heavy load, while the drive is taken up with smoothness. Its simple construction makes it perfectly safe, even in the hands of the merest novice. It contains a series of steel discs coming into contact with Raybestos discs, through the medium of spiral springs, which are adjustable from the outside plate.



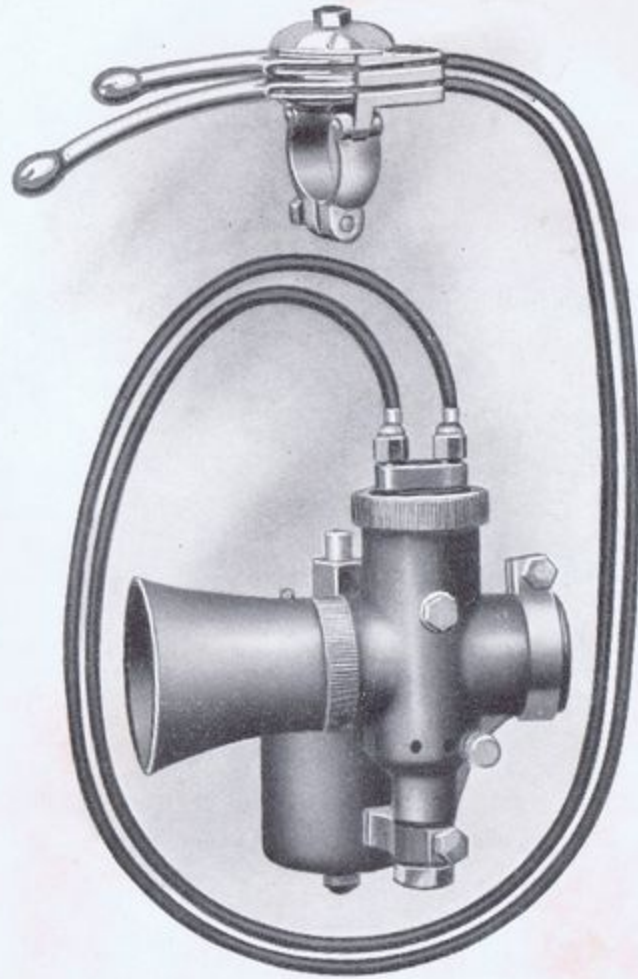
*The Humber Frame.*

**HANDLEBAR.** The handlebar is of a shape that ensures minimum wrist fatigue, and the position is exceedingly comfortable. All control levers are conveniently placed on the bar in such a position that to operate them the hands need not leave the handles.

It should be noted that all control levers open outwards.



*The Tank, showing Fillers and Sight Feed Chamber.*



*B. & B. Carburettor.*

lever controls. It meets the demand for ticking over at "no load" and, on the other hand, provides the maximum engine power when the throttle is full open. The two levers are fitted to the right-hand side of the handlebar. The top short lever is for regulating the air and the other the throttle valve; both levers open outwards.

CONSTRUCTIONAL FEATURES—  
*continued.*  
TANK.

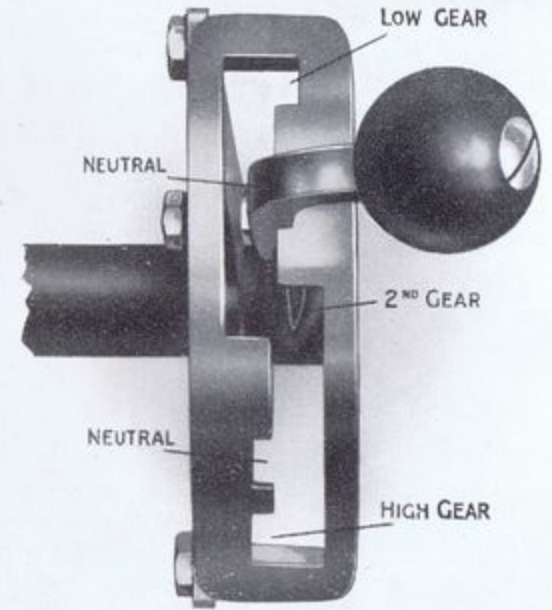
The tank is exceptionally neat in appearance, and very strong. Large fillers are fitted. Lubricating oil is contained in a separate tank at forward end.

FRAME AND FORK.

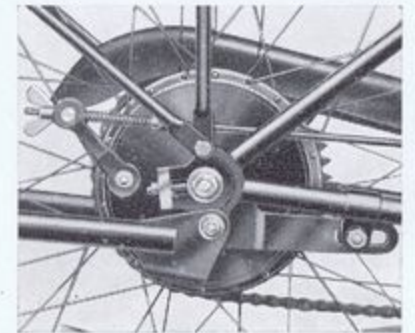
The Humber motor cycle frame is of specially strong design and low built. It is so arranged that a comfortable position for riding is obtained, and though the rider may place both feet on the ground whilst in the saddle, there is plenty of clearance under the engine, making the machine very suitable for Colonial use.

CARBURETTOR.

The carburettor fitted is of the well-known Brown & Barlow Sports type with two



*The Change Speed Gate.*



*The Rear Brake.*

# HUMBER 3.49 H.P. O.H.V. MOTOR CYCLE

Gear Ratios and Engine Speeds relative to miles per hour.

STANDARD—17 TOOTH SPROCKET			
M.P.H.	LOW. 11.59 TO 1	MIDDLE. 7.75 TO 1	TOP. 5.647 TO 1
5	721.45	482.5	351.5
10	1442.9	965	703
15	2164.35	1447.5	1054.5
20	2885.8	1930	1406
25	3607.25	2412.5	1757.5
30	4328.7	2895	2109
35	5050.15	3377.5	2460.5
40		3860	2812
45		4342.5	3163.5
50		4825	3515
55		5307.5	3866.5
60			4218
65			4569.5
70			4921

COMBINATION—16 TOOTH SPROCKET			
M.H.P.	LOW. 12.3 TO 1	MIDDLE. 8.22 TO 1	TOP. 6 TO 1
5	765.65	511.65	373.5
10	1531.3	1023.3	747
15	2296.95	1534.9	1120.5
20	3062.6	2046.6	1494
25	3828.25	2558.25	1867.5
30	4593.9	3069.9	2241
35	5359.5	3581.55	2614.5
40		4093.2	2988
45		4604.8	3361.5
50		5116.5	3735
55			4108.5
60			4482
65			4855.5
70			5229

# HUMBER 3.49 H.P. SIDE VALVE MOTOR CYCLE

Gear Ratios and Engine Speeds relative to miles per hour.

STANDARD—16 TOOTH SPROCKET			
M.P.H.	LOW. 18.5 TO 1	MIDDLE. 9.1 TO 1	TOP. 6 TO 1
5	1150.5	567.72	373.5
10	2301	1135.5	747
15	3451	1703.2	1120.5
20	4601.5	2270.9	1494
25		2838.6	1867.5
30		3406.32	2241
35		3974	2614.5
40		4541.76	2988
45		5109.5	3361.5
50			3735
55			4108.5
60			4482

COMBINATION—15 TOOTH SPROCKET			
M.P.H.	LOW. 19.71 TO 1	MIDDLE. 9.66 TO 1	TOP. 6.4 TO 1
5	1227.01	601.55	398.38
10	2454.02	1203.1	766.76
15	3681.03	1804.65	1195.14
20	4908.04	2406.2	1533.52
25		3007.75	1991.9
30		3609.3	2390.28
35		4210.85	2788.66
40		4812.40	3067.04
45			3584.82
50			3983.8
55			4382.18
60			4780.56

## TERMS OF BUSINESS

CONDITIONS OF SALE. All goods are sold subject only to the guarantee, or warranty, set out in the Company's catalogues current at the date of delivery of such goods, and which is given in lieu of all guarantees, warranties or conditions implied by Common Law, Statute or otherwise which are hereby expressly excluded, and the dealer agrees that he will not re-sell except upon the terms contained in such guarantee or warranty.

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

PACKING. The Machines are packed in special crates or cases, for which an extra charge is made. These are not returnable under any circumstances.

EXPORT. Machines are delivered f.o.b. English port, and the consignee pays all further charges.

RAILWAY TRANSIT. All Machines are delivered carriage paid to nearest railway station to destination, per goods traffic, in good condition, and signed for as being so by the railway companies. Customers should therefore carefully examine machines when received, and if damaged should sign accordingly and notify the carriers that a claim will be made by us on their behalf, full particulars being at once sent to us to be carried into effect. (The railway companies make a small charge for collecting and delivering by passenger train.)

REPAIRS AND REPLACEMENTS. All parts sent for repair or replacement must be forwarded carriage paid, bearing the sender's name and address, and, if possible, the *machine number* and year of manufacture.

Motor Cycles which are sent for repair will only be ridden by our employees at the risk and responsibility of the owner.

ALTERATION IN PRICES. We reserve the right to alter any prices, specifications or terms stated in this list at any time without notice, and all Motor Cycles are subject to prices and conditions ruling at time of delivery.

EXHIBITIONS. All goods are sold on the condition that they must not be exhibited at any Exhibition in the British Isles without our written consent.

Should any further particulars be desired beyond those given in this list, we cordially invite our patrons to communicate with us and we shall be pleased to give every information required.

## 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 purpose 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 three months 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 machines 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 machine 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 replacement made, as the case may be. Failing compliance with the above conditions, goods received by us will lie at the risk of the sender, 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.

DEALER. Those firms whom we style our Dealers are not authorised to advertise, incur any debts, or transact any business whatsoever on our account, other than the sale of goods which they may purchase from us; nor are they authorised to give any Warranty or make any representation on our behalf other than those contained in the above Warranty.

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