

THE HUMBERETTE

July 1979

OFFICIAL NEWSLETTER OF THE



TOP RIGHT

1910 12 HP Humber (AER 088)

Owner: Alan Duncan

CENTRE RIGHT

Series VA Super Snipe (JUL 601)

Outright winner HCCV Concours 1978

Owners: Reg & Marion Hattersley

BOTTOM RIGHT

Mark I Super Snipe (INP 936)

Winner "Mark Section" HCCV Concours 1978

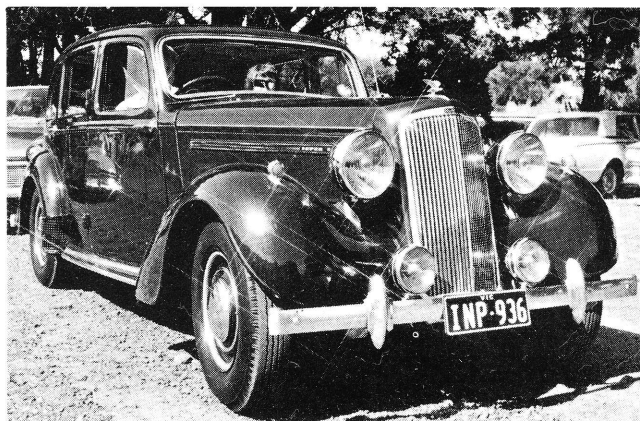
Owners: Tom & Lynne McAlpine

BELOW

Series IV Super Snipe (HZN 925)

"Most Desirable Vehicle" HCCV Concours 1978

Owner: Nancy Butt



HUMBER CAR CLUB OF VICTORIA

COMMITTEE 1979

PRESIDENT:	REG HATTERSLEY	877 1981
VICE-PRESIDENT:	LLOYD HUGHES	877 3208
SECRETARY:	DES JUDD	783 9743
TREASURER:	IAN FOREMAN	528 1578
EDITOR:	JOHN BROWNE	758 7526
SOCIAL SECRETARY:	MARIE BROWNE	758 7526
TECHNICAL OFFICER:	BOB KENNEDY	789 5119

Humber Car Club Calendar 1979

Social Functions:

May 20	—	Sovereign Hill, Ballarat
June 2, 3, 4	—	Echuca Steam Rally
July 8	—	Chirnside Park Historic Home Tour
August ?	—	Social Secretary's "Special"
Sept. 16	—	President's Run (Invitation to Daimler Lanchester Car Club)
Oct. ?	—	Economy Run (Invitation to Rover Car Club) — date to be confirmed
Nov. 4	—	Humber Car Club Concours
Nov. 23	—	Annual Presentation Dinner at "Chaucers"
Dec. ?	—	M.G. Concours
Feb. 10, 1980	—	Saturday evening wine tasting (place to be confirmed)

General Meetings

The Humber Car Club of Victoria meets on the fourth Friday of the month (unless indicated otherwise) at the "Theatrette", Camberwell Civic Centre, Inglesby Road, Camberwell. Please note: meeting commences at 8.00 p.m. sharp.

Dates of Forthcoming General Meetings in 1979

Friday, June 22	Friday, October 26
Friday, July 27	Friday, November 23 (Annual Presentation Dinner)
Friday, August 24	No December meeting
Friday, September 28	Friday, January 25 (1980)

All correspondence to: Secretary,
Humber Car Club of Victoria
P.O. Box 35,
Frankston 3199

All Membership Subscriptions to: Treasurer,
Humber Car Club of Victoria
Ian Foreman,
33 Horne Street,
Elsternwick 3185

All Newsletter Entries to: John Browne,
1127 Burwood Highway,
Ferntree Gully 3156

THE HUMBERETTE

JULY 1972

PRESIDENT'S REPORT

THE COMMITTEE IS CONCERNED ABOUT THE DROP IN ATTENDANCE AT OUR GENERAL MEETINGS. THIS IS USUAL OVER THE WINTER MONTHS, BUT THIS YEAR, DUE TO DIFFICULTIES IN GETTING OUR NEWSLETTER OUT, SEVERAL OF OUR REGULARS HOLIDAYING AT THE SAME TIME, AND AN ABOVE AVERAGE NUMBER OF SICK MEMBERS, OUR NUMBERS AT MEETINGS ARE ~~XXXXXX~~ LOWER THAN IS USUAL FOR THE WINTER MONTHS. THERE IS NO DOUBT THAT A GOOD ATTENDANCE GOES A LONG WAY TOWARDS MAKING A MEETING A HAPPY AND SUCCESSFUL ONE, SO LETS HOPE THAT THOSE WHO ARE ABLE WILL MAKE A SPECIAL EFFORT, AND GET ALONG TO THE FOUR REMAINING MEETINGS THIS YEAR. WE WOULD VERY MUCH LIKE TO SEE YOU.

OUR RUN TO WERRIBEE PARK TO SEE CHIRNSIDE HOUSE WAS WELL WORTHWHILE. ONE COULDN'T HELP BUT COMPARE WITH RIPPONLEA, AND I THINK THE GENERAL FEELING WAS THAT WE WOULD ALL LIKE TO SEE CHIRNSIDE HOUSE WHEN IT IS FULLY RESTORED, AND THAT THE ROOMS THAT HAVE BEEN RESTORED ARE MAGNIFICENT.

WE WILL MISS SID AND GWEN HUMPHRIES AT OUR NEXT MEETING, BUT WISH THEM A VERY HAPPY ~~MX~~ FOUR WEEKS IN QUEENSLAND.

SEE YOU AT CAMBERWELL ON THE 27TH

KEG HATTERSLEY.

MINUTES OF GENERAL MEETING - JUNE 1979

PRESIDENT OPENED MEETING AT 8.20PM

- 1) APOLOGIES - CHRIS WEBB, HAROLD UNDERWOOD, KELVIN HUGHES, LES LINDORF.
- 2) MINUTES OF PREVIOUS MEETING PASSED.
- 3) CORRESPONDANCE READ AND PASSED.
- 4) TREASURER'S REPORT - \$1522-63
- 5) SOCIAL SECRETARY'S REPORT - JULY OUTING ANNOUNCED TO CHIRNSIDE PARK AND DETAILS OF AUGUST OUTING IN NEXT NEWSLETTER.
- 6) EDITORS REPORT - EDITOR APOLOGISED FOR LATE NEWSLETTERS.
- 7) TECH REPORT - NIL
- 8) A.M.C. REPORT - NIL
- 9) PRESIDENT GAVE RESUME OF STEAM RALLY WEEKEND AT ECHUCA.
- 10) SECRETARY ANNOUNCED HXX COMO HOUSE AS VENUE OF H.C.C.V CONCOURS.
- 11) PRESIDENT TURNED MEETING OVER TO MEMBERS TO DISCUSS ACCOMMODATION FOR VISITORS FROM S.A. AND NSW CLUBS FOR NATIONAL MEETING AT EASTER 1980. IT WAS DECIDED THAT SOCIAL SECRETARY MAKE ENQUIRIES RE: HOTEL IN BENDIGO OR SWAN HILL TO BOOK.
- 12) PRESIDENT GAVE DETAILS OF NEW CONCOURS RULES - DETAILS IN NEWSLETTER AFTER NEXT COMMITTEE MEETING.
- 13) JIM BURFOOT WISHED TO SELL HIS SERIES IV SUPER SNIPE \$400
- 14) COMMITTEE TO MEET AT IAN FOREMAN'S - 13 JULY.

MEETING CLOSED 9.30PM

SECRETARY'S NOTES

LAPEL BADGES ARE ON THE WAY AND WE SHOULD HAVE A SAMPLE TO DISPLAY AT THE JULY MEETING WHICH I AM SURE MOST OF YOU WILL ATTEND. THE ONLY DIFFERENCE BETWEEN THESE BADGES AND THE CAR BADGES IS A GOLD FINISH INSTEAD OF THE CHROME AND ARE APPROX. 2/8" WIDE.

THE TRIP TO THE STATES WAS VERY INTERESTING AND AS ENJOYABLE. ONE THING I DID LEARN IS THE FACT THAT THE AUTO INDUSTRY AND PETROL COMPANIES ARE STILL VERY MUCH HAND IN HAND. THE CAR MAKERS SPECIFY UNLEADED PETROL (SUPER GRADE) FOR ALL THEIR OWN CARS AS WELL AS MOST OF THE JAPANESE CARS. THE PETROL FILLER NECK IS ONLY 2" WIDE AS IS THE NOZZLE ON THE SUPER PUMPS. THE NOZZLE ON THE REGULAR PUMP (STANDARD) IS 2½" WIDE, SO IF YOU WANTED TO USE STANDARD YOU WOULD FIND IT EXTREMELY DIFFICULT TO FILL FROM A SERVICE STATION.. SUBARU'S GIMMICK IN THEIR ADVERTISING CAMPAIGN WAS A 3" WIDE FILLER NECK ON THE "GAS TANK".

NOT ONCE BUT QUITE A FEW TIMES WE NOTICED PEOPLE LEAVING THEIR CARS, TO DO SHOPPING, HAD NOT TURNED THE IGNITION OFF. THERE YOU WOULD SEE A MERCURY OR OLDSMOBILE JUST SITTING WITH ITS ENGINE RUNNING AND THE AIRCONDITIONING ON SO AS TO HAVE A "COOL CAR" WHEN THEY RETURNED FROM THE SHOP TO GO HOME.

DES JUDD

GUEST SPEAKER

IT IS MOST PLEASING TO HAVE A SPEAKER FROM OUR OWN RANKS AND I KNOW THE TOPIC OF CAR RADIO AND STEREO EQUIPMENT/ DOMESTIC STEREO AND HI-FI WILL BE OF INTEREST TO ALL OUR MEMBERS. OUR TREASURER, IAN FOREMAN, WHO IS AN AUDIO CONSULTANT, WILL HAVE WORKING MODELS OF EQUIPMENT AND EXPLAIN THE USES, BENEFITS OF THE VARIOUS COMPONENTS OF SOUND EQUIPMENT. IAN WILL ALSO BE ABLE TO TELL US WHERE ~~XXXXXX~~ TO PLACE HIGH FREQUENCY SUPPRESSORS IN THE SERIES SNIPES - A PROBLEM WHICH MANY MEMBERS ~~AM~~ HAVE FOUND HARD TO RECTIFY.

HUMBER CAR CLUB CONCOURS

THE HC.C.V. HAS APPLIED FOR THE GROUNDS OF COMO HOUSE AS A POSSIBLE VENUE FOR THE CONCOURS AND WE ~~XXXX~~ ARE EAGERLY AWAITING A REPLY. AS I HAVE MENTIONED IN PREVIOUS ISSUES OF THE HUMBERETTE THERE HAS BEEN A CHANGE IN THE VEHICLE CATEGORIES. NEW CATEGORIES ARE AS FOLLOWS:-

- A) ALL VEHICLES UP TO AND INCLUDING MK CARS
- B) ALL SERIES VEHICLES (INCLUDES VOGUES)
- C) WINNERS SECTION (THIS SECTION IS RESTRICTED TO CARS THAT HAVE WON EIGHTER CATEGORY A OR B IN PREVIOUS CONCOURS, ANY CAR THAT HAS WON EITHER CATEGORY A OR B IN PRIOR CONCOURS IS NO LONGER ELIGIBLE FOR THESE SECTIONS AND MUST COMPETE IN THE WINNERS SECTION.

AS IN PREVIOUS YEARS THERE WILL BE AN OUTRIGHT WINNER, THIS WILL BE THE CAR FROM EIGHER SECTIONS A, B OR C THAT LOSES THE LEAST NUMBER OF POINTS.

IN THE PAST THE JUDGING OF CARS HAS TAKEN PLACE A WEEK OR TWO PRIOR TO CONCOURS DAY, THIS YEAR THE JUDGES HAVE DECIDED TO WAIT UNTIL ENTRIES HAVE CLOSED, THEN NUMBER OF CARS WILL BE EVALUATED AND POSSIBLE THE CONCOURS MIGHT BE JUDGED "ON THE DAY" WHICH NO DOUBT WILL BE AN ADDED ATTRACTION.

CONCOURS CONTINUED

NOW IS THE TIME TO START PREPARING ~~XXXXX~~ YOUR CAR - ESPECIALLY IF ITS YOUR FIRST CONCOURS - APPARENTLY ONCE YOU CAN GET YOUR CARS IN CONCOURS CONDITION ITS EASY TO KEEP IT THERE - GETTING IT THERE IS THE HARD PART (SO REG HATTERSLEY TELLS ME).

EDITORIAL

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WELL I'VE NEARLY FORGOTTEN WHAT MY EDITORIAL SHOULD CONTAIN, IT SEEMS SO LONG SINCE I'VE LAST WRITTEN FOR WHICH XX I MUST OFFER MY APOLOGIES.

FIRSTLY, I HOPE EVERYONE ENJOYS THE NEW COVER LAYOUT, WITH THOSE FINE HUMBERS CARRYING THE CLUB BANNER FOR US.

NOW THE GARAGE IS FINALLY FINISHED EXCEPT FOR THE ELECTRICAL WIRING AND CONCRETE WHICH I HOPE TO HAVE DONE BEFORE THE NEXT NEWSLETTER. THE MK111 HAS BEEN GOING AS RELIABLY AS ALWAYS THOUGH I'VE HAD A CONTINUAL PROBLEM WITH WHEEL BALANCING THAT CAN ONLY BE RESOLVED WITH A NEW SET OF TYRES AND AT ABOUT \$60 EACH THEY WILL HAVE TO WAIT FOR A WHILE YET.

SOCIAL NOTES:

ECHUCA STEAM RALLY - FOR THOSE MEMBERS WHO COULD NOT MAKE THE ECHUCA STEAM RALLY WEEKEND, YOU REALLY MISSED A GOOD WEEKEND.

MOST MEMBERS ARRIVED AROUND LUNCH TIME ON THE SATURDAY AND SPENT THE NEXT HOUR OR SO SETTLING IN. THEN IT WAS OFF TO THE MOTOR MUSEUM FOR A TWO HOUR BROWSE, BACK TO THE MOTEL FOR PRE-DINNER DRINKS AND OFF TO THE SHAMROCK BISTRO FOR DINNER. EVERYONE SEEMED TO ENJOY THEMSELVES EXCEPT FOR REG (THEY FORGOT HIS DINNER) BUT HE STILL MANAGED A SMILE FOR EVERYONE.

ECHUCA STEAM RALLY CONT.

EVERYONE WAS UP BRIGHT AND EARLY ON THE SUNDAY AND HEADED FOR THE STEAM RALLY. THE WEATHER WAS GOOD AND THE RALLY VERY INTERESTING. EVERYONE WENT THEIR SEPARATE WAYS TO VIEW VARIOUS EXHIBITIONS, MEETING BACK IN THE CAR PARK FOR LUNCH. AFTER LUNCH WE ALL DRIFTED BACK TO THE RALLY TO SPEND A LEISURELY AFTERNOON VIEWING THE STEAM ENGINES, PLOUGHING, ~~XXXXXXX~~ SHEARING, AND COOKING DISPLAYS.

BACK AT THE MOTEL THINGS WERE BEING ORGANISED FOR THE BBQ TEA, WHICH WAS A GREAT SUCCESS (REG GOT IN FOR HIS STEAK - DIDN'T WANT TO BE MISSED AGAIN).

MONDAY MORNING IT WAS TIME TO LEAVE AND MAKE OUR WAY HOME BUT FIRST A VISIT TO ANOTHER MOTOR MUSEUM FOR THE LADS AND THE LADIES WENT ON THE PADDLE BOAT CRUISE OF THE MURRAY RIVER.

IN ALL A VERY INTERESTING AND RELAXING WEEKEND.

CHIRNSIDE PARK RUN

OUR RUN TO CHIRNSIDE HOUSE, WERRIBEE PARK WAS VERY GOOD INDEED. AFTER A PICNIC LUNCH WE ALL WANDERED OFF TO HAVE A LOOK AT THE HOUSE. ALTHOUGH THE HOUSE IS NOT NEARLY FINISHED IT WAS BOTH IMPRESSIVE AND GRAND. THE GROUNDS WERE A PURE DELIGHT TO JUST STROLL IN AND ENJOY YOURSELF.

MEMBERS ATTENDING RUN:-

REG & MARION HATTERSLEY, MARIE BROWNE, BILL & JOAN HOLMES, SID & GWEN HUMPHRIES, PETER & LEE SCHOFIELD, NANCY BUTT, BERYL AHERN, PAM & LLOYD HUGHES, TOM & LYN MCALPINE, PETER DAVENPORT,

SOCIAL NOTES CONTINUED

AUGUST OUTING:- SOCIAL SECRETARY'S SURPRISE

FOR OUR AUGUST OUTING I HAVE BOOKED A TABLE AT THE NAUGHTY NINETIES MUSIC HALL, 675 GLENFERRIE ROAD, HAWTHORN. ALTHOUGH I HAVE'NT BEEN THERE I'M ASSURED ITS A MOST ENJOYABLE NIGHT. THE PRICE IS \$15 PER HEAD WHICH INCLUDES A FOUR COURSE DINNER (SOUP, CHOICE OF MAIN, CHOICE OF SWEETS, CHEESE & GREENS & COFFEE). THERE IS A TWO HOUR SHOW OF OLD TIME MUSIC AND ITS A B.Y.O. AS THE BOOKING IS ONLY LIMITED AT THIS STAGE PLEASE LET ME KNOW AS SOON AS POSSIBLE (AT THE JULY GENERAL MEETING) WHETHER YOU ARE INTERESTED IN GOING.

WHEN: SATURDAY NIGHT 18TH AUGUST

WHERE: 675 GLENFERRIE ROAD, HAWTHORN

TIME: RESTAURANT OPENS 6.30 - DINNER SERVED AT 7.00.

HOPE TO SEE YOU THERE

MARIE BROWNE

FOR WHOM THE ROAD TOLLS

CHICAGO, MON. SOME MOTORISTS SAY STRANGE THINGS WHEN ASKED HOW THEY GOT INTO A CAR ACCIDENT.

"AN INVISIBLE CAR CAME OUT OF NOWHERE, STRUCK MY CAR AND ~~XXX~~ VANISHED."

"I WAS DRIVING THROUGH THE FIELD AND HIT A FIRE HYDRANT."

"IN AN ATTEMPT TO KILL A FLY. I DROVE INTO A TELEPHONE POLE."

"COMING HOME, I DROVE INTO THE WRONG HOUSE AND COLLIDED WITH A TREE I DON'T HAVE."

"THE OTHER CAR COLLIDED WITH MINE WITHOUT WARING ME OF ITS INTENTIONS."

"THE PEDESTRAIN HAD NO IDEA WHICH DIRECTION TO GO, SO I RAN OVER HIM."

CARS AND PARTS FOR SALE OR WANTED

SERIES 5A, VERY GOOD CONDITION. 10MTHS REGO. PLUS SERIES 5, SOME DAMAGE DOWN ONE SIDE, EXCELLENT INTERIOR, POWER STERRING, GOOD FOR PARTS \$1000 ONC 786-2072 10 KIRKWOOD AVENUE, KXX SEAFORD.

1963 HAWK - 12 MONTHS REGO, GOOD CONDITION. MR. MAR-REID 876-1130.

SNIPES SNIPPETTS

BELIEVE EDITOR WAS "LOST" AT THE ECHUCA STEAM RALLY BUT EVENTUALLY FOUND HIS WAY BACK IN A MKIV SNIPE - WENT BACK IN STYLE!

COL MCKENZIES' "BARGAIN OF THE YEAR" IS LOOKING BETTER ALL THE TIME.

THE 35,000 MILE HAWK AT PITSHOP MOTORS CERTAINLY SHOWS MORE SIGNS OF AGE THAN MILES - ESPECIALLY SINCE THE PRICE IS \$2000!!

ANYBODY SEE THE LATE THIRTYS HUMBER PULLMAN SEDANCA DE VILLE ADVERTISED IN THE "AGE" - CAR REQUIRES RESTORATION - PRICE \$3500.

TALKING OF PULLMANS ONE OF THE ORIGINAL ROYAL TOUR PULLMANS IS STILL FOR SALE, GENUINE 40,000 MILES, IMMAC. INTERIOR, CAR HAS SAT IN SHED FOR LAST 20 YEARS - PRICE \$1500.

SNIPES SNIPPETTS CONT.

STILL TALKING OF PULLMANS, MASON GREEN AND CO AUCTIONED A PULLMAN SEDAN A FEW WEEKS AGO, THE CAR REALISED \$275, THE SAME CAR WAS ADVERTISED IN THE HUMBERETTE ABOUT 2 YEAR AGO FOR \$50 ONO.

RAFFERTY'S MUSEUM AT ECHUCA HAS A MK1V SNIPE SEDAN (NO NOT A PULLMAN) THAT WAS CONVERTED TO A TOURER FOR THE QUEENS VISIT IN 1954 - THE CAR HAS BEEN PROFESSIONALLY (WHAT ELSE FOR THE QUEEN) MODIFIED BUT TO THE "EXPERTS" IT WAS ORIGINALLY A SEDAN - APPARENTLY VEHICLE IS NOT FOR SALE.

STOP PRESS

WE HAVE RECEIVED CONFIRMATION FROM THE TRUSTEE'S OF COMO HOUSE THAT OUR APPLICATION FOR THE H.C.C.V. CONCOURS HAS BEEN ACCEPTED. A TRULY GREAT SETTING FOR A TRULY GREAT CAR.

O.H.V. HAWK HAS POWER..... COMFORT

There are few cars on the road today offering roomy six passenger accommodation combined with petrol economy of 25 m.p.g. and a top speed of over 80 m.p.h. at a price under £1,400.

The latest Humber Hawk, designated the Mark VI, gives just this with attractive styling and a good performance from a low revving engine. The Mark VI is really a new car right through with a new engine, revised interior and body changes to the rear end.

NEW O.H.V. ENGINE.

The new power unit is very similar to the one used in the Sunbeam Talbot but maximum power is developed at a lower rate of r.p.m. The cubic capacity remains the same at 2,267 c.c., but a higher compression ratio and overhead valves make up the difference. The engine now produces 58 b.h.p. at 4,000 r.p.m., as compared with the previous side-valve model's figure of 58 b.h.p. at 3,400 r.p.m. To cope with the increased power the brake lining area has been increased.

THE REAR-END STYLING.

The improved appearance of the Hawk may be attributed mainly to the raised rear wing line. Another feature which distinguishes the new model is the panel containing the rear lights.

A chrome rubbing strip now runs along the front wings and doors. Inside the Hawk is particularly roomy. The bench type seats used proved they are ideal for long trips and are fitted with central armrests. Large, strong pedals, well-placed in relation to the floor and to the driver's feet make for easy driving. Other articles inside the car deserving favourable comment are the rear-vision mirror, the clock - placed where all persons in the car can see it, the flat, carpeted floor and the space set aside for a radio - if needed. Criticism may be levelled at the situation of the instruments and the handbrake lever, which cannot be reached without leaning well forward.

Ample leg room is provided both in the front, and rear compartments.

SMOOTH POWER

Right through its rev' range the engine is smooth, and one might easily think that a full six cylinder engine is under the Hawk's impressive bonnet.

In this new Mark VI the anti-roll bar has been shifted from the rear to the front suspension. This has the advantage of not only improving road holding but also aiding directional stability when the car is undergoing full-throttle acceleration or heavy braking.

IMPROVED PERFORMANCE.

The new engine not only improves the acceleration of the Hawk, but more important - for this type of vehicle - it greatly enhances slogging power at low speeds. In fact, greater torque is achieved right through the range. Petrol consumption on test was approximately 25 m.p.g. about the same figure returned by the side valve model.

HANDLING IMPRESSIONS.

We should imagine that for the average driver the Hawk is not an easy car to drive - at first. Although all controls require only light action the weight of the car and the driving position are things which take getting used to. The driving position is higher than the average, but when one becomes accustomed to it one realises the excellent body positioning it gives. With a small amount of practice this car can be "handled" on all surfaces with the ease and confidence usually associated with the driving of small economy cars. On really sharp corners the low-gear steering requires some wheel-twiddling, but most fast country touring this is not a great handicap. Good all-round vision aids parking. High speed driving over pot-holed roads produced some bottoming but average usage would not produce this. Taken in all, the Hawk should give lost cost big-car motoring over a great number of years. At no increase in price the Rootes Group have provided a much improved model that should continue the success of this marque to no small degree.

A Laycock-de-Normanville overdrive as an optional extra operating on top gear only. Cost is \$80. This unit gives a top gear speed of about 84 m.p.h. and increases cruising speed at lower r.p.m., while reducing fuel consumption.

MOTOR MANUAL ROAD TEST

Other cars in same class: Austin A70, Fiat 1400, Holden, Citroen Light Fifteen.

Car.....HUMBER HAWK MARK VI

Supplied by...Neale's Motors

Test Mileage: Out, 1346, In, 1599. Total, 253.

Weather.....Wet, high winds.

Price.....1374.

ENGINE

4 cyl. Bore: 81 mm. Stroke: 110 mm, Capacity: 2267 c.c. Comp. ratio: 7 to 1, Valves: Overhead. Rated horsepower: 16, B.H.P.: 70 at 4,999 r.p.m. Piston speed at max. b.h.p.: 2,890 ft per min.

TRANSMISSION

Clutch: 9 in. single dry plate.

Gearbox: Four speed. Ratios: 1st, 14.52; 2nd (SM) 11.26; 3rd (SM), 6.79; 4th (SM), 4.55.

Propeller shaft: Open. Final drive: Hypoid Bevel. Final drive ratio: 4.55 to 1.

Top gear m.p.h. at 1,000 r.p.m.: 17 (overdrive, 21.8).

Suspension

Front: I.F.S. Coil springs and anti-sway bar. Rear: Semi-elliptic leaves. Piston type shock absorbers front and rear.

STEERING

Turning circle: 37 ft. Right and left.

Turns of steering wheel (lock to lock): 4.