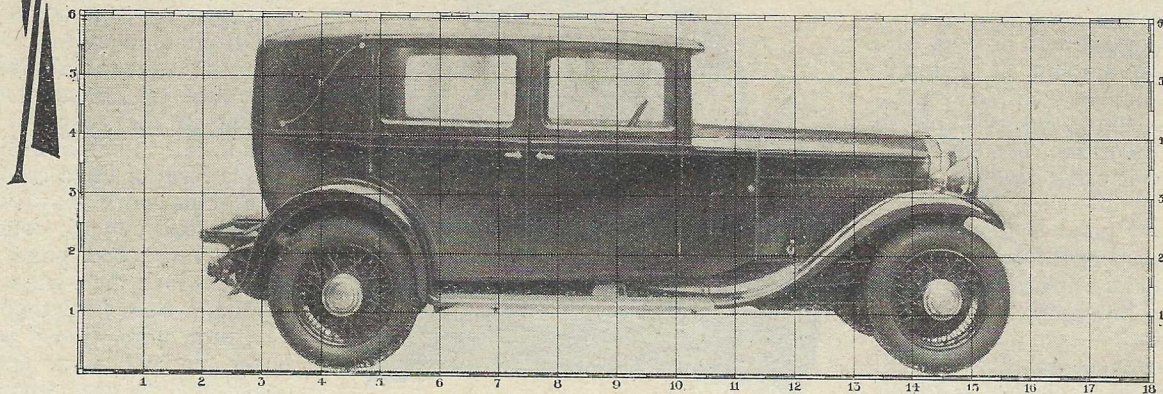


The AUTO CAR ROAD TESTS



The illustration above indicates the size, in feet, of the 16 h.p. Humber saloon

No. 629 (*Post-War Series*).—16 h.p. HUMBER SALOON A Particularly Pleasant Car which is Easy to Drive

WELL thought out in all its details, the 1931 model 16 h.p. Humber half-panelled Weymann saloon proves under test to be attractive from many points of view. The size of the car and its capabilities make it peculiarly suitable to the needs of the modern household, for either town work or for touring in the hands of any driver. It has a good all-round performance and is particularly easy to handle.

In appearance and general finish this car is undeniably handsome, and the good impression conveyed by a first sight is confirmed by experience. The spring suspension is a nice balance between easy riding and steadiness; it is flexible enough for complete insulation from road shock, yet not so flexible as to cause swaying at the higher speeds. This point, combined with effortless running, makes for care-free travel.

As to smoothness the engine leaves nothing to be desired, for vibration is at a minimum throughout the whole range, which, by the way, on top gear is from an easy walking pace to well over a mile a minute. There are no insistent mechanical noises, only a subdued rushing sound, noticeable between 20 and 35 m.p.h. The engine has overhead inlet valves and side exhaust valves, rather an unusual arrangement, but one which appears to give plenty of flexibility without "pinking," even with the ignition well advanced. A water-heated inlet manifold with a down-draught carburetter gives a good distribution and clean mixture, so that the response to throttle move-

ments is immediate and precise, which makes driving in traffic pleasant.

Besides the easy flexibility on top gear the car is possessed of a really quiet third speed, of which the value is brought into prominence by an exceptionally easy gear change. The central lever is not only long and convenient, but it is also rigid; the plunger springs of the selector mechanism in the gear box are not too stiff, and as a result the driver is given a sensitive control, so that he is able to master the gear change after merely a few minutes' practice.

The maximum on third gear is about 44 m.p.h., or normally rather less, since the ratio is not a high one, and is intended for hill-climbing rather than sheer speed. The cruising speed on top gear is an elastic quantity, for the mechanism as a whole remains happy either fast or slow. The gear change is ably supported by a clutch which is above the average for smoothness of take-up and for regularity of behaviour.

There is a high degree of comfort in the seating positions, and the driver finds the steering wheel not only well placed but with a specially shaped rim very convenient to the fingers. In the centre is a particularly neat set of controls for the ignition, hand throttle, lighting and dip and switch, together with the horn button which, when pulled upwards, operates the starting motor. The steering itself is light and low geared, with only a small amount of caster action.

In all normal circum-



"THE AUTOCAR" ROAD TESTS—(continued)

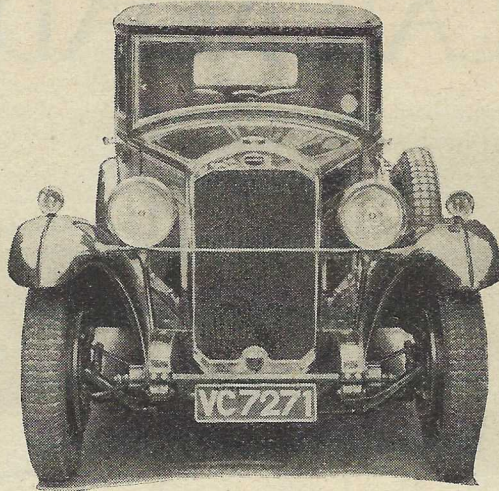
stances the brakes are light to operate and powerful. They need to be carefully adjusted to give the best results, and in an emergency must be treated with a certain amount of delicacy, for any sudden and heavy pressure on the pedal is liable to apply them too fiercely, with the result that wheels may lock.

A good point is the neatness of the instrument board, which carries in an artistically arranged group a fuel gauge, clock, and thermometer. On each side of the instrument board is a shelf.

As to the coachwork, the half-pannelled Weymann saloon possesses four side windows and a sliding roof. The front seats are separate and immediately adjustable, and are arranged so that their backs contain concealed tables and foot-rests for the occupants of the rear seats. The rear seat itself is deep and comfortable, and will accommodate three people, or, if only two are using it, a disappearing arm-rest can be brought down into position. There are also side arm-rests of a pleasantly flexible variety.

The body is upholstered in pleated furniture hide, there is a pocket in each door, and the door handles have a strap operation convenient to reach from any position. A neat point about the sliding roof is that it can be unclamped and lifted very slightly up without being opened, so that a scheme of ventilation is brought into play without causing any notable draught. At the back of the body is a blind controlled from the driver's seat. Under trap-doors in the rear floorboards are lockers for tools and a compartment for the battery.

Accessibility has been well studied. The down-draught carburetter, complete with air cleaner, is high up in a position where it is easy to reach, and the contact-breaker and distributor unit is carried vertically, is close to the coil to avoid unnecessary wiring, and is driven from the distributor gearing and not mounted on the dynamo. The last-mentioned is carried fairly high up with the brushes reasonably easy to reach, and



has a fuse box mounted on it. Also on this side of the engine are the orifice for the oil filler and close to it the dipstick. At the front is a belt-driven fan, and the radiator shutters are controlled by means of a thermostat in the radiator header tank; this thermostat has a simple form of hand adjustment so that its work may be regulated to suit climatic conditions.

One very good point is the way in which the wiring for the lighting system is arranged with neat little spring-lidded junction boxes for each unit, each box containing its own wiring diagram. Mounted on the engine side of the dashboard is the electrical cut-out, while the starting handle and the jack handle are carried there in spring clips. At the lowest point of the water pipe at the bottom of the radiator is a large drain cock for running off the water when the car is left standing at night in cold weather.

On the left side of the engine are situated the exhaust valves and their tappets are accessible through detachable cover plates. The inlet valves are overhead, as

already mentioned. The exhaust manifold is well out of the way and the exhaust pipe itself is carried at the front of the engine, well away from the ramp boards. At the side of the crank case are the mechanical fuel pump, an oil cleaner, and also an oil filter on the pressure side, which filter can have its gauze removed for cleaning without losing oil. The sparking plugs are easy to remove.

There is a neat metal tray over the petrol tank at the back, which adds to the appearance of the car, and the luggage grid is not obtrusive. Combined with the tail light is a stop signal brought into action by the brake pedal. Ventilators are provided in the sides of the scuttle, and the spare wheel is carried very firmly in its well.

Taken all the way round, the 16 h.p. Humber is a very attractive kind of car, well found in all its details, well thought out, practical, very comfortable, convenient, and good to look at.

16 h.p. HUMBER SALOON.

DATA FOR THE DRIVER.

15.7 h.p., six cylinders, 65 × 106 mm. (2,110 c.c.).
 Tax £16.
 Wheelbase 10ft., track 4ft. 8in.
 Overall length 14ft. 2in., width 5ft. 8in., height 5ft. 10in.
 Tyres: 5.5 × 19in. on detachable wire wheels.

Engine—rear axle gear ratios	Acceleration from steady 10 to 30 m.p.h.	Timed speed over ¼ mile.
20.95 to 1	—	—
14.0 to 1	—	—
8.31 to 1	9½ sec.	—
5.66 to 1	12 sec.	62.50 m.p.h.

Turning circle: 38ft.
 Tank capacity 14 gallons, fuel consumption 20 m.p.g.
 12-volt lighting set cuts in at 14 m.p.h., two-rate charging.
 Weight: 30 cwt. 1 qr.
 Price, with half-pannelled Weymann saloon body, £455.

36 FEET from 30 M.P.H.