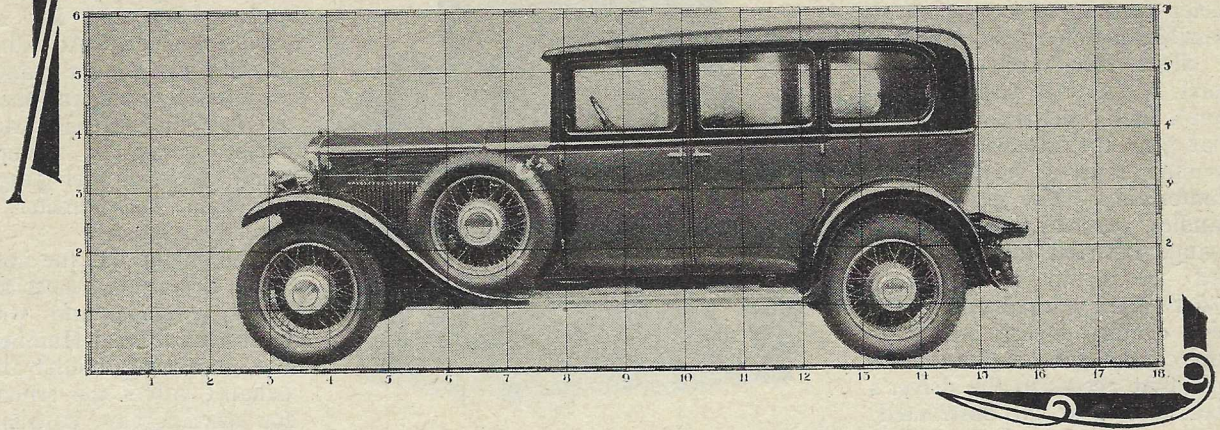


The AUTO CAR ROAD TESTS



The illustration above indicates the size, in feet, of the Humber Snipe saloon.

HUMBER SNIPE SALOON

Exceptionally Pleasing Car, Fast Above the Average for a Touring Machine.

IN every possible way the Humber Snipe is a most impressive and attractive British production. The performance is exceptionally good, and, what is more, the car does its work in an extremely pleasing manner. Since the type was first produced, considerably over a year ago, certain improvements have been effected to advantage in a way that is almost invariably possible with a new model.

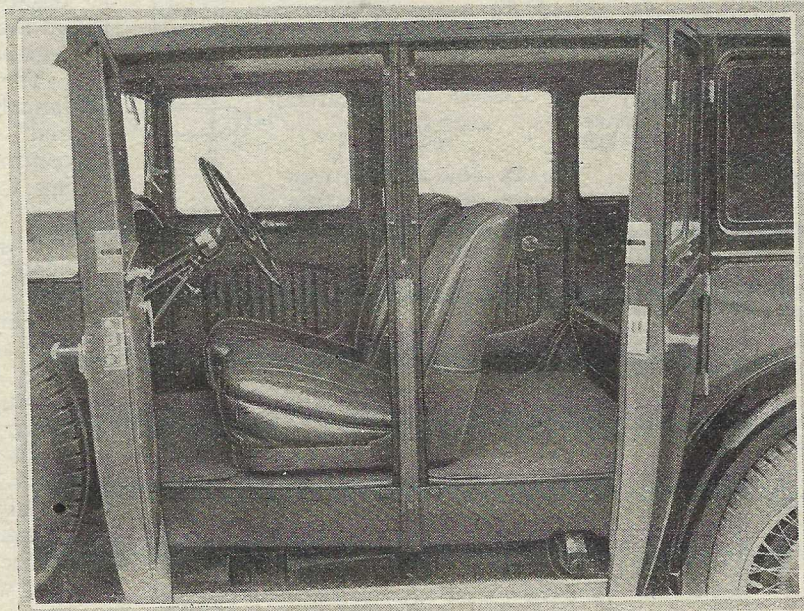
Perhaps the outstanding point is the lightness of control, a thing that should appeal especially to a woman driver. For instance, the steering is very light indeed, with a distinct tendency for the road wheels to straighten out automatically after a corner; the action, too, is more definite than that of the earlier car, and the wheel itself is of exactly the right shape and diameter, which, in conjunction with an excellent driving position, gives a feeling of complete control. Moreover, no road shock is transmitted to the driver's hands, and the steering lock is good.

Then the clutch action is extremely light—it is possible, by way of emphasis, to depress the pedal with the hand—and the drive takes up progressively, it being important to remember that it is the last portion of all of the pedal travel which has

the greatest relative effect. Further, the throttle is feather-light in operation, and no effort at all is called for on the brake pedal, the brakes themselves being really decisive and smooth, the smoothest retardation being obtained, in fact, from fairly high speeds if maximum force is not applied. The hand brake will hold the car on a really steep gradient.

Again, the minor controls on the steering wheel work unusually easily; the horn button, when pulled upwards, operates the starting motor, and it might be possible, still not losing the very pleasant lightness of operation, to make it easier to work the starter without sounding the horn inadvertently when gloves are worn, the clearance beneath the button being slight.

Thus, the control could hardly be better for the type



of car, while the engine is distinguished by extreme smoothness which extends practically to the limit of revolutions, so that the car cruises quietly, comfortably, and without apparent effort at anything up to as high a speed as 55 m.p.h., and, clearly, the timed speed is very good indeed, remembering, too, the capacity of the body. So long as the driver wishes the Snipe will hurry unobtrusively, getting over the ground far faster,

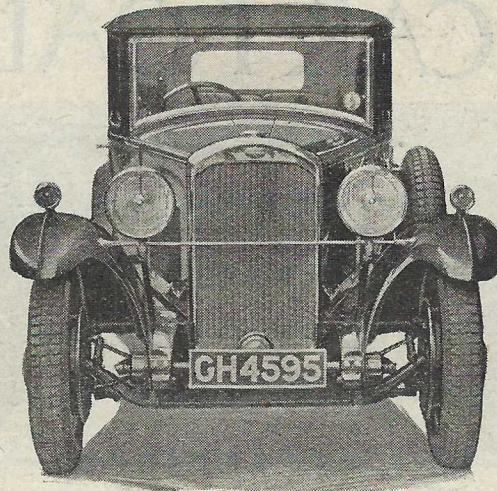
“THE AUTOCAR” ROAD TESTS—(continued).

curiously enough, than the occupants of the car may realise at first, and with plenty in reserve. In addition, a speedometer reading of 60 m.p.h. is possible on third gear, which is a silent ratio and extremely good, while 35 is within the engine's limits on second, and on that gear the car will climb a genuine 1 in 4 gradient very comfortably. The gear change handles exceedingly well; the change between top and third and up again is relatively easier than normal; and the new central lever, which is very convenient, has the advantage that access to the driver's door is not at all obstructed.

The suspension, backed by double-acting hydraulic shock absorbers, is an excellent compromise between the type which is best for road holding and that which gives the maximum of comfort, for there is practically no roll or sway on corners, and the back seat is thoroughly comfortable even at relatively high speeds.

Humbers have long been famed for coachwork detail, and the latest body is developed still farther on the lines of comfort and convenience. The front seats are separate and easily adjustable over a wide range while occupied, and give support high in the back, where it is particularly worth having on a long run. The leather upholstery is excellent, and the back seat has an arm rest at the centre, which folds neatly out of the way when three people are riding on the seat, while at either side of the body is a recess which gives several additional inches of space; in each recess is a sprung arm rest.

All four doors lock, and three of the side windows wind up and down; the driver's window has an excellent quick-action movement, while the rear-quarter windows are hinged so as to open an inch or two and act as air extractors without admitting a draught. There are two ash-trays and the usual roof light, and the blind for the rear window is operated by the driver. Behind each front seat is



a big leather pocket; there are also disappearing footrests and a useful roof net.

The single-panel windscreen opens wide and has a good electric wiper. At either side of the instrument panel is a deep cubby hole, and the instruments themselves are very nicely arranged, including a good clock, a fuel gauge, and an engine thermometer, all indirectly lighted.

The engine has the important units accessible, especially the sparking plugs, and with the almost traditional Humber practice of overhead inlet and side exhaust valves the adjustments for clearance are unusually ac-

cessible. The ignition distributor and coil are also well placed, likewise the dynamo and oil filler; the dipstick could be a shade more convenient, and the wiring is good. The engine, which has the new down-draught carburetter, with a big air cleaner, as well as external oil and fuel filters, starts well from cold, and pulls almost straightaway, but it is especially praiseworthy that even

with sustained running at the maximum the engine temperature rises scarcely at all above normal, and no fumes are noticeable. The radiator shutters are operated automatically by an adjustable thermostat.

General finish is just what one expects to find. There is provision for easily fitting a second spare wheel, and the frame is drilled for bumpers. At the back is an extremely neat disc-type tap for cutting off the fuel or bringing the reserve supply into use.

The head lamps are extremely good, and the dip and switch mechanism, controlled from the steering wheel, is most effective. At a normal cruising speed, with all the lights on, there is a current surplus of 6 amperes.

With its fine performance and excellent appearance, the Snipe is a car thoroughly worth owning, a car, furthermore, which might be expected to cost a good deal more than it actually does. It should do well overseas, too, and can be supplied, incidentally, with left-hand drive.

HUMBER SNIPE SALOON.

DATA FOR THE DRIVER.

23.8 h.p., six cylinders, 80 × 116 mm. (3,498 c.c.).
 Tax £24.
 Wheelbase 10ft., track 4ft. 8in.
 Overall length 14ft. 6in., width 5ft. 8in., height 6ft. 1in.
 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.
16.82 to 1	—	
11.23 to 1	5 sec.	
6.66 to 1	6 sec.	
4.54 to 1	8½ sec.	74.38 m.p.h.

Turning circle 38ft.
 Tank capacity 14 gallons, fuel consumption 18 m.p.g.
 12-volt lighting set cuts in at 12 m.p.h., 12 amps. at 30 m.p.h.
 Weight: 30 cwt.
 Price, with coachbuilt saloon body, £485.