

The Motor Road Test No. 5/60

Make: Humber

Type: Super Snipe (with overdrive)

Makers: Humber Ltd., Ryton-on-Dunsmore, Coventry

Test Data

World copyright reserved; no unauthorized reproduction in whole or in part.

CONDITIONS. Weather: Cold and dry, with strong wind and very low barometric pressure. (Temperature 39° - 43°F., Barometer 28.5 in. Hg.) Surface: Wet concrete and tarred macadam. Fuel: Premium grade pump petrol, approximately 96 Research Method Octane Rating.

INSTRUMENTS

Speedometer at 30 m.p.h. 2% fast
 Speedometer at 60 m.p.h. 1% slow
 Speedometer at 90 m.p.h. accurate
 Distance recorder 2% slow

WEIGHT

Kerb weight (unladen, but with oil, coolant and fuel for approx. 50 miles) 31 cwt.
 Front/rear distribution of kerb weight 60/40
 Weight laden as tested 34½ cwt.

MAXIMUM SPEEDS

Flying Mile
 Mean of six opposite runs 94.7 m.p.h.
 Best one-way time equals 97.0 m.p.h.

"Maximile" Speed (Timed quarter mile after one mile accelerating from rest.)
 Mean of four opposite runs 90.2 m.p.h.
 Best one-way time equals 90.9 m.p.h.

Speed in Gears

Max. speed in direct top gear 93½ m.p.h.
 Max. speed in overdrive 2nd gear 80 m.p.h.
 Max. speed in direct 2nd gear 61 m.p.h.
 Max. speed in 1st gear 35 m.p.h.

FUEL CONSUMPTION

(Overdrive top gear)
 33.0 m.p.g. at constant 30 m.p.h. on level.
 30.0 m.p.g. at constant 40 m.p.h. on level.
 28.5 m.p.g. at constant 50 m.p.h. on level.
 27.0 m.p.g. at constant 60 m.p.h. on level.
 23.0 m.p.g. at constant 70 m.p.h. on level.
 19.5 m.p.g. at constant 80 m.p.h. on level.

(Direct top gear)
 28.0 m.p.g. at constant 30 m.p.h. on level.
 27.0 m.p.g. at constant 40 m.p.h. on level.
 25.5 m.p.g. at constant 50 m.p.h. on level.
 23.0 m.p.g. at constant 60 m.p.h. on level.

Overall Fuel Consumption for 2,270 miles,
 119.5 gallons, equals 19.0 m.p.g. (14.9 litres/100 km.).

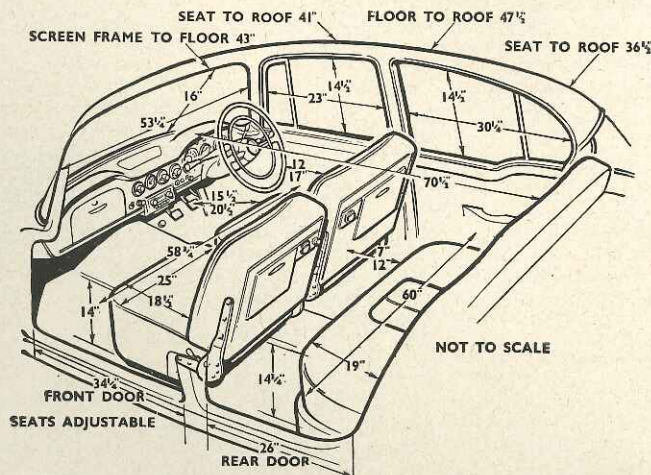
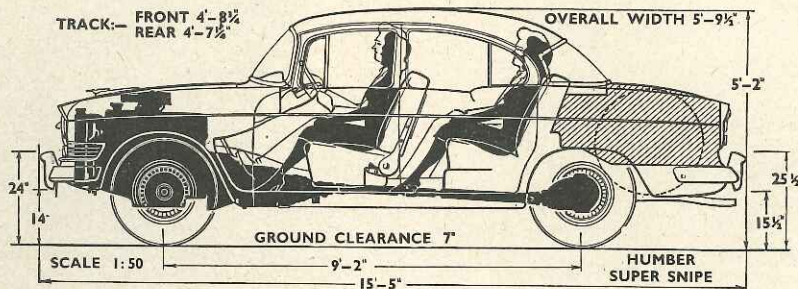
Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) 24.6 m.p.g.
 Fuel tank capacity (maker's figure) 12½ gallons.

STEERING

Turning circle between kerbs
 Left 37½ feet
 Right 35 feet
 Turns of steering wheel from lock to lock 4½

BRAKES from 30 m.p.h.

0.86 g retardation (equivalent to 35 ft. stopping distance) with 60 lb. pedal pressure
 0.82 g retardation (equivalent to 37 ft. stopping distance) with 50 lb. pedal pressure
 0.41 g retardation (equivalent to 73½ ft. stopping distance) with 25 lb. pedal pressure



ACCELERATION TIMES

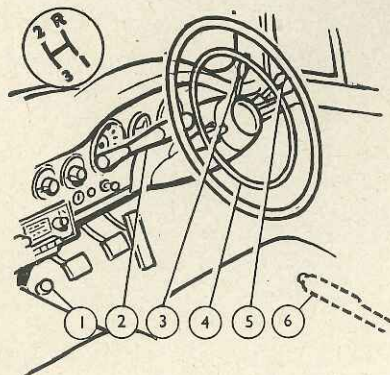
from standstill	Drive Range
0-30 m.p.h.	5.4 sec.
0-40 m.p.h.	8.7 sec.
0-50 m.p.h.	12.1 sec.
0-60 m.p.h.	16.5 sec.
0-70 m.p.h.	22.3 sec.
0-80 m.p.h.	33.0 sec.
Standing quarter mile	20.7 sec.

ACCELERATION TIMES on Upper Ratios

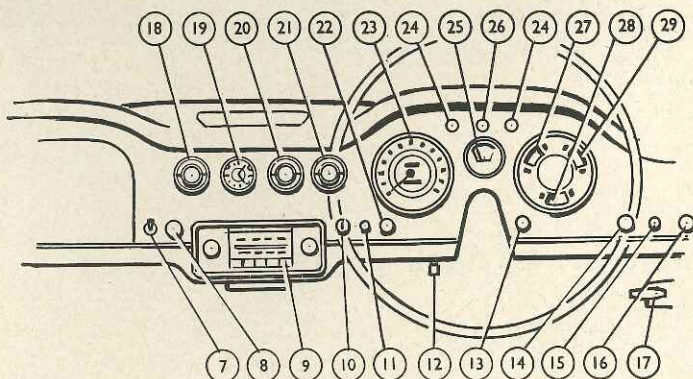
	Overdrive	Direct	Overdrive	Direct
	Top gear	Top gear	2nd gear	2nd gear
10-30 m.p.h.	12.6 sec.	8.9 sec.	7.2 sec.	5.2 sec.
20-40 m.p.h.	15.5 sec.	9.8 sec.	7.7 sec.	6.2 sec.
30-50 m.p.h.	14.0 sec.	10.1 sec.	8.3 sec.	6.8 sec.
40-60 m.p.h.	15.5 sec.	10.9 sec.	9.2 sec.	—
50-70 m.p.h.	17.2 sec.	12.6 sec.	10.9 sec.	—
60-80 m.p.h.	21.7 sec.	16.0 sec.	—	—

HILL CLIMBING at sustained steady speeds

Max. gradient on overdrive top gear 1 in 10.6 (Tapley 210 lb./ton)
 Max. gradient on direct top gear 1 in 7.8 (Tapley 285 lb./ton)
 Max. gradient on overdrive 2nd gear 1 in 6.4 (Tapley 345 lb./ton)
 Max. gradient on direct 2nd gear 1 in 5.1 (Tapley 435 lb./ton)



1, Headlamp dip-switch. 2, Gear lever. 3, Direction indicator switch. 4, Horn ring. 5, Overdrive switch. 6, Hand brake. 7, Heater fan switch. 8, Cigar lighter. 9, Radio. 10, Ignition and starter switch. 11, Dynamo charge warning light.

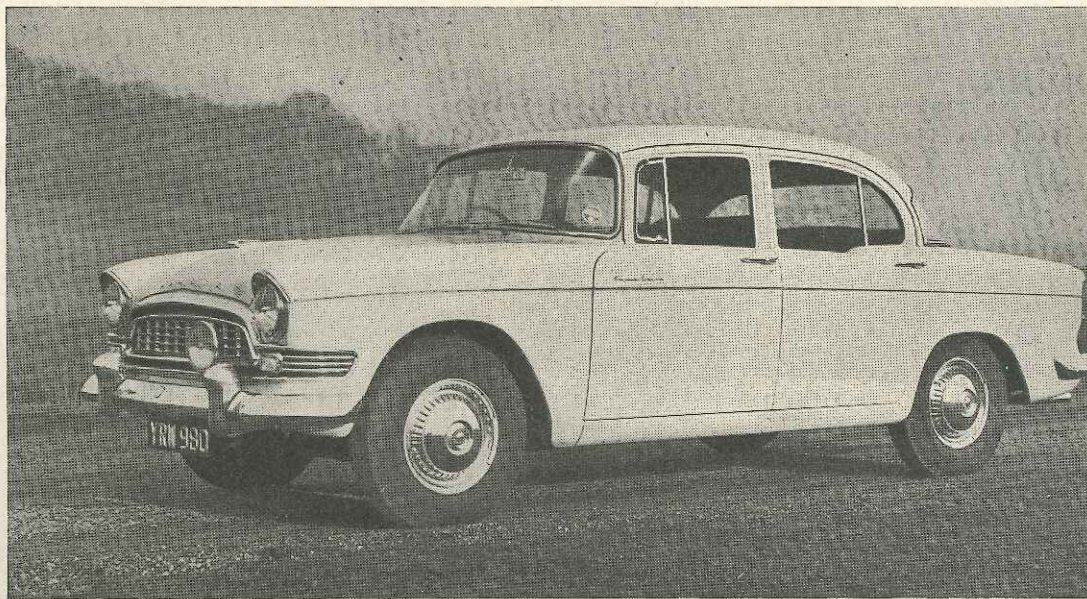


12, Trip distance recorder reset. 13, Panel light rheostat switch. 14, Windscreen wiper switch. 15, Windscreen washer switch. 16, Spotlight switch (extra). 17, Bonnet release catch. 18, Demister control. 19, Clock. 20, Head and side

light switch. 21, Heater temperature control. 22, Choke. 23, Speedometer and distance recorder. 24, Direction indicator warning light. 25, Fuel contents gauge. 26, Headlamp main beam warning light. 27, Ammeter. 28, Water temperature gauge. 29, Oil pressure gauge.

The HUMBER SUPER SNIPE

THE SUPER SNIPE is a good looking car in a restrained manner. Excellent all-round visibility begins with the wide curved screen for which the demisting gear is particularly adequate.



ONE of the most significant developments of the many which have so profoundly affected our post-war cars concerns the important matter of equipment. Vehicles in the lower-medium price range now boast many little luxuries which were once the prerogative of their more expensive brethren. It follows that cars costing four figures in England have to justify their value in the eyes of the public by even more lavish aids to ease and comfort. In this race it is easy for manufacturers to confuse the "good" with the "gimmick." Messrs. Rootes, who make the Humber Super Snipe now under review, have never fallen into this trap.

The latest version of the well known Snipe range is notable for an increase in engine size to 3 litres, disc brakes in front and, on the model which we now describe, the provision as an optional extra of power steering.

Regarding the car as a whole, we find a compact and reasonably well proportioned six-passenger saloon which, from the outside, possesses a reserved and somewhat dignified air entirely suitable to the market towards which it is directed. It is necessary to spend several hours in the car before the full merit of the interior arrangements are appreciated. For example, on the car tested there was a

very well worth while and readily available extra in the shape of a pair of individual front seats which combine the essential merit of being really comfortable as well as comforting in their sheer expanse of good leather. They have an attachment which permits the rear squab to be deflected instantly through a very wide angle rather in the manner of some of the better aircraft seats. On a long night journey the front passenger may be offered something approaching a bed on which to relax and the driver will discover that a wide choice of tilt proves exceedingly advantageous when long distances must be covered non-stop.

Continuing the exploration in search of satisfactory equipment, the possessor of the Super Snipe will find large and deep stowage compartments in the doors and a lockable locker in the fascia panel which is big enough to be really worth while. For the rear seat passengers two individual tables finished in burr walnut are, as we discovered, useful not only for picnic purposes but invaluable as an emergency writing desk and a place to sort and study documents during a business journey.

A Quiet and Comfortable Car Which is Very Well Equipped

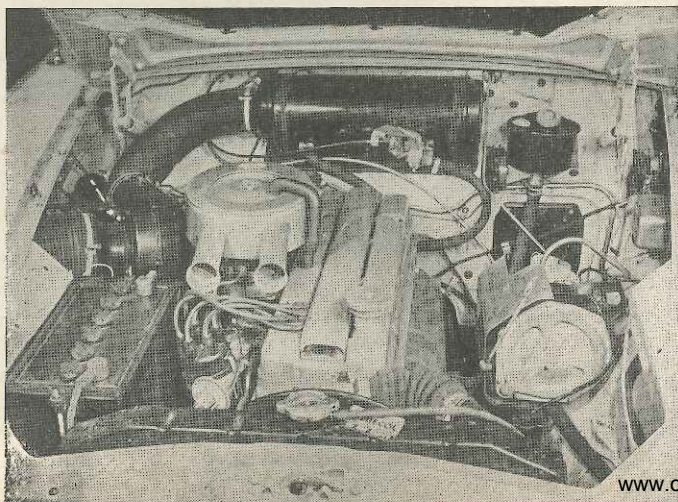
Finally, in keeping with the very high standard of detail work there exists an invaluable system of automatic lighting which illuminates the boot when opened and also does the same thing for the front locker. The customary courtesy lights are also present and a long night journey, laden with luggage of infinite variety, gave ample evidence of the usefulness of the built-in illumination system.

Enough has now been said to establish the Super Snipe as a most well appointed vehicle. Next we deal with the all important characteristics of the car on the road.

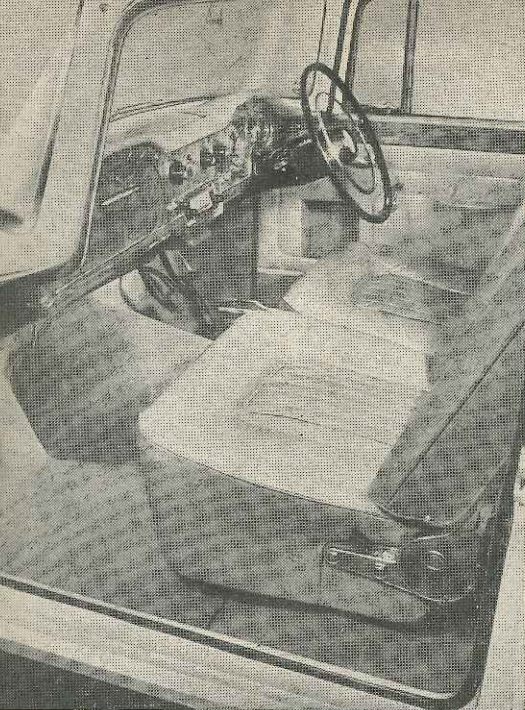
Straightaway we disagreed with the manufacturer's tyre pressures. The figure of 24 lb. all round allied to power steering seemed to us to give somewhat unsatisfactory results. The car "wallowed" slightly when driven even reasonably fast and there was a slightly disturbing ten-

In Brief

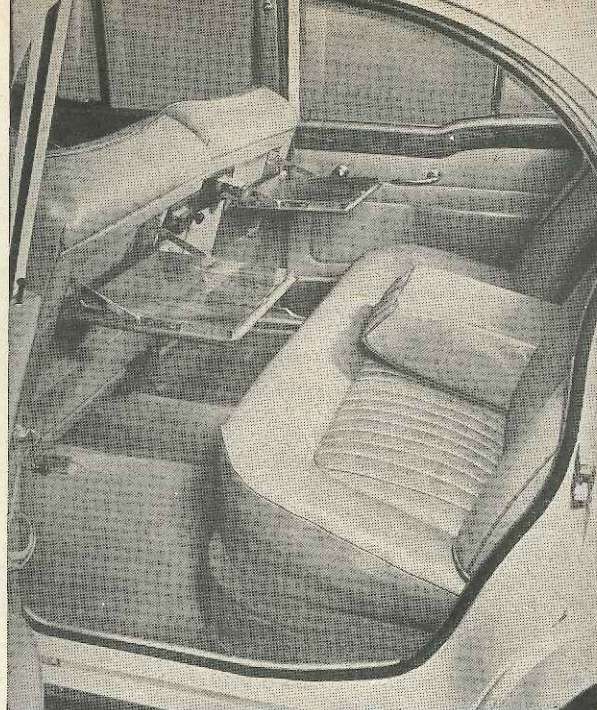
Price (including overdrive and power steering, as tested) £1,130 plus purchase tax £471 19s. 2d., equals £1,601 19s. 2d.	
Price with manual steering and 3-speed gearbox only (including purchase tax), £1,453 4s. 2d.	
Capacity	2,965 c.c.
Unladen kerb weight	31 cwt.
Acceleration:	
20-40 m.p.h. in top gear	9.8 sec.
0-50 m.p.h. through gears	12.1 sec.
Maximum direct top gear gradient	1 in 7.8
Maximum speed	94.7 m.p.h.
"Maximile" speed	90.2 m.p.h.
Touring fuel consumption	24.6 m.p.g.
Gearing: 17.3 m.p.h. in top gear at 1,000 r.p.m. (overdrive, 22.2 m.p.h.); 32.0 m.p.h. at 1,000 ft./min. piston speed (overdrive, 41 m.p.h.).	



Alongside the enlarged 6-cylinder engine are the battery and heater fan. The brake servo and a fluid reservoir for the optional power steering are on the nearside. Sparking plugs, located between the ohlines of inclined o.h.v., are concealed by a central cover.



Left: Good leather and wood abound within the Humber. The front fascia locker is commodious and illuminated at night. The instruments are set where they can be seen and the heater controls gain praise by their positive action and immediate results.



Right: The folding polished wood tables available for the rear passengers are useful not only for picnic purposes, but for the busy man who wishes to work while being driven. Other equipment includes dual ashtrays and a cigarette lighter. The centre armrest is heavily padded and cannot be "felt" when closed.

The Humber Super Snipe

dency for the self return action of the steering to become almost non-existent at low speeds. Thus, turning in London from one street into another the driver, having applied full lock, spent a hectic few seconds "unwinding" the wheel in order to straighten up. A glance at the instruction book showed us that for motor-road purposes much higher pressures were recommended and we thereupon increased the figure to the suggested 28 lb. all round with quite astonishingly improved results. Gone was the sluggish steering at low speeds and, at the same time, the car felt infinitely more satisfactory on the open road and became a very real pleasure to drive. If there was any penalty arising from this bonus of four extra p.s.i. per wheel then it may have been a tendency to spin rather more easily when getting away from traffic lights on extremely greasy surfaces, but in every other way the car was transformed for the better.

Power steering is advantageous to the car at all times, tremendously so in traffic. In effect the ability to turn the steering wheel instantly in any direction with two fingers is worth about an extra 18 inches on the turning circle. Moreover, parking

in small spaces can be undertaken without strain on the driver in places which would be never even considered with a solely manually actuated system.

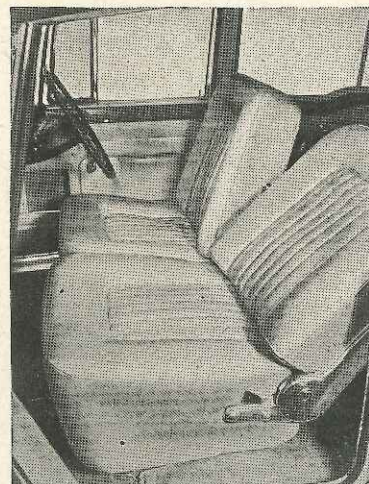
The new brakes are very good. Hard driving in admittedly cool weather conditions evoked not the slightest fade and the system really offered a most valuable combination of gentleness and power which is the hall-mark of all good stopping mechanisms.

A small crack which appeared in the water hose connecting the engine to the heater drew our attention to the remarkable accessibility of most of the vital components of the Super Snipe. A temporary repair was effected without even getting our hands dirty and a replacement pipe was subsequently found without trouble even in the depths of the country on Boxing Day. The heater is a first-class installation easily controlled as to direction and temperature of air. Demisting is particularly rapid when aided by the separately operated booster fan which is reasonably quiet in operation.

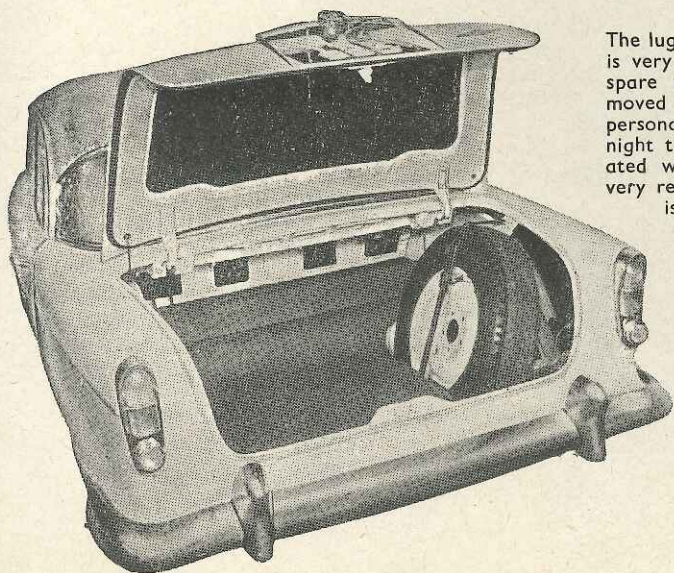
The new engine has enough power to enable the Snipe to cruise happily and apparently indefinitely in overdrive at between 80 and 90 m.p.h. It is a most ready starter, a quick warmer-up and generally unobtrusive. The three-speed

gearbox operated in this case by an understeering-wheel gear shift was quiet and smooth in action. The overdrive, which is an extra, proved very well worth while particularly when used in conjunction with the middle gear in order to obtain maximum performance for short periods. The mechanism operating the overdrive was sticky and erratic when we acquired the car but improved consistently throughout our test and finished up in good working order.

The driving position aided by the seats mentioned earlier is good and the windscreen wipers cover a fair portion of the very sharply curved screen. In common with all such modern screens, a tendency



The luggage compartment is very adequate and the spare wheel can be removed without disrupting personal possessions. At night the boot is illuminated which constitutes a very real benefit. The lid is spring loaded.



An optional extra which was a much appreciated feature of the test car consisted of two luxurious front seats with adjustable back squabs. For the passenger this meant extra comfort during long night journeys while, for the driver, a small variation in rake proved most useful when dealing with conditions which varied between short runs in heavy traffic and long expeditions in the country.

The large wrap around rear window makes the interior pleasingly light and there is a most useful, large, deeply recessed parcel shelf behind the deep rear seat back-piece.



for mud on the side portions to restrict visibility proved a disadvantage. The horn and lights are just within the car's requirements but heavy luggage in the admirable boot lowered the tail slightly and thereby much improved the forward illumination at night. It is probable that as the rear springs of this car settle the same happy result will become permanent and, in any case, the lamps are very easily adjusted.

From the point of view of the owner-

driver, the car is very easy to get in and out of. The petrol tank takes its quota fast without blowing back and no draughts, rattles or water leaks developed throughout several thousand miles of winter motoring.

In retrospect the Super Snipe offers a degree of insulation from the harshness of modern road travel which is one of its most attractive characteristics. Utterly restful to drive and equally applauded by the passengers, it represents a very well worth while successor to a long line of illustrious cars that have carried the Humber name.

Clean lines and large wheels characterize the Super Snipe so that it is not easily mistaken for its rivals.

The World Copyright of this article and illustrations is strictly reserved © Temple Press Limited, 1960

Specification

Engine

Cylinders	6
Bore	87.3 mm.
Stroke	82.55 mm.
Cubic capacity	2,965 c.c.
Piston area	55.7 sq. in.
Valves	Inclined o.h.v., pushrod operated
Compression ratio	8.0/1
Carburettor	Zenith 42WIA downdraught
Fuel pump	AC mechanical
Ignition timing control	Centrifugal and vacuum
Oil filter	AC full-flow
Max. power (gross)	129½ b.h.p. (121 b.h.p. net)
at	4,800 r.p.m.
Piston speed at max. b.h.p.	2,600 ft./min.

Transmission

Clutch	Borg & Beck 9-in. s.d.p.
Top gear (s/m)	4.55 (overdrive, 3.542)
2nd gear (s/m)	7.339 (overdrive, 5.707)
1st gear (s/m)	12.769
Reverse	14.292
Overdrive	Laycock-de Normanville
Propeller shaft	Hardy Spicer divided open
Final drive	Hypoid bevel
Top gear m.p.h. at 1,000 r.p.m.	17.3 (overdrive, 22.2)
Top gear m.p.h. at 1,000 ft./min. piston speed	32.0 (overdrive, 41.0)

Chassis

Brakes: Girling hydraulic with vacuum servo; discs at front and drums at rear.	
Brake diameters:	
Front discs	11½ in.
Rear drums	11 in.
Friction areas: 118 sq. in. of lining area working on 401 sq. in. rubbed area of discs and drums.	
Suspension:	
Front	Coil springs, wishbones and anti-roll torsion bar
Rear	Semi-elliptic
Shock absorbers	Armstrong telescopic
Steering gear	Burman re-circulating ball
Tyres	Dunlop tubeless, 6.70-15

Coachwork and Equipment

Starting handle	Yes
Battery mounting	Alongside engine on right
Jack	Bevel-gear pillar type
Jacking points	External sockets under centre pillars of body
Standard tool kit: Tool roll, starting handle, jack, wheel nut wrench, petrol funnel, pliers, screwdriver, sparking plug spanner and tommy bar, adjustable spanner, 4 double-ended spanners, distributor screwdriver/feeler, tyre valve key.	
Exterior lights: 2 stop/tail lamps, number plate, 2 headlamps, 2 sidelamps/flashers, reversing lamp.	
Number of electrical fuses	Two
Direction indicators: Self cancelling flashers (white at front, amber at rear).	
Windscreen wipers	Electrical two-speed, self-parking
Windscreen washers	Tudor
Sun visors	Two, universally pivoted
Instruments: Speedometer with decimal trip distance recorder, clock, fuel contents gauge, ammeter, oil pressure gauge, coolant thermometer.	
Warning lights: Dynamo charge, headlamp main beam, turn indicators.	

Locks:

With ignition key	Ignition/starter switch and either front door
With other keys	Glove box and luggage locker
Glove lockers	One on fascia, with lockable lid
Map pockets	Large compartment in each front door
Parcel shelves	One behind rear seat
Ashtrays	One on fascia, 2 behind front seats
Cigar lighters	One front, one rear
Interior lights: One in roof, with manual and courtesy switches (also glove box and luggage locker lights).	
Interior heater	Fresh air type, with screen de-misters
Car radio	Optional extra (Ekco or Radiomobile)
Extras available: Automatic gearbox, overdrive (fitted to test car), individual reclining seats (fitted to test car), power steering (fitted to test car), radio, white-wall tyres and full range of Rootes accessories.	
Upholstery material	Leather
Floor covering: Carpets over foam rubber underlay.	
Exterior colours standardized: 4 single colours and 7 two-tone combinations.	
Alternative body styles: Limousine and estate car.	

Maintenance

Sump: 12 pints refill plus 3 pints in filter, etc. S.A.E. 20/20W (or 10W/30) in temperate summer and winter.	
Gearbox: 3 pints plus 2½ pints in overdrive, S.A.E. 30.	
Rear axle: 1½ pints, S.A.E. 90 hypoid gear oil	
Steering gear lubricant: S.A.E. 90 E.P. gear oil in steering box and S.A.E. 10W or 10W/30 oil in power steering.	
Cooling system capacity: 26 pints (drain tap)	
Chassis lubrication: By grease gun every 1,000 miles to 26 points, plus one point extra with power steering.	
Ignition timing	5-7° b.t.d.c. static
Contact-breaker gap	0.015 in.
Sparking plug type	Champion N5, 14 mm.
Sparking plug gap	0.025 in.

Valve timing: Inlet opens 20° b.t.d.c. and closes 46° a.b.d.c.; exhaust opens 52° b.b.d.c. and closes 14° a.t.d.c.	
Tappet clearances (hot): Inlet and exhaust 0.014 in.	
Front wheel toe-in	(fully laden) ½ in.
Cambar angle	½-1° (fully laden)
Castor angle	½° negative
Steering swivel pin inclination	8½°
Tyre pressures:	
Front	24 lb.
Rear	24-28 lb.
(according to load. Extra 6 lb. advised for sustained high speeds on Motorways)	
Brake fluid	S.A.E. Spec. 70.R.3 (Girling)
Battery type and capacity	12 v. 51 amp./hr.
Miscellaneous: Check oil level in power steering oil reservoir every 1,000 miles.	