



Hillman Super Minx mark 3

The Super Minx mark 3 was introduced in 1964, to replace the mark 2. The convertible was deleted from the range, changes from the mark 2 included a squarer look, the result of changes to the front and rear glass area, a new two-tone paint scheme, an all-synchromesh gearbox, and reclining front seats. Standard equipment included a heater with two-speed fan, screen washers, headlamp flasher, fully reclining front seats, overriders, and wheel trims. Optional extras: radio, clock, oil pressure gauge, ammeter, seat belts, Laycock overdrive, Borg-Warner automatic transmission, reversing lights, whitewall tyres, and more.

COLOURS (1964): Saloon/estate: two-tone, main body colour first, Azure blue/Artic white, Forest green/Sage green, Sage green/Forest green, Storm grey/Alabaster grey, Alabaster grey/Forest green, Tartan red/Embassy black. Single tones, Artic white, Forest green, Azure blue, Alabaster grey, Tartan red. Saloon only: two-tone, main body colour first, Kingfisher blue/Embassy black, Slate blue/Dawn mist, Artic white/Tartan red. Single tones, Embassy black, Storm grey, Slate blue, Kingfisher blue, Sage green.

ENGINE: Four-cylinder, OHV, bore 81.5mm, stroke 76.2mm, 1592cc, maximum bhp 62 at 4400rpm, Solex 33PSEI downdraught carburettor.

GEARBOX: Four-speed, floor-mounted gear change, overdrive or automatic optional, synchromesh on all forward gears. Ratios: top 4.22:1, 3rd 5.88:1, 2nd 9.04:1, 1st 14.15:1, reverse 15.07:1.

REAR AXLE: Semi-floating, hypoid bevel, ratio 4.22:1.

BRAKES: Lockheed, front 10.3in discs, rear 9in drums.

TYRES: saloon 6.00 x 13, estate 6.50 x 13.

SUSPENSION: Front coil springs and swinging links, rear semi-elliptic leaf springs, telescopic shock absorbers all round.

STEERING: Burman recirculating ball.

DIMENSIONS: Length: 13ft 10.25in (4223mm); width: 5ft 2.25in (1581mm); height: 4ft 10in (1473mm); weight: saloon 1 ton 0cwt 3qtr 24lb (1065kg, dry 1021kg),

ROOTES CARS of the 1950s, 1960s & 1970s – A Pictorial History

synchronmesh on top three gears. Ratios:
top 4.22:1, 3rd 6.297:1, 2nd 10.43:1, 1st
13.455:1, reverse 17.04:1.

REAR AXLE: Semi-floating, hypoid bevel, ratio
4.22:1.

BRAKES: Lockheed, power assisted, front
11in and rear 10in drums.

TYRES: 6.00 x 15 or 6.40 x 15.

SUSPENSION: Front independent with
coil springs, rear semi-elliptic leaf springs,
Armstrong telescopic shock absorbers all
round.

STEERING: Burman recirculating ball.

DIMENSIONS: (series 1 and 1a) **Length:** 15ft
4.75in (4692mm); **width:** 5ft 9.5in (1765mm);
height: saloon 5ft 1in (1549mm), estate 5ft
2in (1575mm); **weight:** saloon 1 ton 6cwt
2qtr (1346kg), estate 1 ton 9cwt 2qtr 7lb
(1501kg); **turning circle:** 38ft (11.6m).

CAPACITIES (early series 1): Fuel 11.5
gallons (52 litres). Boot: saloon 19.5ft³
(0.6m³), estate 28ft³ or 56ft³ with rear seat
folded down (0.8m³ or 1.6m³).

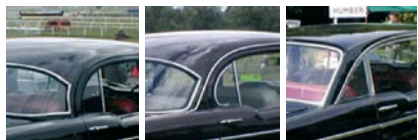
*Steering column gear change layouts: manual
on left; optional automatic on right.*





Steering column gear change layouts, manual on left, optional automatic on right.

Super Snipe rear windows: left, series 1, 2, 3; middle, 4; right, 5 and 5a.



TYRES: 6.70 x 15.

SUSPENSION: Front independent with coil springs, rear semi-elliptic leaf springs, Armstrong telescopic shock absorbers all round.

STEERING: Burman recirculating ball, power assistance optional.

DIMENSIONS: **Length:** 15ft 4.75in (4693mm); **width:** 5ft 9.5in (1765mm); **height:** saloon 5ft 1in (1549mm), estate 5ft 2in (1575mm); **weight:** estate 1 ton 10cwt 3qtr 12lb (1568kg); **turning circle:** 38ft (11.6m).

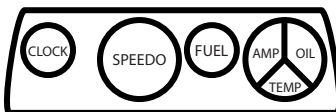
CAPACITIES: Fuel 12.5 gallons (57 litres). Boot: saloon 19.5ft³ (0.6m³), estate 28ft³ or 56ft³ with seat lowered, (0.8 or 1.6m³).

Humber Super Snipe series 2



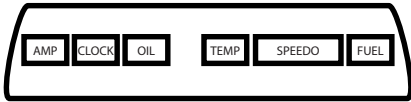
The series 2 was introduced in 1959 with an enlarged engine of 2965cc, uprated suspension and front disc brakes. There was also a revised style of side trim similar to that used on the 1959 Singer Gazelle. Standard equipment included a heater, clock, oil pressure gauge, ammeter, walnut dash and door trim, two folding tables for rear passengers, screen washers, and power assisted brakes. **Optional extras:** radio, individual front seats, power assisted steering, Laycock overdrive or Borg-Warner automatic transmission, whitewall tyres, and more.

COLOURS (1959): Two-tone, main body colour first. Saloon: Biarritz blue/Haze blue, Foam white/Haze blue, Ascot grey/Burgundy, Smoke green/Sage green, Windsor blue/Embassy black, Glacier blue/Fathom grey, Slate blue/Ascot grey (Charcoal/Dawn mist). Single tones, Embassy black, Burgundy, Biarritz blue, Foam white, (Smoke green, later models). Estate: Foam white/Windsor blue, Smoke green/Sage green, Slate blue/Ascot grey (Charcoal/Dawn mist), Single tone, Slate blue (Charcoal). (Note: Charcoal colour schemes in brackets replaced earlier Slate blue schemes, see estate cars on following two pages for examples of both.)



Instrument layout. Car shown on the left is an automatic.

ROOTES CARS of the 1950s, 1960s & 1970s – **A Pictorial History**



Instrument layout. Note: indicator stalk is on right of steering column; as was usual for most British cars during the 1960s.



synchromesh on top three gears. Ratios: top 4.22:1, 3rd 5.88:1, 2nd 9.04:1, 1st 14.13:1, reverse 17.89:1; with overdrive, o/d top 3.57, top 4.44, o/d 3rd 4.97, 3rd 6.93, 2nd 9.51, 1st 14.87, reverse 18.84; with automatic, top 4.22, 2nd 6.75, 1st 13.67, reverse 14.18.

REAR AXLE: Semi-floating, hypoid bevel, ratio manual or automatic 4.22:1, with overdrive 4.44:1.

BRAKES: Lockheed, front and rear 9in drums.

TYRES: 5.90 x 13.

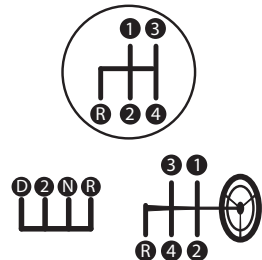
SUSPENSION: Front independent coil springs and semi-trailing wishbones, rear semi-elliptic leaf springs, telescopic shock absorbers.

STEERING: Burman recirculating ball.

DIMENSIONS: Length: 13ft 9.25in (4197mm); width: 5ft 2.25in (1581mm); height: 4ft 10.25in (1480mm); weight: saloon 1 ton 1cwt 3qtr 19lb (1114kg, dry 1069kg); turning circle: 36ft (11m).



CAPACITIES: Fuel 11 gallons (49 litres). Boot: saloon 14.5ft³ (0.4m³), estate 28.5 or 46ft³ (0.8 or 1.4m³).



Above: Top is standard floor gear change layout; bottom left is optional automatic; bottom right is optional steering column gear change.

A Singer Gazelle produced from 1967 to 1970, identical in appearance to the Singer Vogue, it had a smaller engine as detailed below, and was less well equipped, it was only available as a saloon.



ENGINE: Four-cylinder OHV, bore 81.5mm, stroke 71.6mm, 1496cc, maximum bhp 64 at 4800rpm, Zenith 150 CDS sidedraught carburettor.

GEARBOX: Four-speed, floor-mounted gear change, Borg Warner automatic transmission optional with 1725cc engine, synchromesh on all forward gears. Ratios: top 3.89:1, 3rd 5.41:1, 2nd 8.32:1, 1st 13.04:1, reverse 13.88:1

REAR AXLE: Semi-floating, hypoid bevel, ratio 3.89:1.



Singer Chamois

Introduced in 1964, the Chamois was followed by the mark 2 in 1965, the Chamois Sport in 1966 and Chamois Coupé in 1967. All versions featured single headlamps at first, but ended up with double headlamps. Sport models feature a red side strip, and ventilated engine cover, but other cars may have retrospectively been fitted with these. Interestingly, the Chamois featured wider wheels than the Hillman Imp, and the Sport was mechanically identical to the Sunbeam Imp Sport. All Chamois models were discontinued in March 1970. 1967 retail prices were as follows: Chamois £619, Chamois Coupé £665, seat belt £3 5s (£3.25), reversing light £2 17s 6d (£2.75). Standard equipment for 1965 included heater with blower, screen washers, overriders, and wheel trim discs. Optional extras: radio, seat belts, reversing lights, and more.

COLOURS (1964): Main body colour first, second is side flash. Embassy black/Foam white, Balmoral grey/Embassy black, Forest green/Foam white, Maroon/Foam white, Loch blue/Foam white, Foam white/Tartan red.

ENGINE: Four-cylinder OHV (rear-mounted), bore 68mm, stroke 60.37mm, 875cc,