

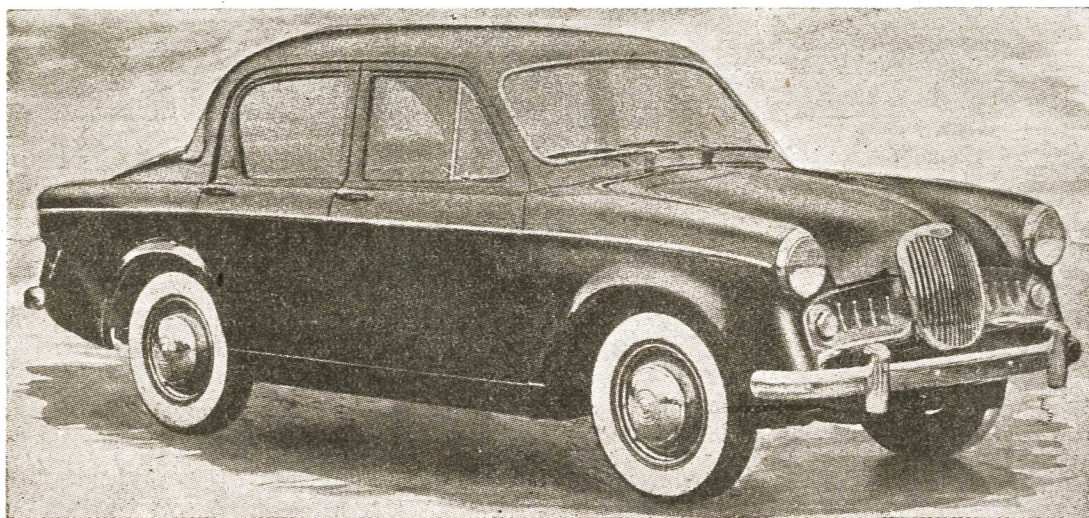
Enthusiastic world-wide reception greets Rootes first streamlined

ROAD TEST

SINGER GAZELLE

IT is only just over a year since the Singer Motor Car Company was taken over by the massive English Rootes Group and now a new Singer is available on the Australian market. The amalgamation of two motor car companies usually results in a line of vehicles which retain most of the previous model's design and characteristics for some years. In the case in point, the new Singer Gazelle, a brand new model has been the issue.

- COVER CAR with improved overhead camshaft motor developing 52.5 b.h.p. & 80 m.p.h. cruising!



The Gazelle retains the Hunter 1½ litre 4 cylinder engine, renowned for its quiet and economical running in the saloon and popular with the sporting fraternity for its pep when fitted to the roadster.

The body is a Rootes Group production of most attractive appearance with an interior finish equal to that of cars in the much higher price field. Polished wood facia and door trimmings are employed and past Singer owners will appreciate that Rootes have produced a car well in keeping with the well established Singer tradition of quality.

● Smaller, Faster, Lighter!

Overall this new Singer is shorter (by over a foot), has a shorter wheelbase (by 11½ in.), is lower (by 6 ins.) and weighs 3 cwt. less. The turning circle is much improved although the Gazelle ground clearance is just over the 7 in. mark compared to the Hunter's fantastic 9¼ in.

With this reduction in frontal area and weight and with the same power the new car could be expected to be fast, and it is. The car driven by the writer was the first one off the assembly line of the Rootes Group factory at Fisherman's Bend, Melbourne, and a full road test could not be conducted. However, the Gazelle felt that it would live up to its name.

The engine felt stiff but smooth and one could feel that it had a lot of urge to give once run-in. In these pages we publish a comparison chart showing test acceleration figures taken by the English "Auto-car" on the two models. The Gazelle is leaps and bounds ahead and also returns a far superior fuel consumption figure.

● Rootes Gear Change

Replacing the rather slow Hunter gear change mechanism on the new model is the effective Rootes-type. Judging by gear ratios and final drive figures and also in getting the

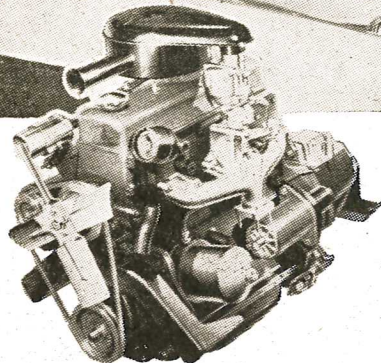
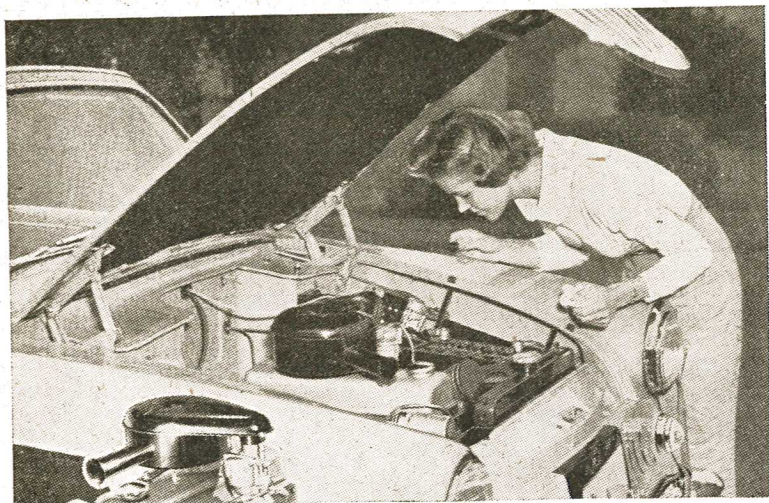
feel of the car over about 15 miles we would say that the Gazelle could possibly be undergeared, or too low-geared for the willing engine and the weight of the car. Besides the gear-change, all controls inside the car, such as foot pedals and steering wheel, have a strong Rootes flavour.

● Excellent Detail Refinement

On our short test drive three features struck us as outstanding; first the overall finish of the car inside and out. The chrome strip is well placed and the gold-plated "Gazelle" nameplate also appeared. The two-tone duco is effectively placed.

Secondly, the flexibility of the engine. This could be expected because of the low gearing. However, even in top gear of this brand new car as low a speed as 13 m.p.h. could be pulled and then accelerated away without any engine miss, fuss or transmission snatch.

Thirdly, the fittings inside the car. The polished wood is most



● THIS IS THE O.H.C. 14-LITRE ENGINE WHICH MAKES THIS SLEEK CAR A SPORTS SALOON FOR HIGH PERFORMANCE AT LOW COST.

attractive and set in the fascia from the left are deep glove-box, full set of instruments and directly in front of the driver the warning lights for right and left self-cancelling traffic direction indicators and one for high beam. Digressing for a moment, the only feature of the car's handling we could criticise was the lack of a strong enough castor action on the steering after turning a corner. This, however, could have been like this because of the newness of the car.

Getting back to the creature comforts, seating for four-five persons is produced by bench seats front and rear and occupants sit rather high in the vehicle. Allied to this is a generous amount of window space all round, which results in excellent vision and no serious blind spots.

Sound damping is very effective and the engine can hardly be heard at idling and low speeds. The handbrake is nicely placed to the right of the front seat and pivots from the floor in Rootes style, making operation bend-free and easy for the driver. This handbrake felt solid, and working on the back wheels should be capable of

holding the car on any gradient encountered in normal motoring.

Neat chromed door pulls are provided on all doors and are the best of their type yet seen on an English car. They are light and slim and set an example to other motor car manufacturers, particularly English,

Superseding

who seem to prefer heavy crudely-made fittings with rough edges.

The transmission tunnel is rather large but footroom front and rear is adequate and the tallest of drivers can find a comfortable driving position on the leather-cloth covered seats.

The suspension is smooth, if a little firm at low speeds and suggests good cornering power.

Armrests are provided on the rear doors and the quality of fitting throughout the car is evident.

● Large Boot

Luggage accommodation is excellent and the spare wheel is mounted upright on the right-hand side. It may be removed without the need to disturb any luggage that may be carried.

Under the bonnet accessibility is very good. All component parts are easily serviced and the dipstick is placed where it may be reached without burning one's hand. Just over two hundred miles range is provided by the 7½ gallon tank. This could well be increased by a couple of gallons for a tank range of 250-260 miles necessary today.

In all the new Singer Gazelle is a well finished car of definite character with no apparent vices and should provide the motoring public with a quality car at very reasonable first cost. It has the virtues of good handling and economical operation.

COMPARISON CHART

	HUNTER	GAZELLE
Length	14 ft. 8 in.	13 ft. 7½ in.
Width	5 ft. 3¼ in.	5 ft. 0¼ in.
Height	5 ft. 5 in.	4 ft. 11½ in.
Weight	24 cwt.	21 cwt.
Top Speed	71 m.p.h.	77.5 m.p.h.
M.P.G.	24.5	30.2
Turning Circle	36 ft.	34 ft.
0-30 m.p.h.	7.5 secs.	6.1 secs.
0-40 m.p.h.	12.9 secs.	9.5 secs.
0-50 m.p.h.	20.2 secs.	15.6 secs.
0-60 m.p.h.	32.4 secs.	23.6 secs.
S/S quarter mile	24.9 secs.	22.9 secs.

the Singer 1500 in style and go!

MOTOR MANUAL ROAD TEST

CAR: SINGER GAZELLE
PRICE: ON APPLICATION

From: DEVON MOTORS
DELIVERY: ON APPLICATION

ENGINE:

4 cys. Bore: 73 mm. Stroke: 89.4 mm.
Capacity: 1,496 c.c. Comp. ratio: 7.5 : 1.
Valves: Overhead cam. Rated horsepower:
15. B.h.p.: 52.5 at 4,500 r.p.m. Torque:
76.6 lbs./ft. at 2,000 r.p.m.

TRANSMISSION:

Clutch: Single dry plate. Gearbox: Four-
speed. Ratios: 1st, 17.045; 2nd (S/M),
11.807; 3rd (S/M), 7.126; 4th (S/M), 4.778.
Propellor shaft: Open. Top gear m.p.h. at
1,000 r.p.m.: 15.5.

SUSPENSION:

Front: I.F.S. by coil springs and anti-roll
bar with hydraulic dampers. Rear: Live
axle with semi-elliptic leaves and hydraulic
dampers.

STEERING:

Turning circle: 34 ft. Turns of steering
wheel (lock to lock): 2½.

BRAKES:

Hydraulic. Brake lining area: 121 sq. ins.
Brake lining area, sq. in. per ton: 101.

DIMENSIONS:

Wheelbase: 8 ft.; Length: 13 ft. 7½ ins.
Width: 5 ft. 0¾ ins.; Height: 4 ft. 11½ ins.
Ground clearance: 7 in. Tyres 5.60 x 15.
Weight (dry), 21 cwt. Petrol tank: 7½ gals.
Track: Front, 4 ft. 1 in.; Rear, 4 ft. 0½ in.
Luggage capacity: 16 cu. ft. (approx.).
Weight distribution: Front/rear: 55.6/44.4

PERFORMANCE SUMMARY (Overseas Test Figures):

0-30 m.p.h., 6.1 secs.; 0-40 9.5 secs.; 0-50,
15.6 secs.; 0-60, 23.6 secs.; 0-70, 36.9 secs.
Standing quarter mile: 22.9 secs. Acceler-
ation times from constant speeds: 10-30
m.p.h.: 3rd, 6.8 secs.; 2nd, 4.9 secs. 20-40
m.p.h.: Top, 10.9 secs.; 3rd, 7.0 secs.; 30-50
m.p.h.: Top, 11.7 secs.; 3rd, 9.0 secs. 40-60
m.p.h.: Top, 14.2 secs.; 50-70 m.p.h.: Top,
22.2 secs. Maximum speed: 77.5 m.p.h.
Average m.p.g.: 30.2. Maximum speeds in
gears: 1st, 23 m.p.h.; 2nd, 31 m.p.h.; 3rd,
53 m.p.h. Brakes (from 30 m.p.h. to stop):
34 ft.

SCORE

Av.
for
group

Score
for this
car

Styling: Good	4	—	4
Bodywork: Excellent for low price car	4	—	5
Interior: Well fitted	4	—	5
Instruments: Average	4	—	4
Passenger comfort: Very good	4	—	4
Riding comfort: Very good	3	—	4
Driving position: Satisfactory	4	—	4
Boot capacity: Average	4	—	4
Spare tyre position: Separate dust-free compartment	4	—	5
Toolkit: Adequate	4	—	4
Jacking: Poor	4	—	3
Max. Speed: Average	4	—	4
Acceleration: Fair	4	—	4
Braking: Excellent	5	—	5
Roadholding: Outstanding	5	—	5
Flexibility: Good	4	—	4
Turning circle: 34 ft.	4	—	5
Parking ease: Effortless	5	—	5
M.P.G.: Good	5	—	5
Tank range: About 230 miles	4	—	4
Steering: Light and accurate	4	—	5
Price per b.h.p.: £29.18.0	3	—	4
Depreciation: Average	4	—	4
Delivery: Immediate	4	—	5
Lb. per b.h.p.: 58.8	4	—	3

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What has happened to the disqualified drivers? (Continued from Page 14)

"My wife and I hold the present world's endurance record on water skis and in April we are going to try and better our present times. Marie (who presented me with a baby in November) stayed on skis for 4½ hours, covering 102 miles while I covered 201 miles in eight and a half hours. A new record attempt will take place at Hen and Chicken Bay, Sydney, over a recognised course."

Bill Maclachlan also has a gleaming new skiff hull nearing completion in his workshop. The boat will be fitted with an o.h.v. Ford engine and towards the end of the season Maclachlan hopes to set new Australian

speed figures. The present record for a boat of this class is 72 m.p.h. but he expects to raise this to at least 80 m.p.h.

Until recently he held the world's record for 91 cubic inch class boat. Driving "Fire Fly II" on Kogarah Bay in 1950, he set up the astonishing figures of 78.006 m.p.h.—a record which stood until it was bettered a few months ago by an Italian.

Although it is nearly 18 months since Bill Maclachlan has driven a car on the track or in a trial, it may not be much longer before he is in action again.