



The Imp well fulfils the promise of its design brilliance

HILLMAN — Two Imps, Deluxe and Super Wagon

The **Hillman** range presents an interesting study in engineering contrasts and developments. Ranging from the **Super Minx Station Wagon** with its very conventional engine, drive and suspension elements clothed in a clean, fresh body unit, well instrumented and finished, to the **Imp** which completely contradicts the Rootes design formula with its high-revving, aluminium rear mounted o.h.c. engine and all-independent suspension carried in a stylized box shape body for maximum space usage.

The **Deluxe**, remains essentially a family car — sensibly free of any major vices. Their practicability is evident in their balanced lines, excellent finish, large glass area, big door openings, roomy rear seats, adequate engine power, sensibly spaced gear ratios and engine accessibility.

Performance is good, with moderate acceleration and stable cornering — free of excessive body roll thanks to the anti-roll bar now mounted on the front coil spring suspension.

Top-gear pulling power is good throughout a wide speed range and it is this broad top gear performance that will endear it to the average family motorist and certainly to the women-folk.



The Super Minx Wagon — a car of many roles.



The Hillman deluxe, a family car.

The gearbox performs its functions well, the ratios are appropriately spaced and the synchromesh most effective.

The unassisted brakes (discs at the front) are excellent and do not require high pedal pressures.

Also available are the versatile and capacious **Super Station Wagon** and the **Deluxe automatic** which provides the ease of clutchless gear changes at the expense of slightly higher fuel consumption.

The **Imp** is a very practical small car that possesses an outstandingly attractive and spacious appearance. Logical and well developed, it provides relatively fast motoring on a small economy with a good 40 m.p.g., 5,000 mile oil changes and no greasing points to keep maintenance costs to a minimum.

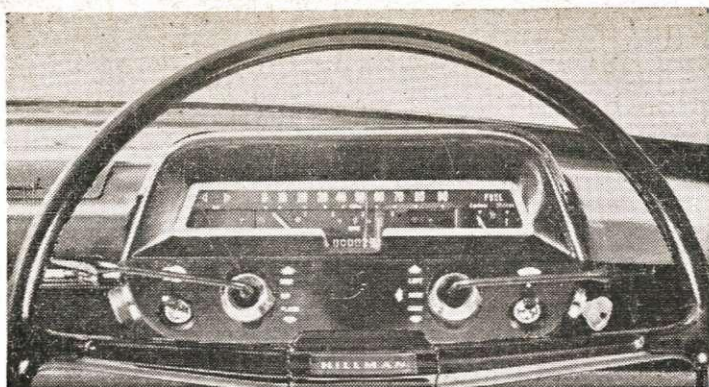
The focal point of the **Imp's** ingenuity is the rear mounted motor — which breaks with English production car tradition, and which provides a frisky performance as long as the gearbox is used fully. The 875 c.c. cast aluminium engine with single overhead the gearbox is used fully. The 875 c.c. cast aluminium engine with single overhead camshaft was designed by Coventry Climax in collaboration with Rootes. Canted to save space, it produces 42 b.h.p. gross at 5,000 r.p.m. on a high compression ratio of 10 to 1 made practicable by its inherent efficiency.

Steering is light and precise, the gear change delightfully quick, and the clutch most unusually light.

Its handling was outstanding for a rear-engined car. In normal running the car understeers slightly; this changes to oversteer as cornering speed goes up. Even though the driver is always aware of the weight behind him, the **Imp** inherently is incredibly safe. Neutral cornering can be induced by altering tyre pressures, though the ride is generally comfortable and stable.



The Tulip Rally winning Hillman Imp driven by Rosemary Smith and "Tiny Lewis" motors on through heavy snow. Note alloy wheels.



The controls of the Imp — simple, adequate and convenient.

Imp Super Deluxe is the same as the Standard model, but with added features such as carpets, individual front seats, twin sun visors, bumper over-riders and chrome wheel trim discs. Many minor mechanical modifications have been made since its introduction in April 1964.

FEATURES AS STANDARD:

IMP SUPER DELUXE: Opening rear window, automatic choke, sealed steering box, headlamp flasher, two luggage compartments, folding seat squab, all aluminium diecast engine, all synchromesh gearbox, all independent suspension.

SUPER MINX II: SLANON WAGON — Heater and demister, safety belt mountings, padded sun visors with a vanity mirror, disc brakes on the front wheels, automatic transmission available at extra cost, windscreen washer, individual front seats, station wagon version available.

DELUXE: Ventilating ducts, windscreen washer, safety belt mountings, extensive safety padding, disc brakes on the front wheels, no greasing points, automatic transmission available as an extra.

MODELS AVAILABLE: Hillman Imp, Deluxe Imp, Super Minx II, station wagon. Super Minx II automatic wagon, Deluxe saloon, Deluxe automatic saloon.

TABLE	IMP	DELUXE	GAZELLE
ESSENTIAL DATA:			
Engine type	OHC 4	OHV 4	OHV 4
Capacity	875 c.c.	1725 c.c.	1725 c.c.
B.H.P.	42	70	85
Bore and stroke	68 x 60.4	81.5 x 82.5	81.5 x 82.5
Transmission	4 floor	4 flr (auto op.)	4 flr. (auto op.)
Length	11' 7"	13' 5½"	13' 5½"
ON THE ROAD:			
Gear speeds:			
First	25	27	29
Second	50	45	48
Third	75	74	82
Top	80	84	96
Acceleration			
0 - 30	6.1	5.4	4.5
0 - 40	9.7	8.2	6.7
0 - 50	15.1	11.3	9.2
0 - 60	23.4	15.9	12.4
Normal m.p.g. (touring range)	37 (222)	27 (270)	23 (230)