

NEW and INTERESTING, But Not For Us

SINGER CHANGES ITS TUNE

From
GORDON WILKINS

This addition to the Singer range gives Rootes something between the Gazelle and Humber Hawk. Interesting as it is, the Vogue will not come to Australia.

A NEW model has just been added to the Singer range. It carries the name of Vogue, which readers whose memories go back to pre-war days will associate with an elegant two-door coupe then built by Humber, soon after it had been taken over by the Rootes Group.

Singer's Vogue has the popular features of modern style—four headlamps, four doors, a wrap-round windscreen of the less extreme kind, which should not obstruct the entrance too much, and a big rear window which sweeps round to the sides of the car. Interior finish is on the traditional quality lines which Rootes has adopted for Singer models, without any novel features. The fascia is in burr walnut, with a padded top roll and a lockable glove box. There is a full-width parcel shelf below it.

The seats, which have foam-rubber overlays on top of spring cases, give very comfortable space for four and can take five or six at a pinch. A bench front seat with folding centre armrest is standard, but two separate seats are available as an option. Door locks have hidden "child

proof" catches which prevent the young bailing out at awkward moments.

In its mechanical design the Vogue is thoroughly orthodox. It is powered by the Rootes 1.6 litre four-cylinder engine, with a single Solex carburettor, to give 62 hp as installed in the car or 66.25 bhp SAE. It has a four-speed gearbox with remote-control floor lever, coil spring front suspension and semi-elliptic springs at the rear, all with Girling or Woodhead-Monroe telescopic dampers.

The brakes are Lockheed drums on all four wheels 9 in diameter and 1½ in wide, giving a total friction lining area of 121 sq in. The wheelbase is five inches longer than that of the Gazelle, which should help

in giving a level, steady ride and the front track is 2½ in wider. A useful contribution to easier maintenance has been made by reducing the chassis greasing points to four. A large unobstructed space has been obtained in the luggage trunk by carrying the spare wheel in a drop-down cradle underneath. The deNormanville overdrive, or the three-speed automatic transmission, are optional extras. There is a wide range of single and dual-color schemes.

The Vogue is a solidly built, massive looking car and weighs about 100 lb more than the Gazelle.

Rootes (Australia) say that the Vogue will not be sold locally, thus joining the Classic Consul in the ranks of "not for us" cars. #

