
1963 Singer Motors Limited Gazelle

Lot sold	USD 0 GBP 0 (listed)	Drive	RHD
Year of manufacture	1963	Condition	Used
Mileage	12 116 mi / 19 499 km	Location	
Gearbox	Manual	Exterior colour	Other
Lot number	121	Car type	Other

Description

"The Gazelle was the first Singer to be produced following the take-over of the Singer Company by the Rootes Group in 1956; it was a version of the mainstream Hillman Minx differing mainly in retaining the Singer overhead cam engine. Externally the only significant difference was a restyled nose, based around a traditional Singer grille. The body style followed by the Gazelle between 1956 and 1967 came to be known as the 'Audax' body, with significant input from the American based Loewy design organisation, highly regarded at the time partly on account of Loewy's input to several iconic Studebaker designs. In line with Rootes Group policy the car kept getting small upgrades each with a new designation. In September 1958 the car became the III, received better seats, now enhanced at the front by a folding central arm rest and new duo-tone paint became available with this upgrade. The IIIA of 1959 gained small tailfins and a larger windscreen. The engine was upgraded with twin Solex carburettors replacing the single Solex, distinguishing it from the Minx, and lifting output to 60bhp. Home market cars got a floor gearchange and as well as overdrive, Smith's Easidrive automatic transmission also became an option. The 1960 IIIB received a new back axle featuring a hypoid bevel in place of the former model's spiral bevel. A larger engine of 1592cc developing 53bhp was fitted to the July 1961 IIIC. The VI was the last and rarest of the 'Audax' Gazelles, the engine was all new with a five main bearing crankshaft and capacity of 1725cc at first developing 65bhp but this was later reduced to 59bhp. Originally registered on 25th September 1963, this Singer is a good, sound example. It is thought the engine was rebuilt around three years ago although, sadly, there is no documentation available to

confirm this or by whom. However during our visit the engine started first time and ran smoothly, we are advised by the vendor that this Gazelle Series V drives well with no known faults. The styling of these cars is to be admired with ample chrome and woodwork. The floor gearchange was an improvement over many manufacturers who were still producing column gearchange vehicles at the time. Supplied with a V5C registration document and a current MoT test certificate (without advisories) valid until 16th July 2022. A great classic car with presence and one that you would be happy to take to any event or rally. "

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