

HILLMAN MINX MAGNIFICENT

with "PLUS POWER" Engine

THE HILLMAN MINX

with "PLUS POWER" Engine

The Hillman Minx has, since its introduction in 1931, established a world-wide reputation for reliability and quality. Constant research and development allied with practical tests under the most rigorous conditions have ensured that, year by year, the latest and best in engineering thought and invention have been incorporated to make each successive model still better than its predecessor.

As an expression of this continuous forward policy its manufacturers, the Rootes Group, now introduce the "Plus Power" engine. This engine of 1265 cc. (77.20 cu. ins.) developing 37.5 b.h.p., represents another progressive step in the constant endeavour to make "better best", and this means Extra Pulling Power—Better Get-away—Less Gear Changing—Higher Cruising Speeds in Quicker Time—Higher Average Speeds—Improved Hill Climbing, all of them qualities which the motorist appreciates to the full.

An improved cooling system incorporates a new design water pump and distribution pipe which ensures that the hottest parts of the engine can be selected for maximum cooling. In addition, thermostatic control produces rapid warming up from cold, and the new water circulation system makes full provision for the efficient operation of the heater without the necessity for an auxiliary water pump.

The flowing contours of the Hillman Minx combine modern styling with aerodynamically planned lines. Air resistance is thus reduced giving better performance and greater economy. New style Bumpers of rounded section with wrap round ends are fitted front and rear giving increased strength and safety. Bumper over-riders may be fitted as optional extras.

The front and rear full-width seats are generously proportioned and all seating is contour correct and situated within the wheelbase.

The Hillman Draughtless Ventilation system and Heating and Air Circulation equipment are

notable features which add to the degree of comfort.

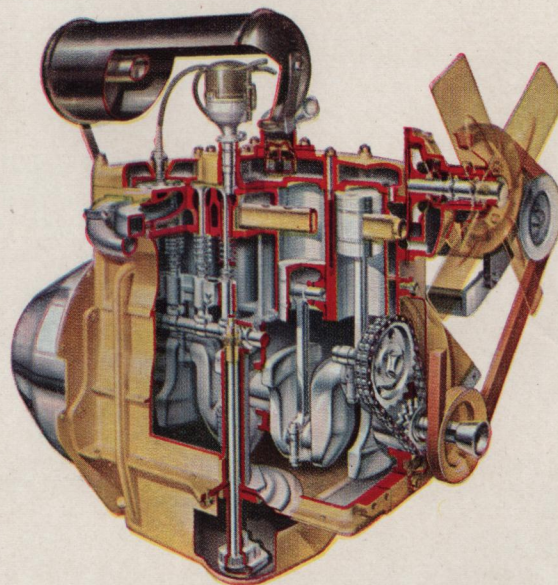
Superlative riding comfort and stability is provided by a suspension system which smoothes out the roughest of roads and combines independent front coil suspension with long underslung semi-elliptic rear springs, torsion bar sway eliminator and double-acting hydraulic shock absorbers front and rear.

The Opticurve windshield of safety glass affords a greatly increased angle of vision and eliminates reflection and dazzle by day and night. Door pillars are set back, avoiding blind spots, and this, together with other vitally important safety features, such as the low dash rail and sloped bonnet, gives an exceptionally wide field of vision. The Opticurve rear window has similar properties.

Safety has been one of the guiding factors of this design, and has resulted in the production of an integrated body and frame of all-steel construction. Boxed side and cross members are welded to the body, and even internal features such as the fascia panel and luggage locker floor serve as reinforcing members. Doors are forward hinged for security, and safety glass is used throughout. The whole has been designed as one integral unit of the greatest strength and rigidity.

All those proved features which have contributed so much to success have been retained. The luggage locker provides fully enclosed accommodation for all needs, and Synchromatic finger-tip gear control, a system well suited to the modern Minx, continues to provide a delightfully smooth, rapid change. Lockheed two-leading-shoe hydraulic brakes ensure perfect control under all conditions.

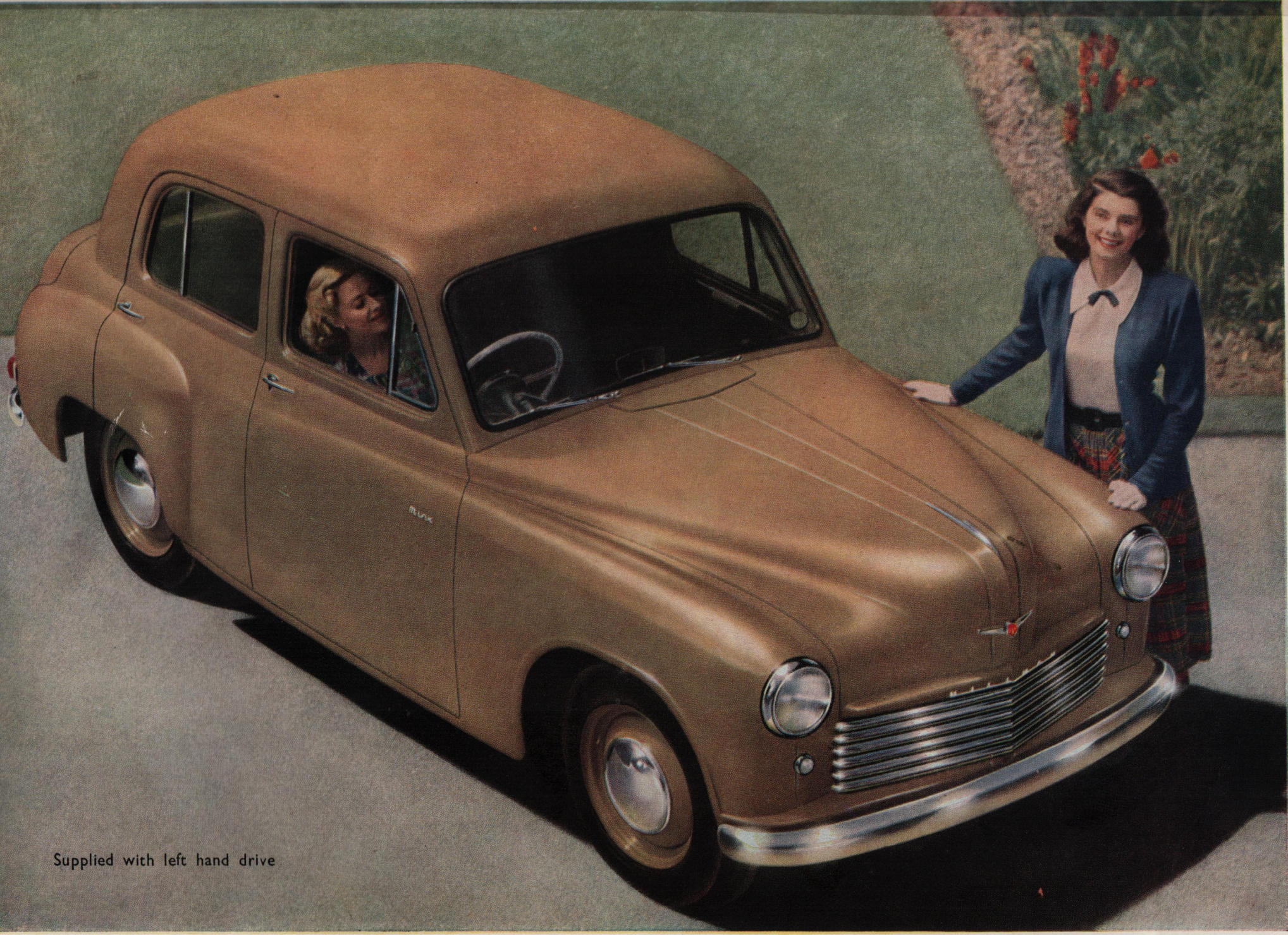
The Hillman Minx has taken another step in its long and distinguished career, and in its latest form presents a combination of attractive modern styling, the most recent engineering developments and features proved by years of trial.



THE ECONOMY ENGINE WITH HIGH PERFORMANCE

A FULL SIZED FAMILY CAR

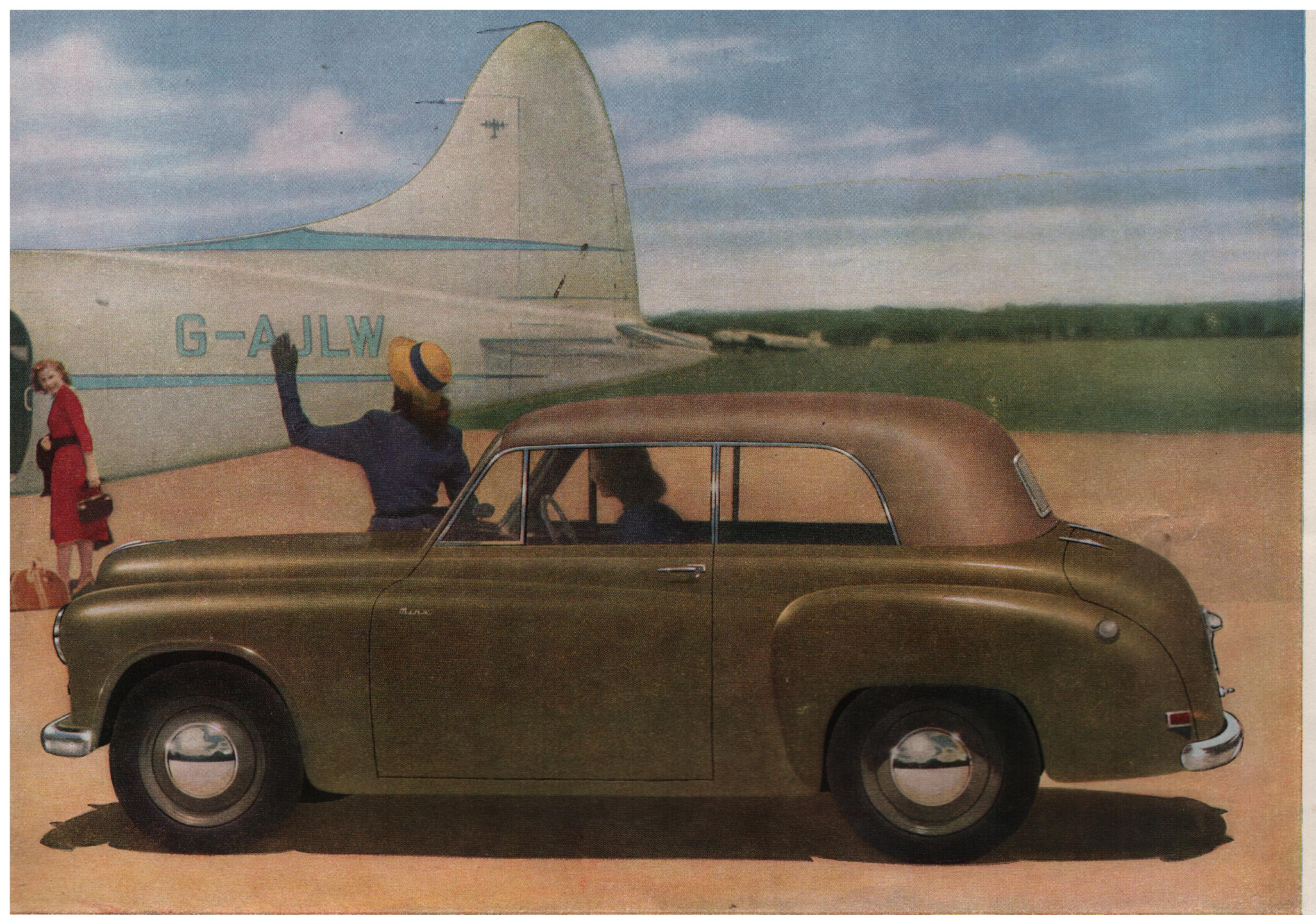
An automobile already proven by world-wide ownership, the HILLMAN MINX sets new standards in construction, beauty and luxury. Here are big car qualities . . . effortless performance, luxurious roominess, amazing economy—and it's easy to park!



Supplied with left hand drive

THE SPACIOUS INTERIOR OF THE HILLMAN MINX

Big Car roominess and comfort is the impression which prevails throughout the spacious interior, in which all dimensions including legroom, headroom and width are satisfyingly large. All seating is contour-correct and situated within the wheelbase.



CONVERTIBLE COUPE

CONVERTIBLE COUPE

This smart Convertible Coupe virtually provides three cars in one—a roomy and comfortable Saloon, a distinguished coupe de ville, and a sleek open Tourer. Both front seats are of the forward tipping type; the driver's seat being quickly adjustable for slope and leg-room.

CAPACIOUS ENCLOSED LUGGAGE ACCOMMODATION

There's no room for doubt about that extra margin of roominess in the luggage compartment. It has been designed to carry not only your luggage but your passengers' luggage as well. Golf clubs can be accommodated within the width of the compartment. The ignition key locks it and the driver's door.

Luggage is enclosed and protected against rain and dust and insulating material has been incorporated which obviates any possibility of damage. The locker lid opens right up and is held in this position by a safety stay.

The compartment is designed solely for luggage stowage and is not encumbered by spare wheels or tools, the latter being carried in a separate locker. It is therefore unnecessary to remove any luggage if a wheel has to be changed.

At night, with the lid open, red warning lights show to rear and side, indicating the full width of the car.

In addition, generous provision has been made within the car for the accommodation of those incidental items normally carried. Wide dual shelves are fitted below the fascia, and, when radio is not required, the recess provided for the set can be utilised as an additional pocket.

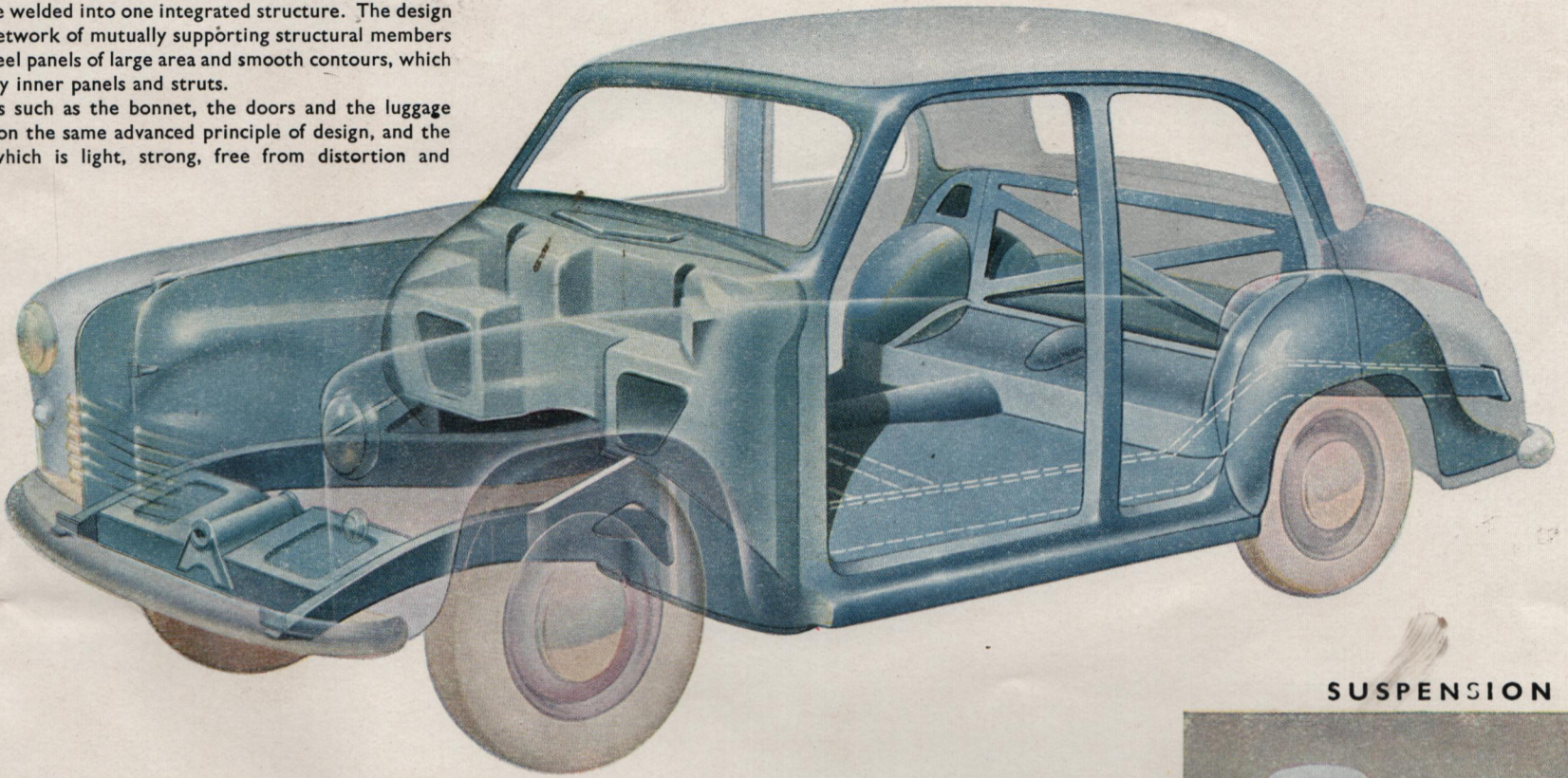
The wide parcel shelf, located at the back of the rear seat, will be found invaluable for carrying parcels, books and umbrellas.

A FULL SIZED FAMILY CAR

An automobile already proven by world-wide ownership, the HILLMAN MINX sets new standards in construction, beauty and luxury. Here are big car qualities . . . effortless performance, luxurious roominess, amazing economy—and it's easy to park!

UNITARY CONSTRUCTION integrates Body and Chassis into one assembly of immense strength and rigidity

Safety has been the first consideration in designing a body providing maximum strength with minimum weight, and unitary construction ensures that body and chassis are welded into one integrated structure. The design may be described as a network of mutually supporting structural members connected by pressed steel panels of large area and smooth contours, which are in turn reinforced by inner panels and struts. Major body components such as the bonnet, the doors and the luggage locker lid are all based on the same advanced principle of design, and the result is a structure which is light, strong, free from distortion and absolutely safe.



THE HILLMAN MINX

Every Modern Feature and Quality Refinement

The beautiful styling is modern for this modern age, and is scientifically planned to achieve certain definite advantages. Aerodynamic lines reduce wind resistance, thus giving better performance and greater economy.

Smooth contours make cleaning easier and quicker.

A glance at the interior finish and fitting will prove that this is a quality car.

The "Plus Power" unit of 1265 c.c. (77.20 cu. in.) developing 37.5 b.h.p. provides a remarkable performance, and under normal running conditions greatly reduced running costs due to low petrol consumption.

Three bearing crankshaft with integrally forged counterweights gives smoother operation over the speed range.

New design water pump ensures maximum cooling where most needed and normal running temperatures quickly reached.

Automatic Temperature control.

Side mounted dynamo giving improved accessibility of plugs and distributor.

New style Timing Chain Tensioner.

Fully Floating Gudgeon Pins.

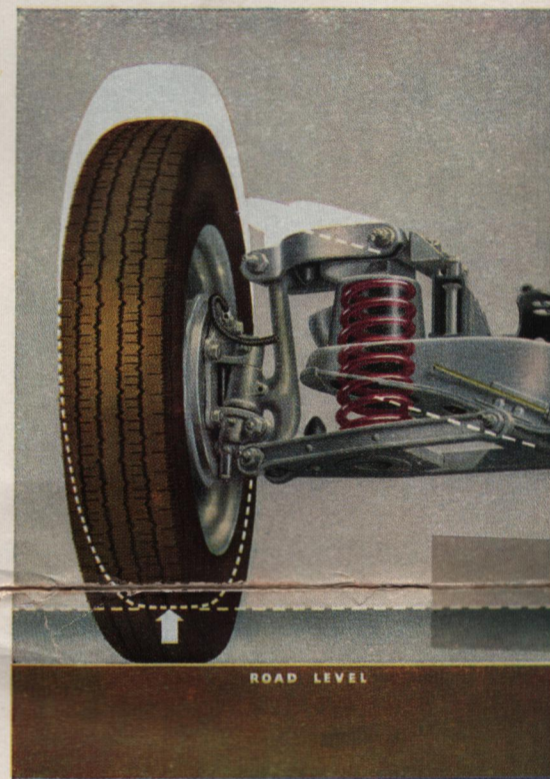
Front and Rear Bumpers of rounded section with wrap round ends.

Separate side-lights below main headlamps.

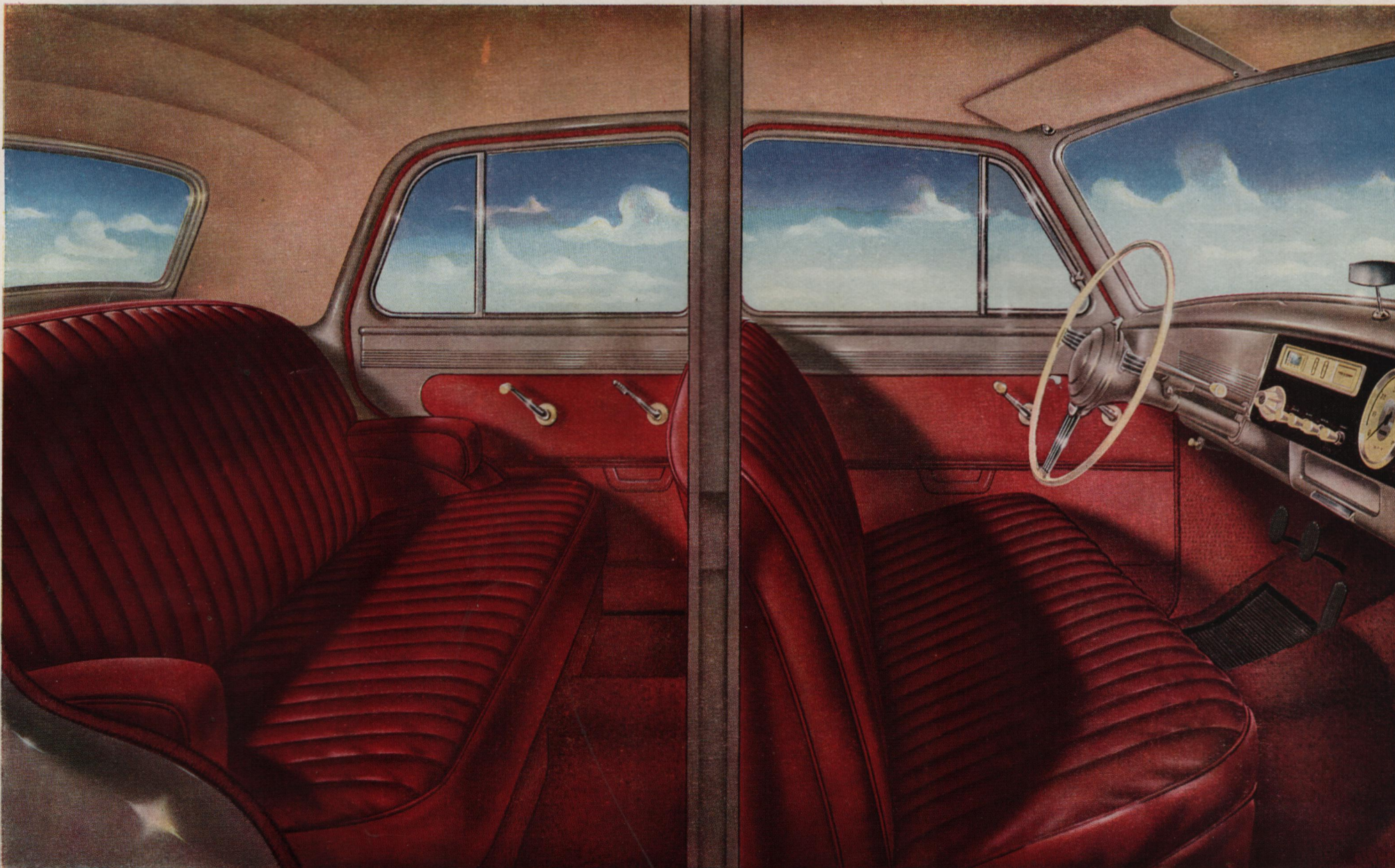
Attractive Colour Schemes.

Independent Front Coil Springing.

SUSPENSION



Independent Front Coil Springing.



THE SPACIOUS INTERIOR OF THE HILLMAN MINX

Big Car roominess and comfort is the impression which prevails throughout the spacious interior, in which all dimensions including legroom, headroom and width are satisfyingly large. All seating is contour-correct and situated within the wheelbase.

SPECIFICATIONS

Engine

Four-cylinder, monobloc type, side by side valves, special design detachable cylinder head. Steel-backed main and connecting rod bearings. A.C. mechanical petrol pump. Three-bearing crankshaft with integrally forged counterweights, full pressure lubrication. Three-bearing camshaft with harmonic cams. Down-draught carburettor with special design "hot-spot" giving easy starting—high performance and economy. Oil bath air cleaner.

Timing chain tensioner, fully floating gudgeon pins. Cushioned power engine mountings absorb any vibration. Bore and stroke: 2.56 × 3.74 in. (65 × 95 mm.). Cubic capacity: 1265 cc. (77.20 cu. in.).

Engine develops 37.5 brake horse power at 4200 revolutions per minute.

Ignition

Coil and distributor. Automatic advance and retard. 14 mm. wide gap, Champion plugs for improved ignition.

Cooling System

New design centrifugal water pump and distribution pipe. Automatic temperature control. Four-bladed fan. Special radiator fan cowling.

Clutch

Borg and Beck single dry plate. Chain linkage to pedal.

Gearbox

Proved four-speed gearbox with control ring synchromesh on top, third, and second gears, and finger-tip lever on steering column.

Overall ratios: Top: 5.22 : 1, Third: 7.78 : 1, Second: 12.89 : 1, First: 18.60 : 1, Reverse: 24.85 : 1.

Safety catch for reverse gear prevents accidental engagement.

Rear Axle

Semi-floating design with spiral bevel final drive. Ratio: 5.22 : 1.

Unitary Structure

Pressed steel, unitary construction, giving an assembly of immense strength and rigidity.

Front Suspension

Independent with silico manganese coil springs. Armstrong hydraulic double acting shock absorbers.

Rear Suspension

Semi-elliptic springs with automatic variation to load and road surface. Steel and rubber bushes eliminate many greasing points. Special plastic gaiters fitted in springs. Suspension control is by Armstrong hydraulic, double acting piston type shock absorbers. Torsion bar sway eliminator.

Wheels

Five "easi-clean" disc wheels. Spare wheel and tyre housed in separate compartment under luggage locker floor.

Tyres

Dunlop Standard, 5.00 × 16 ins.

Brakes

Latest Lockheed two leading shoe system with hydraulic operation. Cast iron 8 in. (203 mm.) diameter brake drums. Handbrake operates mechanically on rear wheels.

Steering

Burman worm and nut variable ratio type with natural rake steering column. "T" spoke spring steering wheel. Left hand drive.

Petrol Tank

7½ Imperial gallons (33 litres) capacity at rear of chassis.

Electrical System

12 volt, 38 amp. hours Lucas battery housed under bonnet. Powerful starter operated by control on facia. Lucas ventilated side-mounted dynamo with compensated voltage control. Lucas coil. Two powerful, flush-fitting, sealed reflector double dipping headlamps with dipper control on steering wheel. Separate side-lights below main headlamps. Built-in twin tail lamps incorporating twin stop lamps operated by brake pedal pressure. Independent illumination for rear number plate. Control panel has concealed lighting. Self-cancelling trafficators controlled by switch on steering wheel. Wind-tone horn. Lucas twin blade windscreen wipers. Roof lamp.

Four Corner Jacking System

Mechanical pillar type jack fitting into permanent sockets on chassis frame.

Bumpers

Full-width Chrome Bumpers of rounded section with wrap round ends, are fitted front and rear. Bumper over-riders may be fitted as optional extras.

Tool Kit

Comprehensive kit of tools, including large tyre pump, wheel brace, etc.

Sun Visors

Twin visors are fitted. That of the passenger incorporates vanity mirror.

Chassis Dimensions (approx.)

Wheelbase	...	...	...	...	93 ins.	2.362 m.
Front track	...	...	...	...	48½ ins.	1.235 m.
Rear track	...	...	...	...	48½ ins.	1.232 m.
Ground clearance	...	...	...	...	7 ins.	178 mm.
Turning circle	...	...	...	...	33 ft.	10.00 m.
Overall length	...	...	...	...	157½ ins.	4.00 m.
Overall width	...	...	...	...	62 ins.	1.574 m.
Overall height	...	...	...	...	60 ins.	1.524 m.

(On Convertible Coupe height is 58½ ins. 1.486 m.)

Weights, approx.

	Saloon	Convertible Coupe
Unladen (with petrol and water) ...	2072 lbs. 940 kgs.	2093 lbs. 949 kgs.
Laden (four passengers) ...	2674 lbs. 1213 kgs.	2695 lbs. 1222 kgs.
Dry (without petrol and water) ...	1995 lbs. 905 kgs.	2016 lbs. 914 kgs.

Colour Schemes

The range of attractive colour schemes includes Black with Brown upholstery, Black with alternative Red upholstery, Pastel Green with Red upholstery, Fawn with Red upholstery, Pastel Blue with Blue upholstery.

EXPORT **ROOTES** DIVISION

DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1.

Rootes Group Regional Representatives:

U.S.A.: c/o Rootes Motors Inc., 505, Park Avenue, New York 22. CANADA: c/o Rootes Motors Ltd., 170, Bay Street, Toronto. AUSTRALIA AND NEW ZEALAND: c/o Rootes Ltd., Fishermen's Bend, Port Melbourne, Australia. BELGIUM: c/o Rootes (Belgique) S.A., Shell Building, 60, Rue Ravenstein, Brussels. SOUTHERN AFRICA: c/o Rootes (Pty) Ltd., 750/2/4, Stuttaford's Building, St. George's Street, Cape Town. EUROPE: c/o Rootes Ltd., Devonshire House, Piccadilly, London, W.1. FAR EAST: Macdonald House, Orchard Road, Singapore 9. INDIA: c/o Automobile Products of India Ltd., Bhandup, Agra Road, Bombay. MIDDLE EAST: 23, Cherif Pasha Street, Cairo, Egypt. ARGENTINA: c/o Rootes Argentina S.A. Laprida, Casilla de Correo 3478, Buenos Aires. BRAZIL: c/o Cia Brasileira de Veiculos, Av. Presidente Vargas, 290, (S/1003), Rio de Janeiro.

The Company reserves the right to alter any prices or specifications at any time without notice, and all goods are sold subject to prices and conditions ruling at time of delivery.