

Rootes Singers Identity Guide

Singer Vogue Series I to IV Chassis Numbers



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In summary the cars can be listed as follows: –

<u>Generation</u>	<u>Start and Finish Dates</u>	<u>First & Last Chassis Nos</u>	<u>Total</u>
Series I	July 1961 – September 1962	B7100001 to B7107423	7,423
Series II	August 1962 – September 1964	B7200001 to B7220021	20,021
Series III	October 1964 – 27 th August 1965	B74000001 to B74011538	11,538
Series IV	September 1965 – April 1967	B774000001 to B774010325	10,325
Total Series I to IV Production			49,307+
Arrow Saloon	August 1966 – April 1970	B751000100 to B752502453	
Arrow Estate	April 1967 – April 1970	B781000001 to B782500391	47,655*
*Total for Saloon and Estate		Overall Total Production	96,962

+ Note production figures are for RHD vehicles. CKD and LHD vehicles figures are currently being researched. CKD - Complete Knock Down cars were exported to overseas markets, mainly the Republic of Ireland, South Africa, Australia and New Zealand, as a kit of parts which needed assembling in a Rootes factory established in those countries.

Singer Vogues Series I to IV had only one chassis plate, made of aluminium, which was riveted to the bonnet slam panel. It was rectangular and measured 3½” long x 1⅛” wide. This plate records not only the engine and chassis number, but it also records the colour code (up to 3 digits long). The early cars – Series I, II and III, had chassis plates whose lower left-hand corner was ‘cut off’ diagonally, this was to ensure that the apprentices, who riveted the plates to the cars, didn’t fit them on upside down. A small, but neat idea, which must have saved a lot of time on the production line.

Important note : When the vehicle left the production line, the engine and chassis number were the same. This was effected by each welded and painted bodysHELL having a pre-stamped chassis tag tied to the body. This was removed, and the apprentice stamped the number into the waiting engine block, in the assembly building. He then screwed or riveted the chassis plate to the slam panel, and the car carried on its way down the production line.

The chassis numbers always started with a **B** and followed the sequence detailed above, and the following suffixes were used -

H HSO, which means **H**igh compression engine, **H**ome market, **S**aloon, **O** = standard gearbox and back axle.

HCO means **H**ome market, **C**onvertible, **O** = std g/box and axle.

HUO means **H**ome market, Estate (**U**tility), **O** = std g/box and axle.

OD means overdrive, **EH** means Easidrive Automatic transmission, and **BW** means **B**org **W**arner Automatic transmission, these 3 options always appear before **HSO**.

Identifying features which distinguish all 4 Series of Vogues from one another, are as follows :-

Series 1 was introduced in July 1961, with front drum brakes, front bench seat, and front white indicator lenses. A factory fit option available to order, were 'bucket type' separate front seats* (which didn't meet in the middle). Singer Gazelle rear lights Lucas Nos L538 and 539. After chassis no B.7102566 new circular lights were fitted – Lucas Nos L691 and 692. Push button operated boot lid. Embellisher motif fitted on bonnet. The front number plate was attached to the bumper by 2 metal strap hangers (Series 1 to 3). Rear wing fin moulding is semi-circular when seen in section. Fuel tank mounted behind rear seat. Positive earth polarity. Non synchromesh on 1st gear, gearbox fitted with flat round gear knob, and Reverse gear is located by moving the gear-lever to the left and back. (8" diameter Spring type clutch fitted). Easidrive Stage 2 auto box (factory fitted option) has badge fitted to boot lid, and steering column gear change.

* At least 3 Vogues have survived, that I know of, with these seats fitted.

Series 2 was introduced in August 1962, with front disc brakes, individual front seats which meet in the middle*, and front orange indicator lenses. Boot handle fitted. No embellisher on bonnet. (This feature became a dealer fit option), Fuel tank mounted in n/s rear wing. Front and rear bumper over-riders were plain chrome up to B7209984. Elliptical over-riders with a rubber buffer were fitted from B7209985. Borg Warner auto box replaces Easidrive - operated by column gear change. Automatic script fitted to the boot.

* New Zealand and Australian cars continued to be supplied with 'bench type' front seats as standard, up to the introduction of the Series 3.

Please note : Export specification manual gearbox Vogues Ser I and II could be supplied with column gear changes. (I have never seen one yet...)

Series 3 was introduced in October 1964, with a new 'flat roof' style body, with deeper and wider windscreens, and rear fixed ¼ lights. An alloy head engine with a water-cooled inlet manifold, with single front down pipe, alloy rocker cover and dynamo were fitted. On the dashboard, warning tell tales for the indicators and the headlamps on main beam have tiny 'eyelids', allowing their intensity to be reduced at night. Reclining front seats and a locking chrome petrol cap were introduced and the rear wing fin moulding is a flattened semi-circle when seen in section, All-synchro manual gearbox fitted with teardrop shaped gear-lever knob, and Reverse gear is located by moving the gear lever to the right and back. (7½" diameter Diaphragm type clutch fitted). Floor mounted selector lever for auto models (Factory fitted option). Metallic paint finishes were introduced when the Series 3 was launched, and two-tone paint finishes were deleted. Solid colours also continued to be offered alongside the metallic finishes.

Series 4 was introduced in September 1965, with a new 1725cc 5 main bearing alloy head engine with modified water-cooled inlet manifold and twin front down-pipe exhaust. Front wings fitted with chrome shields showing 'Rootes 1725'. The front number plate was attached to the front bumper by a mounting plate supported on 2 rubber buffers. Lockable front ¼ lights were fitted with a push button mechanism. Alternator replaces dynamo and car now has negative earth polarity. Self - adjusting rear brakes were fitted onto the redesigned rear axle, which used a combined hub bearing and oil seal. Chassis plate is rectangular with no 'missing' left lower corner.

Please note: I have been told by a former apprentice from the Coventry factory, that some Export Series 3 and 4 Vogues which were sent to places like Cyprus, Malta, Bermuda and Gibraltar, had cast iron head engines fitted. The Rootes Group were saving the limited supply of Alloy head engines for the home, mainland Europe, USA and Australasian markets. The fitting of a much more readily available engine to those overseas territories was 'justified' by management, because they had limited miles of fast roads, and they hoped that no-one would notice the reduced performance, compared to an alloy head car.

Finding one of these cars is highly unlikely.....but you never know!!

This guide was prepared by Andrew McAdam, Gazelle and Vogue Registrar, for Singer Motor Club 5th March 2020.