The Motor Road Test No. 10/60

Make: Hillman **Type:** Husky Series 2
Makers: Hillman Motor Co. Ltd., Ryton-on-Dunsmore, Coventry

Test Data

CONDITIONS: *Weather: Cold and dry, with 10 m.p.h. wind and low barometer. (Temperature 36°-41°F., Barometer 29.0 in. Hg.) Surface: Dry concrete and tar macadam. Fuel: Premium grade pump petrol (approx. 96 Research Method Octane Rating).*

INSTRUMENTS

Speedometer at 30 m.p.h.	2% fast
Speedometer at 60 m.p.h.	3% fast
Distance recorder	1% fast

WEIGHT

Kerb weight (unladen, but with oil, coolant and fuel for approx. 50 miles)	18¾ cwt.
Front/rear distribution of kerb weight	55/45
Weight laden as tested	22½ cwt.

MAXIMUM SPEEDS

Mean lap speed around banked circuit	73.4 m.p.h.
Best one-way quarter-mile on straight	76.3 m.p.h.
"Maximile" Speed. (Timed quarter-mile after one mile accelerating from rest.)	
Mean of opposite runs	71.4 m.p.h.
Best one-way time equals	72.6 m.p.h.

Speed in gears

Max. speed in 3rd gear	64 m.p.h.
Max. speed in 2nd gear	46 m.p.h.
Max. speed in 1st gear	29 m.p.h.

FUEL CONSUMPTION

42.0 m.p.g. at constant 30 m.p.h. on level.
38.5 m.p.g. at constant 40 m.p.h. on level.
33.5 m.p.g. at constant 50 m.p.h. on level.
28.0 m.p.g. at constant 60 m.p.h. on level.
22.5 m.p.g. at constant 70 m.p.h. on level.
20.5 m.p.g. at maximum speed of approx. 73½ m.p.h. on level.

Overall Fuel Consumption for 1,477 miles, 51.8 gallons, equals 28.5 m.p.g. (9.9 litres/100 km.).

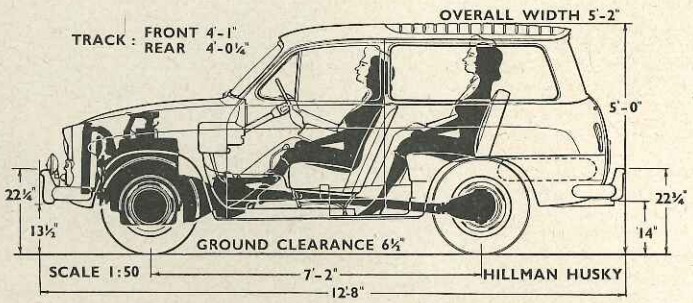
Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) ... 30.8 m.p.g.
Fuel tank capacity (maker's figure) 6¼ gallons

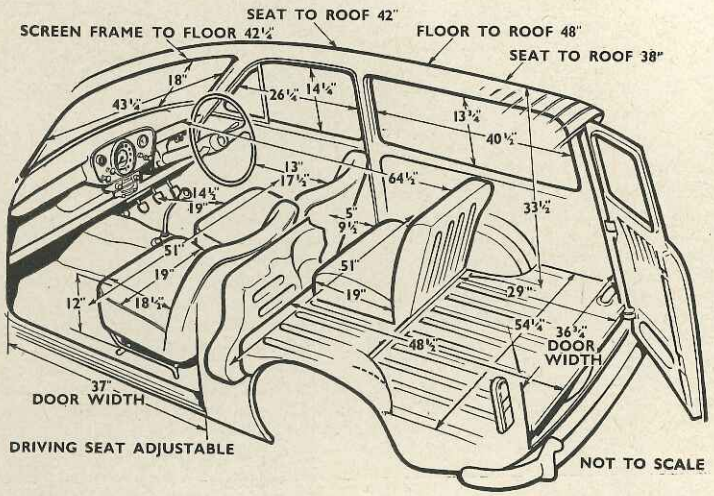
STEERING

Turning circle between kerbs:	
Left	32½ feet
Right	28¾ feet
Turns of steering wheel from lock to lock	3½

BRAKES from 30 m.p.h.

0.98 g retardation (equivalent to 30⅝ ft. stopping distance) with 120 lb. pedal pressure.
0.87 g retardation (equivalent to 34½ ft. stopping distance) with 100 lb. pedal pressure.
0.69 g retardation (equivalent to 43½ ft. stopping distance) with 75 lb. pedal pressure.
0.45 g retardation (equivalent to 67 ft. stopping distance) with 50 lb. pedal pressure.
0.19 g retardation (equivalent to 150 ft. stopping distance) with 25 lb. pedal pressure.





ACCELERATION TIMES from standstill

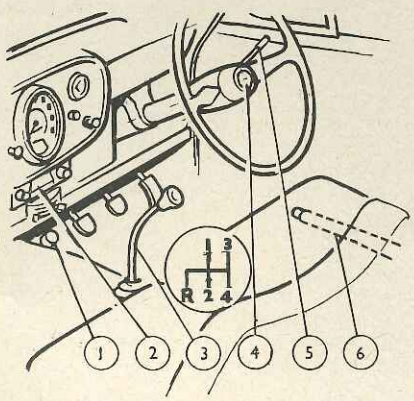
0-30 m.p.h.	6.6 sec.
0-40 m.p.h.	10.6 sec.
0-50 m.p.h.	15.9 sec.
0-60 m.p.h.	26.9 sec.
0-70 m.p.h.	49.3 sec.
Standing quarter-mile	22.7 sec.

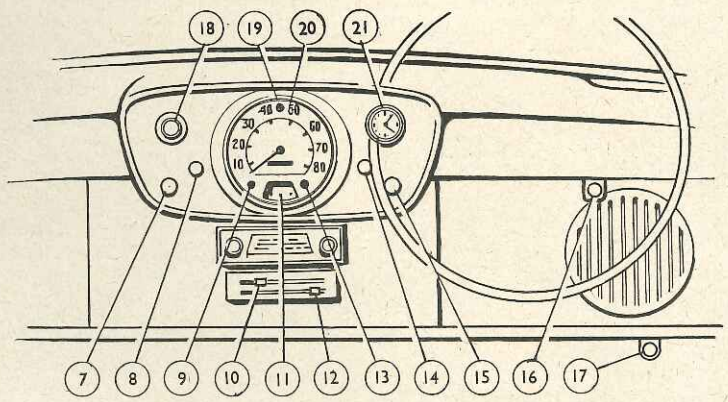
ACCELERATION TIMES on Upper Ratios

	Top gear	3rd gear
10-30 m.p.h.	11.3 sec.	7.7 sec.
20-40 m.p.h.	11.9 sec.	8.2 sec.
30-50 m.p.h.	13.6 sec.	9.9 sec.
40-60 m.p.h.	19.9 sec.	16.8 sec.
50-70 m.p.h.	34.9 sec.	—

HILL CLIMBING at sustained steady speeds

Max. gradient on top gear	1 in 10.6 (Tapley 210 lb./ton)
Max. gradient on 3rd gear	1 in 7.3 (Tapley 305 lb./ton)
Max. gradient on 2nd gear	1 in 5.1 (Tapley 430 lb./ton)





1. Headlamp dip-switch. 2. Radio (extra). 3. Gear lever. 4. Horn button. 5. Direction indicator switch. 6. Handbrake. 7. Starter. 8. Spot-lamp switch (extra). 9. Oil pressure warning light. 10. De-mister air control. 11. Fuel contents gauge. 12. Heater temperature control. 13. Dynamo charge warning light. 14. Windscreen wipers switch. 15. Choke control. 16. Windscreen washer (extra). 17. Cool air ventilator. 18. Ignition and lights switch. 19. Direction indicator warning light. 20. Speedometer. 21. Clock or water thermometer (extra).

The Hillman Husky Series 2

FUNCTIONAL rather than fancy in appearance, the Husky has nevertheless been smartened by redesign of the roof panel to crisper outlines, and by restyling the grille. Compact and very controllable, it is equally at home in crowded streets and narrow country lanes.

A Compact, Generously-powered Estate Car which is Functional and Fun

THERE is nothing quite like the Husky. As a four-seat estate car measuring no more than 12 ft. 8 in. from nose to tail and built on a wheelbase of only 7 ft. 2 in., it invites comparison with popular saloons of around 1-litre engine size. But, powered by a 1.4-litre engine of modern design with overhead valves and "square" equality of bore and stroke, it has an effortless competence all of its own. Whilst the version of an extremely versatile Rootes engine which goes into the Husky is de-rated for maximum possible longevity, it provides maximum speed and through-the-gears acceleration slightly superior to what is expected of comparably easy-to-park 1-litre cars. The extra 40% of engine displacement provides a really substantial advantage in respect of top gear pick-up or hill climbing, and gives effortless running such as would be expected of a medium-sized or large car; it involves a fuel consumption increase of around 25-30%, which is not as great as the advantage thereby purchased.

In its new Series 2 form, the Hillman Husky adheres to the general shape and dimensions which have been known for two years, but its designers have now added to the familiar recipe such visible refinements as a crisper outline, an enlarged windscreen framed by slimmer pillars, and a completely fresh 4-speed gearbox. Since our last test of a Husky the model has acquired a more economical type of carburetter on an improved manifold, a higher compression ratio, and a lot of inconspicuous changes which have made it smoother, quieter and more controllable. Last autumn, the Rootes Group introduced a two-seat sports car based on the Husky underframe pressings, and driving this latest estate car one has a strong impression that the lessons learned in making a 100 m.p.h. model handle as it should have found wider application.

In Brief

Price £475 plus purchase tax £199 0s. 10d. equals £674 0s. 10d.

Capacity	1,390 c.c.
Unladen kerb weight ...	18¾ cwt.
Acceleration:	
20-40 m.p.h. in top gear ...	11.9 sec.
0-50 m.p.h. through gears	15.9 sec.
Maximum direct top gear gradient	1 in 10.6
Maximum speed	73.4 m.p.h.
"Maximile" speed	71.4 m.p.h.
Touring fuel consumption ...	30.8 m.p.g.

Gearing: 15.9 m.p.h. in top gear at 1,000 r.p.m.; 31.9 m.p.h. at 1,000 ft./min. piston speed.

Sensible and Roomy

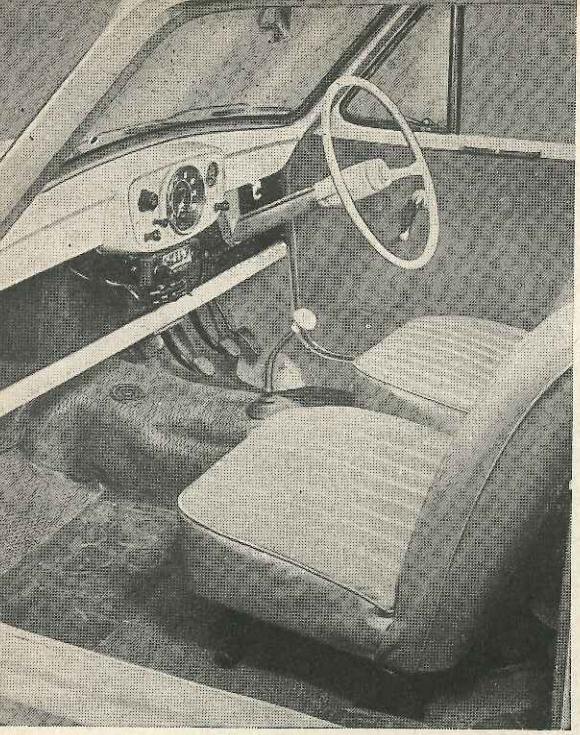
Smartening up has left the Husky completely functional in shape, with no fins or frills to magnify its bulk. Two individual front seats are used, of a fairly upright shape so that reasonably tall men can be accommodated within quite a short body: some people found the rather plain looking front seats very comfortable for long days of motoring whereas others were quite strongly critical, but as this did not seem to relate directly to length of leg, buyers should form their own opinions by trying the car in a showroom. Access to the rear of the two-door body is by tilting either front seat bodily forwards. The rear seat is of folding pattern; its cushion tilts forwards and the backrest will fold down flat if maximum goods carrying capacity is wanted. This folding bench is not as comfortable in shape as are the best non-folding rear seats: taking advantage of ample body width to sit slightly sideways, however, passengers on the rather high-set rear seat can settle down to travel for long distances much more comfortably than first impressions would suggest, kneeroom behind a tall driver being the only slightly cramped dimension.

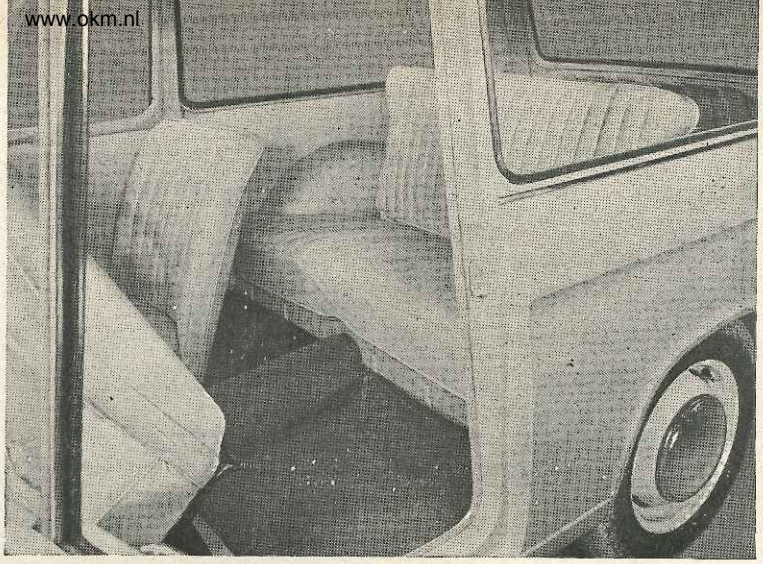
At the back of the Husky body a big door opens on side hinges to permit loading of luggage, this door (which needs no counterbalancing) having a check to hold it open automatically, and its own external lock and handle as welcome refinements in comparison with preceding Huskies. Inside the rear door, there is a flat floor of corrugated metal, quite big enough to give all the luggage capacity which most buyers of 1½-litre saloons would expect; the spare wheel and tools slide into an entirely separate lower compartment. The way in which luggage capacity is expanded when the rear seat is folded can be seen best from our drawings and photographs.

All the amenities of a two-door saloon are provided in this small estate car, including a big parcels shelf below the simple but neat painted metal instrument panel. Our test car had the optional fresh-air interior heating and screen de-misting system installed, and this proved easy to regulate as well as being very effective on cold February days; the optional radio was also fitted, the lowest-priced Radiomobile model without any press-buttons but an installation which gave excellent power and tonal quality.

Amenity Assessment

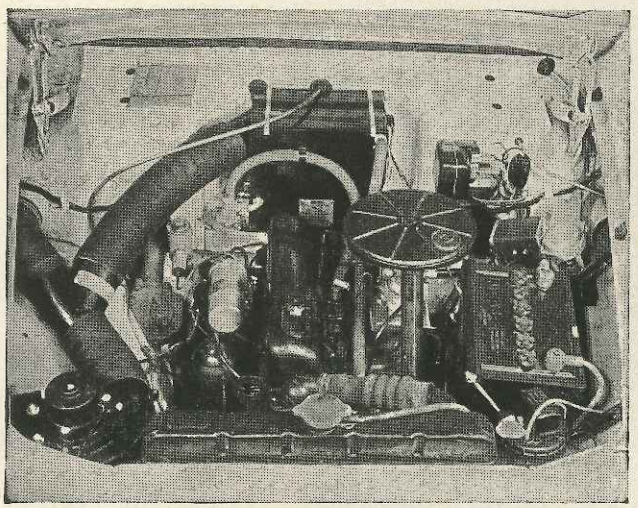
The limitations of this model as a private car are its rather simple looking interior, the absence of opening rear windows and a rather inconveniently small 6¼-gallon petrol tank. It has a real advantage over most private cars in the almost completely unobstructed all-round view of the scenery which rear-seat passengers enjoy. Floor covering takes the form of simple rubber mats, there is an interior light but no automatic door-operated switches, and our test model suffered from draughts through two spot-welded joints in the door pillars which it should be easy to seal off. The instruments comprise a big circular-dial speedometer which is clearly legible (and, in the case of our test model, was commendably honest), fuel contents gauge, distance recorder without the refinements of decimals or a "trip" unit, and a space to accommodate as optional extra either a clock or a radiator thermometer.





SHORT, positive gear lever and re-shaped seats are new features found in the Series 2 Husky. Rubber floor covering and plain body trim are practical features for a multi-purpose vehicle.

Killman Husky Series 2



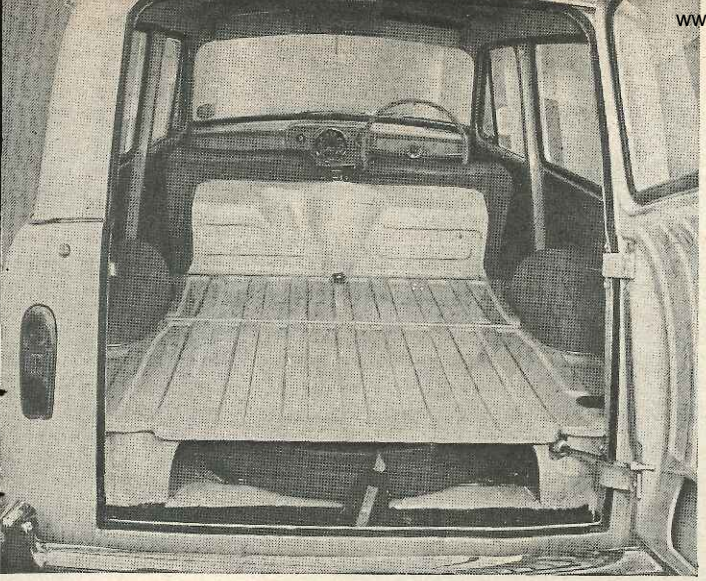
ENGINE accessories are well spread out under the wide bonnet, so there is little cramping of parts needing regular attention. The clean, uncluttered body lines are well shown in the picture below.

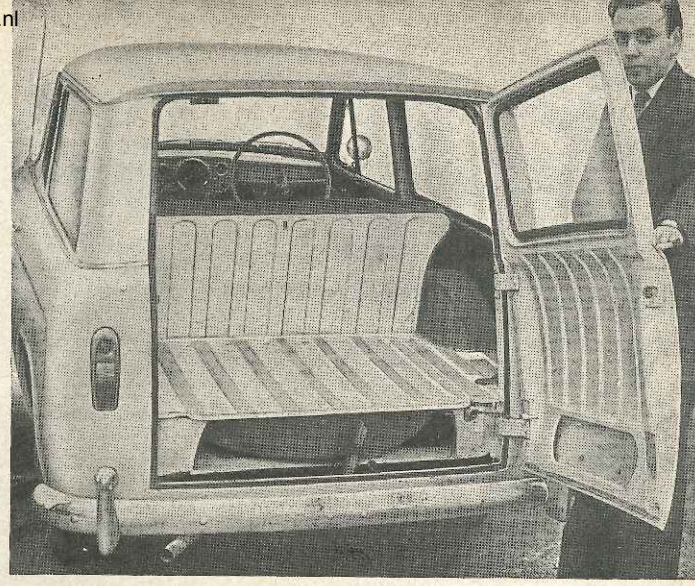
Since we last tested a Husky the standard of interior quietness has been immensely improved, and although there remain a few speeds at which resonances can be criticized this Series 2 model cruises along at a true 65-70 m.p.h. more silently than almost any small saloon. Any hard objects which are put on the painted metal luggage floor are apt to rattle, however, and there is no bulkhead to keep such noise away from the driver and passengers, so if such loads are to be carried quietly some form of soft matting below them is desirable. Without such matting, luggage is also apt to slide about rather audibly if the driver yields to temptation and corners this car at all vigorously.

Estate cars are usually fitted with rather firm springs to suit their load carrying capacity, and the Husky is no exception to this rule although extremes have certainly been avoided. This is not the small car which one would choose if smooth riding was the most highly valued quality, but although its riding can be rather lively there is very reasonable cushioning of shocks and a complete absence of pitching so that the general standard of comfort on varied road surfaces is quite reasonably high.

Suspension firmness offsets the effect of rather unfashionably high build in permitting the Husky to corner fast without excessive amounts of roll; there is some body tilt as a corner is entered, but the extent of this is kept very well in check. Light and precise steering can now be praised, and in fact the Husky seems to be at a real advantage over other heavier and costlier Hillman models in this respect. Side winds are felt quite strongly by the driver of this short but big-bodied car, and changes in road camber are noticed also. Yet, there is such quick and precise response to the helm that this little estate car can be thrown around almost in the manner of a sports model, and it is easy to put up very good average speeds in unhelpful road and traffic conditions without fatigue. The turning circle of this short-wheelbase model is delightfully compact to the right, but our test example needed rather more conventional amounts of room for anti-clockwise turns.

As "sporting" as the steering is the new gearbox, with central remote-control lever emerging from a rather large central hump in the front floor. There is enough smooth torque from the engine to let the Husky get around very briskly and easily with hardly any use of the gearbox, but a keen driver can "play tunes" with the gear lever. Fully 60 m.p.h. is possible without fuss or frenzy in 3rd gear, and 2nd gear, which will give reasonably brisk starts on





THE single rear door now has an external lock and handle, and gives access to either an adequate luggage space or, with the rear seat folded, a usefully large goods compartment.

level road, is useful up to about 40 m.p.h. when required. Bottom gear will start a good load on a 1 in 4 gradient, or an unladen car on 1 in 3, the gear ratios which are so well suited to those who regard this model primarily as a nimble private car, being perhaps rather too closely spaced to please those who may buy it primarily as a carrier of maximum loads.

Brakes which are 1 inch smaller in diameter than those of the latest Hillman saloons prove very ample in energy-absorbing capacity for this model, which scales less than 19 cwt. unladen and has a timed maximum speed on the level of rather over 73 m.p.h. Pedal pressures are not as low as on some modern cars, but the 120 lb. which gave best retardation should be comfortably within the compass of any driver. A pull-up handbrake lever on the offside of the driving seat works to very good effect on the rear wheels, and matches the main hydraulic braking system's smooth competence.

An 8/1 compression ratio is now specified for home-market examples of the Husky, premium-grade petrol giving completely knock-free running, and experiments with mixture fuels of around 90-92 octane rating evoked little protest from the engine of our test model. Both power and m.p.g. figures benefit from this and other power unit changes since we tested a Husky early in 1958; severe conditions of test driving and motoring in London traffic produced fuel consumption figures inferior to 30 m.p.g. but touring conditions allowed that round figure to be bettered. Our test car's engine started easily whether it was cold or hot, but needed use of the choke for some while after a start from cold on a winter's morning if it was to idle reliably. When warm it would pull down to below 10 m.p.h. in top gear without snatch although at such extremely low r.p.m. the high compression ratio produced a certain harshness.

Recent developments in British and other small cars have raised standards of comparison to a high level, but the sheer versatility of this small estate car with a good-sized engine roused us to enthusiasm. It can be an easy-to-park four seater of reasonable comfort, or a useful carrier of awkward loads; it will go up far steeper hills in top gear than most other small cars, and gives quite good petrol economy if driven in this gentle fashion; it has enough performance and controllability to show a clean pair of heels to a surprising number of other motorists when its driver is in a hurry, without becoming dangerous. Neat looking rather than beautiful, and pleasantly furnished internally but not glamorous, the Husky is a dual-purpose car which it is both easy and pleasant to live with.

Specification

Engine

Cylinders	4
Bore	76.2 mm.
Stroke	76.2 mm.
Cubic capacity	1,390 c.c.
Piston area	28.3 sq. in.
Valves	Pushrod o.h.v.
Compression ratio	8.0/1
Carburetter	Zenith 30 VIG downdraught
Fuel pump	AC mechanical
Ignition timing control	Centrifugal and vacuum
Oil filter	Tecalemit or Fram, full-flow
Max. power (gross)	51 b.h.p. (47½ b.h.p. net)
at	4,400 r.p.m.
Piston speed at max. b.h.p.	2,200 ft./min.

Transmission

Clutch	Borg & Beck 7¼ in. single dry plate
Top gear (s/m)	4.55
3rd gear (s/m)	6.341
2nd gear (s/m)	9.751
1st gear	15.244
Reverse	19.309
Propeller shaft	Hardy Spicer single-piece open
Final drive	Spiral bevel
Top gear m.p.h. at 1,000 r.p.m.	15.9
Top gear m.p.h. at 1,000 ft./min. piston speed	31.9

Chassis

Brakes	Lockheed hydraulic (2 l.s. at front)
Brake diameters	8 in.

Friction areas: 92 sq. in. of lining area working on 151 sq. in. rubbed area of drums.

Suspension:

Front: Independent by coil springs, wishbones and anti-roll torsion bar.

Rear	Semi-elliptic
Shock absorbers: Front	Telescopic (Girling or Woodhead-Monroe)
Rear	Lever-arm (Armstrong)
Steering gear	Burman recirculating ball
Tyres	Dunlop tubeless, 5.60—15

Coachwork and Equipment

Starting handle	Optional extra
Battery mounting	Alongside engine on left
Jack	Screw pillar type
Jacking points	4 sockets under bumper brackets

Standard tool kit: Jack, wheelbrace, tyre valve key, nave plate extractor.

Exterior lights: 2 headlamps, 2 sidelamps/flashers, 2 stop/tail lamps, number plate lamp.

Number of electrical fuses	One

Direction indicators: Self-cancelling flashers, white front and amber rear.

Windscreen wipers	Two-blade electrical, self parking
Windscreen washers	Optional extra
Sun visors	One

Instruments: Speedometer with non-decimal total distance recorder, fuel contents gauge.

Warning lights: Dynamo charge, oil pressure, turn indicators.

Locks:

With ignition key: Ignition switch, driver's door, rear luggage door

With other keys	None
Glove lockers	None
Map pockets	None
Parcel shelves	One below instrument panel
Ashtrays	One below front parcel shelf
Cigar lighters	None
Interior lights	One in roof
Interior heater	Optional extra (Smith's fresh air type)
Car radio	Optional extra, Ekco or Radiomobile

Extras available: Heater, radio, bumper overriders, whitewall tyres, clock or radiator thermometer, and full range of Rootes accessories.

Upholstery material	Vynide
Floor covering	Rubber mats
Exterior colours standardized	5 single colours, 5 duotones
Alternative body styles	None

Maintenance

Sump: 7 pints, plus 1 pint in filter, S.A.E. 20/20W or multigrade 10W/30.	
Gearbox	2¾ pints, S.A.E. 30
Rear axle	1¾ pints, S.A.E. 140 EP gear oil
Steering gear lubricant	S.A.E. 90 EP gear oil
Cooling system capacity	12½ pints (2 drain taps)
Chassis lubrication	By grease gun every 1,000 miles to 23 points
Ignition timing	6° to 8° (5 to 7 mm.) before t.d.c. static
Contact-breaker gap	0.015 in.
Sparking plug type	Champion N5
Sparking plug gap	0.025 in.

Valve timing: Inlet opens 10° before t.d.c. and closes 45° after b.d.c.; exhaust opens 46° before b.d.c. and closes 9° after t.d.c.

Tappet clearances (hot):

Inlet	0.012 in.
Exhaust	0.014 in.
Front wheel toe-in	0.187 in., normally laden
Camber angle	½° to 1°, fully laden
Castor angle	2° 53′
Steering swivel pin inclination	5° 15′

Tyre pressures:

Front	24 lb.
Rear	24-28 lb. according to load
Brake fluid	Lockheed (S.A.E. Spec. 70R1)
Battery type and capacity	12 volt, 38 amp. hr.