

The Nine Le Mans and Special Speed

The success of the Nine Sport at Le Mans led immediately to the introduction in 1933 of the first Le Mans model. This was the two seater equivalent of the Nine Sports and it typified the British sports car of the 1930's. At a price of 215 pounds, an output of 34 h.p. and a top speed of over 70 m.p.h. with the windshield lowered, it provided keen competition for its closest rivals, the J2 and P series M.G.'s.

The Le Mans was fitted with the same 972 cc engine as the four seater, albeit with high lift harmonic cams, a counterbalanced crankshaft and an extra large capacity ribbed oil sump for greater cooling capacity. Additional drive train modifications included a heavy duty clutch and a closer ratio gear box, with third gear reduced from 8.7:1 to 7.5:1. Body changes included the addition of an externally mounted 12 gallon slab fuel tank, fitted with a quick action filler cap and twin rear mounted spare tires to complete the competition look. The new upswept scuttle cowls also signaled that this was a machine that meant business on the road as well as the track.

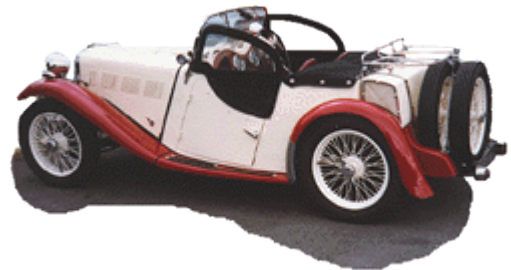


One of the most significant engineering changes was the dropped frame which differentiated the Le Mans substantially from the 4 seater, lowering its centre of gravity for enhanced road handling. Optional equipment included two spare

competition tires, 1 full size or 2 half-size suitcases, a bonnet strap and fittings, a route card holder, competition number plates and a combined chronometer and stop clock.

For 1935, a Special Speed version of the Le Mans was added to the Singer line up. At 225 pounds, changes included the introduction of running boards, which followed the line of the front fenders, extra interior room, obtained by moving the two spare wheels rearward and a larger 13.5 gallon fuel tank.

Engine output was increased to over 38 h.p. by raising the compression from 7:1 to 7.4:1, adding a higher lift cam, bigger valves and changing carburation from twin downdraft to twin horizontal S.U.'s. The coil ignition system was also replaced by the Swiss Scintilla Vertical Magneto, for a more consistent ignition spark. All of this, but perhaps most particularly the change in camshaft, produced an engine that ran more quietly, with a less pronounced exhaust note. The Special Speed would eventually supersede the basic Le Mans model for the production years of 1936 and 1937.



A Le Mans Four Seater was also produced during the 1935 model year. A hybrid of the Le Mans two seater and the Nine Sports, it featured upswept cowl scuttles with a streamlined tail end.

Singer's Racing History at Le Mans

Les Vingt-Quatres Heures du Mans, or more simply Le Mans, is the hallmark of Road Racing. Its name has graced more than a few cars in over 75 years of automotive history, not the least of which has been the Singer from Coventry. But occasionally the mystique clouds the meaning and the memory, leading us to take for granted the essence of the event and its true relevance to the automobiles that participated. In this case, I refer to the pre-war Singer Sports, Le Mans and Replicas which ran with considerable success.

The Le Mans road race was conceived in 1923 by Charles Faroux, a noted French motoring journalist of the period, who had long been concerned with the inadequacies of automotive electrical equipment of the day. Hence, he suggested to two colleagues, the idea of running a night race in order to stimulate the perfection of these accessories. The idea gained ready acceptance and support from Faroux's two colleagues, Georges Durand, Secretary General of l'automobile club de l'ouest, and Emile Coquille, Managing Director of the French branch of the Rudge-Whitworth Wheel Company. The first race took place in late May 1923.

The rules were generally straight forward and stressed the genuine advancement of touring car development. Competing cars had to conform strictly to catalogue specifications with fully equipped, four seater coach work, except in the 1100c.c. class. Tops and side curtains were mandatory, and after 1925, were to remain erected for twenty laps of the race. A French observer was heard to remark that at 21 laps, the majority of these would have collapsed of their own accord.

Le Mans actually consisted of two contests run simultaneously. The Grand Prix d'endurance was a straight forward long distance affair, which obviously favored the larger touring cars. Concurrent with this, however, was the contest for the Rudge-Whitworth Triennial Cup, later to be renamed the Biennial Cup, designed for the smaller cars which were run on a handicapped basis.

The handicap system for the Rudge Cup established minimum qualifying distances for each class to be covered within the 24 hour period of the race. The qualifying mileages were originally rather forgiving, varying from 503 miles (at an average speed of 21.9 m.p.h.) in the 1100 c.c. class, to 968 miles (representing an average of 40 m.p.h.) for the larger 4 Litre cars. These minimums were increased in 1924, so that even the 1100 c.c. class had to maintain an average speed of 38 m.p.h. over the 24 hours of the race.

Distance checks were performed every six hours in order to disqualify automobiles that were not maintaining the prescribed pace early in the game. Cars 20% below their established minimum distances at the six hour mark were eliminated. Similarly cars running at 15% below minimum at the 12 hour mark and 10% at the 18 hour mark were also disqualified. All those meeting or exceeding their minimums and finishing the race, would then qualify for the Rudge-Whitworth Biennial Cup. However, the actual winner of the Cup would be the Marque showing the greatest proportionate excess above its stipulated minimum over two successive years.

As conservative as the qualifying mileages seemed, there was good reason for it. Le Mans was, and is, for that matter, a grueling endurance test and any of a number of factors, such as electrical failure, faded brakes, engine fatigue or just plain poor driving could contribute to disqualification. Accordingly, the finishing rate for Le Mans was not high. In 1929, only ten cars finished out of twenty-five starters. 1930 saw only nine survivors, and in 1931, a meager six contestants qualified out of twenty-six. These figures perhaps best set the scene for Singer's outstanding performance in June 1933 and their continued success in the following years.

Those familiar with the pre-war Singer sports models will recall that the Nine Sports first appeared in October 1932. It was a totally new car in the Singer stable, unique in design, not having been directly evolved from any previous production model. It was also built in a different factory located at Coventry, rather than Birmingham, where Singer continued to manufacture their other production models.

The Nine Sports was widely accepted by enthusiasts and the press alike because of its smart appearance and sporting performance. Indeed, it met with a high degree of success in virtually every motor sport event in which it was entered. The ultimate test of a car's mettle, and its appeal at the retail distributorships, was Le Mans. Singer therefore set out to establish the worth of their new sports model at the 1933 race.

The vehicle which was entered was virtually stock, with the exception of a slightly modified gearbox, finer tuning and a larger gas tank which occupied the car's entire rear seating compartment. Driven by F.S.Barnes and A.H.Langley, the Nine became the first unsupercharged British car under 1000c.c.'s ever to qualify for the Rudge Cup, having finished intact and maintaining an average speed of 49.4 m.p.h. Never mind that it placed 13th and last in the race. This was no mean achievement for a light, inexpensive sports car barely into its first year of production.

The Singer management, obviously impressed with this achievement, immediately introduced a Le Mans version of the Nine Sports to be entered for the 1934 season. This was, in fact, a logical development of the Sports Nine, but having a more compact two seater body, a greater capacity slab-style fuel tank and twin spare wheels mounted at the rear. In the engine compartment, the Le Mans had a supertuned, twin carbureted engine with a fully counterbalanced camshaft and

machined webs. Its high lift overhead camshaft had harmonic cams and the oil sump was of extra large capacity and ribbed for more efficient cooling.

In addition to the new Nine Le Mans, Singer introduced a 1.5 litre version with the same coachwork, featuring a large in-line 1493 c.c., six cylinder engine. With this impressive lineup, Singer was planning an all out assault on Le Mans for the 1934 race.

Armed with these two new and competitive models, Singer made an exemplary showing. The race saw the two 1.5 Litre Le Mans' take 2nd and 3rd places in the Rudge Cup competition and 7th and 8th places overall. Of the smaller Nines, Norman Black and J.R.H.Baker came in 15th overall and placed 1st in the 1000 c.c. class. Wisdom and Barnes came in 18th and the Gardner/Beloe car placed 23rd.

In the 1935 Le Mans, no fewer than eight 9's were entered, including a new Nine Replica, which had a supertuned engine and a more streamlined racing body capable of over 90 m.p.h. The Singer team again captured a 2nd place in the RudgeCup competition at the hands of Barnes and Langley, who headed a group of Nines in the 1000 c.c. class, where Singer finished 1st, 3rd, 4th, 6th, and 7th.

Their mounting successes at Le Mans showed exactly what a worthy line of vehicles that Singer had been able to produce in a very short period of time. There was every indication that they could compete in world class events with the best and win, which contributed to their increasing popularity in the retail market vis a vis their closest competitors, such as the MG's and Rileys.



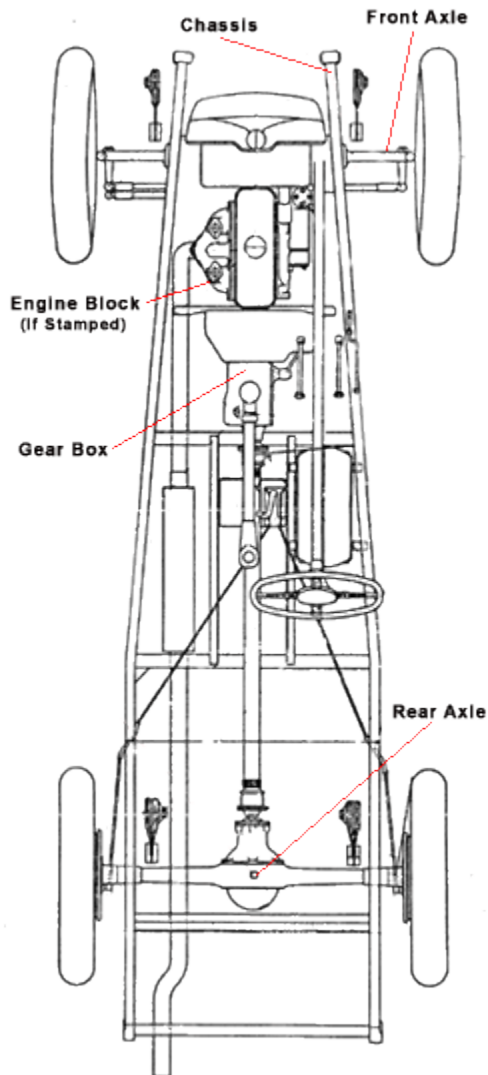
Singer's Racing Results at Le Mans



1933	No. 37	9 Sports 972cc	Barnes/Langley	13th overall	Qualified for Rudge Cup
1934	No. 25	Le Mans 1493cc	Barnes/Langley	8th overall	3rd for Rudge Cup
	No. 26	Le Mans 1493cc	Lewis/Hindmarsh	7th overall	2nd for Rudge Cup
	No. 47	Le Mans 972cc	Wisdom/Barnes	18th overall	-
	No. 48	Le Mans 972cc	Black/Baker	15th overall	-
	No. 49	9 Sports 972cc	Hendy/Bolton	Retired	-
	No. 50	Le Mans 972cc	Gardner/Beloe	23rd overall	-
1935	No. 34	Le Mans 1493cc	Henon/Res	17th overall	-
	No. 47	Le Mans 972cc	Connell/Lloyd	Retired	-
	No. 48	9 Sports 972cc	Hendy/Bolton	19th overall	3rd in 1000cc class
	No. 49	Le Mans 972cc	Barnes/Wisdom	Retired	-
	No. 50	Le Mans 972cc	Baker/Black	Retired	-
	No. 51	Le Mans 972cc	Barnes/Langley	16th overall	2nd-Rudge/1st in 1000cc
	No. 52	Le Mans 972cc	Gaillard/Aimee	23rd overall	7th in 1000cc class
	No. 54	Le Mans 972cc	Marsh/Guest	20th overall	4th in 1000cc class
1937	No. 50	Le Mans 972cc	Black/Barnes	Retired	-
	No. 51	Le Mans 972cc	Eccles/Eccles	Retired	-
	No. 52	Le Mans 972cc	Boughton/Lye	Retired	-
	No. 53	Le Mans 972cc	Savoye/Pichard	Retired	-
1938	No. 46	Le Mans 972cc	Savoye/Savoye	8th overall	-
	No. 47	Le Mans 972cc	Barnes/Wisdom	Retired	-
1939	No. 44	Le Mans 972cc	Scott/Wisdom	Retired	-
	No. 45	Le Mans 972cc	Jones/Wilkins	18th overall	-
	No. 46	Le Mans 972cc	Savoye/Savoye	Retired	-
1949		Le Mans 972cc	Savoye/Renault	Retired	-

26 Singers raced at Le Mans 14 finished the course

Nine Sports/Le Mans Serial Number Locations



The aluminum Name and Number plate identifies the Company, place of manufacture and the Car Number (45030). This is the number required for vehicle registration and must match the serial number stamped on the chassis.



You should also find a stamped, oval aluminum disc which identifies the Body Number.



The Car Number tag is usually tacked in place on the front of the bulkhead and below the fuel pump. The Body Number is similarly tacked on the front of the bulkhead in line with the valve cover, but can tend to migrate depending on who is placing them on any given day.



Numbers on the chassis include the Chassis (top of dumb iron), Engine (on the block below carbs, but often not stamped), Gearbox (top of cover) and Rear Axle (stamped on brass filler screw).

Singer Sports Cars 1933-1954

This is a compilation of original road tests, advertisements, articles and industry reviews of the various Singer sports cars, published in the prominent motoring journals of the time. The publishers of Autocar, Autosport, Light Car, Motor and Practical Motorist were some of the key contributors. This book provides invaluable detail on performance specifications, vehicle details and general driving impressions. The book is distributed by Brooklands Books, Holmerise, Seven Hills Road, Cobham, Surrey, England.

My Singer Le Mans

April 27, 1998

[skip the reading and go right for the pictures](#)

Well this is it, she is mine. I have looked for a Le Mans since the mid-1970's this one is in BAD shape but its mine. Expect to see her on the road in 8 to 10 years, first thing is get the DMV (Dept. of Motor Vehicles) to give me a title on the car, then it comes off the trailer and gets dismantled. Sand blast the frame, paint it, get the wheels rebuilt and new tires put on and re-assemble the frame with the wheels. That way I can roll it around where I need to work on her and then put the body back on and remove the aluminum skin and redo the wood. With the body on the frame I hope I will be less likely to make major mistakes on the wood dimensions etc. This year, the goal is get the frame apart and painted and the wheels and body back on. Then I stop for a while and start collecting all the missing parts....

April, 30, I got her titled by the DMV it was pretty easy. I had to take the car to the DMV so they could verify the serial numbers and that was it. The lady explained that since there were no records of that car, it made it easy. So here is the basic info...1934 Le Mans, ser. no. 60217, British license number AYW 709.

First sold March 1934 to a Mr. S. Bocock of East Finchley, London, the car was known to the UK SOC in 1965 when a Mr. Marsh owned it and also in 1974 when a Mr. Moir owned in London. It came to the U.S. sometime after that but was never registered and the import/export papers were lost prior to my purchasing the car. It was originally black with green interior and will probably be British Racing Green when I put it together. That would make it my first car that is not Red.

August, 28... Not much progress. I had a heck of time with the city to allow me to build a 14ft. X 16ft. addition to the back of my garage JUST for my Le Mans and it also took longer to build than I expected. Actually longer to finish then build, it seemed to take forever to get all the details done. But the car is in there now and coming apart. The good news is the engine is free turning! but the cam riser on the number 1 Intake valve is pretty badly scored, the rest look ok. The wood is in good shape, it will make great patterns and so far parts have not been a problem to find, except for the steering wheel light switch, that seems to be impossible (so far). And the frame may be bent slightly. But otherwise still basically on schedule for a rolling (no engine, no body) chassis by Xmas with new brakes, paint, etc.

Dec 5 and 6... Wow, has it really been since late August that I did any major work on the toy...not really, I did tinker with the car and bought a few parts. I got a steering gear switch and I am looking for the other end now at the steering wheel itself, hopefully I got some wheels too. I purchased them and a friend of mine picked them up, hopefully they are as good as he says. And of course its pretty obvious my overly optimistic schedule is way behind on getting the frame done by Xmas but I am happy with the progress on getting parts so that makes up for being behind.

Jan 1999...LOTS and lots of progress and lots of pictures...Santa was good to me and gave me a whole week to work on the car undisturbed. Some bad news and some good news, the frame has one pretty bad crack in it and the front leaf springs are wrong or at least different between left and right. The engine has the speed counterbalanced crank in it and that's good. As expected the engine at one time threw the number 2 rod out the side of the block, I expected this since there is a plate on the side of the block. The cylinder skirt is broken in the block from the rod incident and the hole in the block is pretty big but it's all sealed up with the external plate so I will leave it alone. The cylinders are +.40 already but they look really good, only slight scoring on the number 2 cylinder. I have not measured them yet but I am very pleased with their condition. The one potential problem with the motor I have found so far is the flywheel, its been badly buggered to get the bolts

in. Two of the bolt holes have been bushed, I assume because they were oblong but I have never seen that happen to a flywheel before. Anyway 2 of them have been bushed and the bushings stick out the back of the flywheel and the crank was re-machined to accept the bushings. I don't know what I will do about this mess, I might leave it alone but the machining is so poorly done that I am assuming just from the cosmetics that it will be a problem with balance, etc. The transmission gears all look very good with little wear on them, the shifter is all messed up. The shifter has been broken and welded at least once; I will get a new one since they are available. I also found out that I have the wrong dynamo housing with no tachometer drive gear.

Wow, I am rereading this and it sure makes my car sound BAD, but its not all that bad, the frame appears to be straighter than I expected and there is virtually no rust on the frame. The body is easily rebuildable, it's not as bad as it seems.

Feb. 1, 1999. I have been spending a lot of time on the frame, its bent as I expected. After welding up the crack I found the distance from the rear front spring hanger to the very tip of the frame was not the same. This was because one dumbiron was bent upwards, so I bent it back down and removed a "twist" in the dumbiron at the time. Got the distance within 1/16 of an inch, close enough for me. From the front of the frame to the first cross-member (the one behind the engine not the one that the steering mounts to), there is 1/4" difference in the diagonal measurements so the frame is bent by 1/8" there. I will leave that alone since for me to try and fix it might make it worse. The rear section is the bad one, rear cross-member to tip of frame is out by 3/16", I would normally leave that alone but when I measure diagonally from the front of the frame to rear of the frame, I am out by a total of 7/16". The diagonal measurement is off by 7/8" which means I have to move the frame 7/16" to the right to get it inline.

Feb, 8. I spent the weekend measuring and fiddling with the frame. I removed a twist in the rear section which helps but I could not get the rear section straight. I just don't have the right knowledge and tools to hold one side in place while I bend the other. I am also confused on the bend or more likely which side is bent and which side is straight. The thing is so flimsy and flexible that you have to move the frame past where you think it should be, heat it and hope it does not flex back to its original position. I have talked on the phone (my wife will HATE the phone bill) to 2 people in the UK and Phillip in Canada and another 6 people in email who have all said...leave it alone, its under a half inch, its close enough. By getting rid of the twist I have the frame 3/8" off from front to rear. I hate the idea of putting the car together knowing that its not perfect. During a restoration, I know that you often can't get things perfect but this is not a easy one to go back and fix after the car is finished.

Feb, 9 HELLPPPPP, I can't decide what to do about the frame, People in the UK, people in the States and Canada and my own wife say leave it alone and move on, I hate leaving it bent that 3/8". Temporarily I will move on to the front springs, I hope that re-arching them will make them the correct length, they have too much curve in them right now. They are supposed to have 3 5/8" camber or curve and they have 4 1/2 inches, remove that inch should increase the length the need 3/4" and then I get to play with the leaves to get them right. The rear springs look original that is a good start.

2 Years later and I get back to this webpage, I quit entering information even though I kept working on the car because I did not know HOW TO keep this page going without becoming so big it was useless. I experimented with several ways and I did not like any of them, I tried setting up a Flash app that gave a chronological view of the car, it was cool but not really useful, so for lack of a better idea, I have kept this format and will go to more pages as I move on.

For example, if you have been coming to this page for years then you know it used to have 2 dozen more pictures and I had no idea how to keep adding without being too big, so I have removed them and added a link to the "next" page and the next, etc....not the way I wanted to do this but it works.

Some answers to the above and then you can read all about it as I continue...

Jan, 2004. I have the frame pretty much done as you will see if you continue on, I worked on the frame even more and got it within 1/4" and I left it like that, I found one reason that you will see for the bend. I purchased new front springs and my motor is shot and beyond rebuild, so after several months or maybe even a year of soul searching I got a Spridget motor...

Ok, now you can look at the pretty pictures and read on...

Mike

Click on picture to get a larger picture.



the first view of my Singer Le Mans
Image 1 of 7

CLOSE X

Wrong front fenders and cut rear fenders, no problem to fix, just takes money. The proper fenders are available new from the UK.



the other side of the car as first seen
Image 2 of 7

CLOSE X

Other side of the car, this rear fender may look ok but its not. WHAT IS THE CUTOUT in front of the rear fender?



the rear view of the car
Image 3 of 7

CLOSE X

Good view of wrong front fenders, also the side marker lamps are wrong. But these cars did come with cycle fenders and I actually thought of putting correct cycle fenders on. I changed my mind; I want the real thing.



the gearbox and note the ground below it, where is the floor ?
Image 4 of 7

CLOSE X

A view of the transmission and interior of the car...not much there, no floorboards, no nothing.



the dashboard or what there is of it

Image 5 of 7

CLOSE X

No gauges, except for the Singer oil pressure gauge, but these are easy to find. Even new ones are available at a cost of course



first view of the motor
Image 6 of 7

CLOSE X

Wrong carbs, but this is a common replacement for the original and I have been told the car actually runs better with these. And since these 30FAI's are the same as on my Singer 4AD, I know all about them and have the parts to rebuild them with.



another shot of the motor
Image 7 of 7

CLOSE X

Engine view, missing distributor but again it's easy to get one.

The Singer Le Mans Frame

[skip the reading and go right for the pictures](#)

The Le Mans frame was not as good as I hoped but easily repaired. It only had one crack of any consequence and the worst part was that diamond plate that had been welded to the front crossmember, it took me many hours (around 10) to cut out with a dremel tool and many cut-off blades. I did it that way because unlike the other welds on the frame these were really well done, I could not grind them away without damaging the frame member so I cut/ground with a dremel tool. Other than that I had to straighten the frame and reassemble it.

Click on picture to get a larger picture.



the first view of the crack in the frame

Image 1 of 18

CLOSE X

The crack in the frame. Pretty hard to see the crack but trust me its there, it starts at the bottom and goes all the way up. It has a really poor quality looking weld on the outside and a small plate with the 2 bolts holding the plate on, and then the plate is also welded. I will post better pictures after I start getting the frame cleaned up and painted.



the basic frame
Image 2 of 18

CLOSE X

Those darned things sticking up are the front fender supports, some previous owner welded the things on...yikes, whoever owned this car liked his welding torch. Luckily he was a lousy welder and liked to put on a heavy bead with very little penetration.



the basic frame
Image 3 of 18

CLOSE X

The project as it sat on Jan. 5, 1999. The frame was apart and all I had left to remove was the front leaf springs.



the frame primed and ready to be worked on

Image 4 of 18

CLOSE X

The project on Jan. 30, it took me several weeks to get the sandblasting company to make the time. It kept raining here in S. Cal and they kept getting behind, but I patiently waited and it was worth it to save myself the many hours of sandblasting. I primed the frame with 2 part self-etching primer, kind of a yucky green.



ouch, that is a nice crack in the frame

Image 5 of 18

CLOSE X

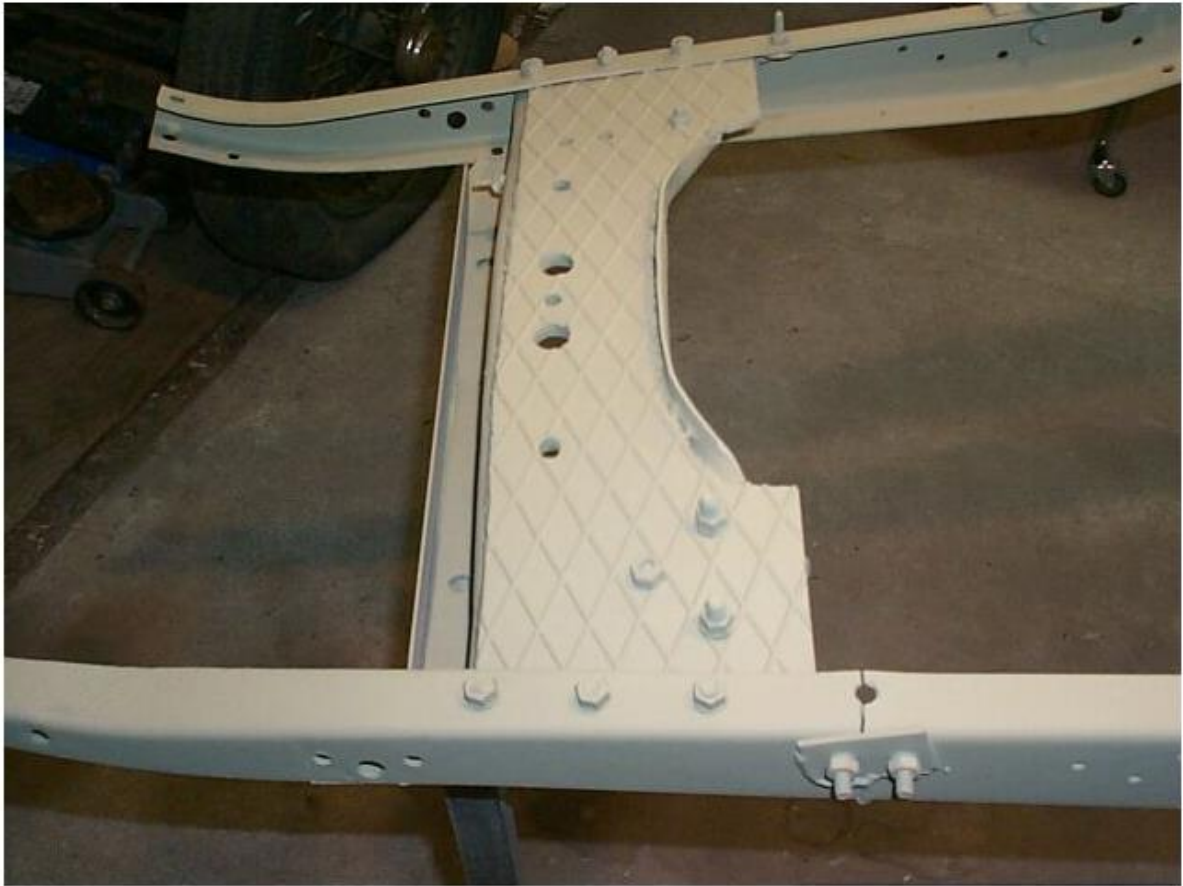
A much better view of the crack in the frame. The 2 bolts are holding the plate on to keep it from spreading and the “bump” on top of the frame is a weld bead that in reality is just sitting on the frame, there was very little to no penetration into the metal.



the diamond plated front crossmember
Image 6 of 18

CLOSE X

Oh oh...I don't think diamond plate is original. And its welded much better than the other items that were welded on this car, I think I have to get/make a new crossmember because removing those welds will be next to impossible. And on the far right you can see the crack and part of the plate that was bolted and welded to hold it up.



the diamond plated front crossmember
Image 7 of 18

CLOSE X

A really good view of the plate that holds the crack together, looks like he welded it (poorly of course) and it cracked again so plated it without even trying to look good. Also a view of the diamond plate.



the front crossmember
Image 8 of 18

CLOSE X

The front cross member, you can see on the left side the diamond plate sticking out and the crossmember welded to it, also at the fronts you can see where it is welded.



the steering gear bracket and the crack in the frame

Image 9 of 18

CLOSE X

Even the steering column bracket is welded to the crossmember. In this pic you can also see where it is welded to the frame at the front, note that putting on the diamond plate raised the crossmember by 1/2" so they cut out notches on the original crossmember at the upper left side on this picture where it meets the frame, otherwise they could not fit the crossmember back into the car.

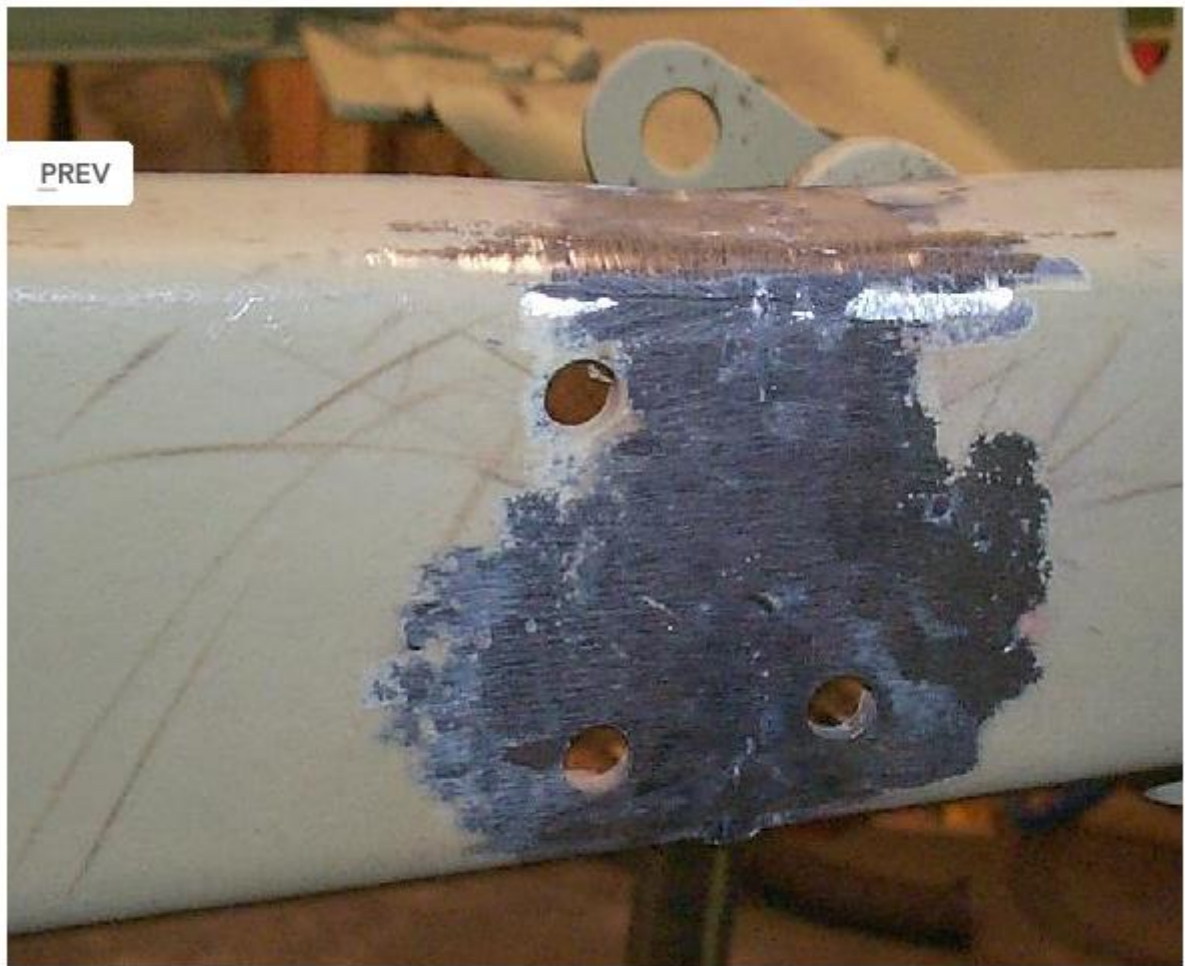


welding/repair beginning

Image 10 of 18

CLOSE X

Here is the crack with 1/4 of it welded. In this picture I only have welded 1/2 the crack on the other side of the frame, you can see some burn through so I know I am getting a good weld. I stopped here to check alignment, looks good so I continued



welding/repair finished

Image 11 of 18

CLOSE X

The crack all welded up and ground back down, after a coat of primer no one will ever know it was cracked. Except for the few bolts that will be in place, I will be making a plate on the inside that will wedge up against the frame and be held in by 4 or 6 bolts. Just in case my welding is not up to par 😊. With the plate on the inside of the frame it will be much stronger since the plate will wedge in between the channel and look much better than the way it was.



front crossmember
Image 12 of 18

CLOSE X

The crossmember out of the car and diamond plate *finally* cut off, I think I spent close to 10 hours on it with a dremel tool, this was not welded by the same guy that did all the other welds. Luckily the steering gear was welded by the one who didnt know how to weld. You can also see the cutout in the upper corner that I have to rebuild.



welding/repair of front crossmember
Image 13 of 18

CLOSE X

Welding up the notches and filling some holes.



front crossmember finished
Image 14 of 18

CLOSE X

All done...and glass beaded, ready for primer and back on the car.



frame crossmember that I didnt think was bent just kinked

Image 15 of 18

CLOSE X

Now that the frame was done and all the problems were patched up, I checked it for being bent and found it was out 1 1/4" measuring diagonally from front corner to rear corner. Part of the problem was in the front dumbirons being bent in slightly and then the rear section was out quite a bit. I got it all pretty straight and ignored the "kink" visible in this picture. I could not get the frame better than about 3/8" of an inch, no matter where or how I tried.



repair of bent frame
Image 16 of 18

CLOSE X

The frame had a slight **S** curve in it, I could not see it but measuring diagonals from known spots showed the curve. I finally decided to fix that "kink" in the crossbar as can be seen in this picture. The come-along is just there to hold the diagonal as I heat the kink and straighten it. Eureka, that crossmember was slightly bent due to the kink and removing it, straightened out my frame to less than 1/4" from front to back, by removing the **S** curve. I would not have believed it but it did.



priming the frame

Image 17 of 18

CLOSE X

Spraying the primer (I put the date on just to show people on the East Coast how rough our winters are). I used regular "filling" primer that I will also use on the body, it goes on very thick and then sanded smooth most of the rust pocks in the frame, it looked very good, this turned out to be a mistake. The filling primer caused a problem on some bolts for the front crossmember, I tightened them and the next day they were loose, it turned out the primer/paint was so thick that the bolt would work its way into the primer/paint and get loose, I ended up having to remove some thicknesses of primer/paint around bolt holes.



finished frame
Image 18 of 18

CLOSE X

The finished straight frame. Because the frame looks so good, I would do it this way again but I would be more careful about removing some thickness of paint around the bolt holes prior to painting. The filling primer really filled in all the rust pock marks and smoothed out the frame with very little work on my part. I used Chassis Black from Hursts Automotive, really nice paint, seems tough.

The Singer Le Mans Front Axle

[skip the reading and go right for the pictures](#)

The front axle is a beam axle, there are no caster/camber adjustments, if they are off its because something is bent. Only adjustment is toe-in. Luckily all the parts are still available, I had no problems getting everything. I purchased new kingpin bushings and new balls joints from the U.K. and got the bearings locally. I do wish I had done the front seal like I did the rear seals but the felt seal looked good so I left alone. I powder coated the front axle. My car had the wrong front leaf springs, I had only 4 leafs and they were different length from left to right, I purchased new leaf springs (actually well worn ones) as I had quite a problem finding out anything on the springs, I had a blacksmith ready to make new ones for me but I had no idea what size, the curve, etc. on the springs, everyone I contacted had no information.

Click on picture to get a larger picture.



The Front Axle
Image 1 of 13

CLOSE X

The mess I started with, I pulled the brake drum and saw this mess, the spring was not even connected..



The Front Axle
Image 2 of 13

CLOSE X

All looks good, just dirty/messy.



pulling the front hub
Image 3 of 13

CLOSE X

Remove the cotter pin which was no fun since its deep in the hub but nothing impossible. The hub came off fairly easily, maybe its the right tool for the job 😊



front bearing MESS
Image 4 of 13

CLOSE X

And yes, the wheels actually turned even with that mess in the bearings.



sequence of how it comes apart
Image 5 of 13

CLOSE X

Here you can see the felt seal and on top of the bearing is the seal retainer. I am not sure how one would put a modern seal in here like I did on the rear axle since the retainer actually "locates" the bearing and keeps it from pressing in too far. I do wish I had spent more time trying to figure it out but for now, its together and fine the way it is.



Le Mans Kingpin

> Image 6 of 13

CLOSE X

Ok, now the hard part, keeping track of the left and right part after you clean and paint the parts. I ended up taking these parts to the machine shop and having the machinist put the new bushings in since I did not have a reamer to do the job. The pin just presses out, it took quite a bit of pressure I am not sure if you can do this without a hydraulic press.



the finished axle
Image 7 of 13

CLOSE X

New springs are in, front axle is powder coated so it should look good for a long time. The springs are unequal length front to rear, the distance from front spring eye to spring centre 13", and spring centre to rear spring eye 15" approx. The spring center has a pin, its actually the bolt that holds the springs together but that "pin" located the axle, if you get it wrong your front-end geometry will be all wrong.



Spring center pin
Image 8 of 13

CLOSE X

Here are the front spring center pins I told you about up above. As you can see its just a bolt with a "pin" for the head and that pin locates the axle. My "pins" threads were pretty worn and I did not like how sloppy the nuts went on them, so I made new ones on the lathe, I started with a bolt and welded on a nut up against the bolt head, then turned it smooth to make it a pin.



how it goes together
Image 9 of 13

CLOSE X

Here is how the whole works goes together, the felt seal, the seal retainer, the large bearing, the spacer and finally the small bearing.



The way it all fits, this shows how the parts go.

Image 10 of 13

CLOSE X

Just another view of how it goes together, this is on the spindle but minus the hub of course just to show the sequence of parts.



all done

Image 11 of 13

CLOSE X

Here it is, all put together. Since I had no torque specs on the front axle nut, I used the old fashioned method, I tightened the nut until just snug while spinning the hub, as it snugged up, I could feel the bearings getting tight and not spinning as easily, I then loosened it to get the cotter pin in. Don't loosen more than 1/8th turn to get the pin in.



Singer Le Mans front axle
Image 12 of 13

CLOSE X

Yes, before I drive the car I have to remove the paint from the "shoulder" that the wheel hub will go against, its all painted now but I know that will cause problems within a few miles when the paint rubs off and the wheels loosen. I merely did it since it will be awhile before I drive the car and wanted to protect the metal. Note all that grease 😊



finished front suspension
Image 13 of 13

CLOSE X

The finished front suspension all buttoned down and looking ready to go.

THE SINGER LE MANS REAR END

As I disassembled my Le Mans in preparation for restoration, I dropped the rear end out of the car and placed it in all of its rusted and greasy splendor in a corner of the garage and tried to ignore it. But as time went on and I walked by the unit from time to time, I began wondering how bad the insides might be considering that the outside was caked in grease and a lot of rust. I assumed someone in the SOC must know these rear ends inside and out, after all, as a group we know every thing about the cars. But as I asked around, I continued to get the same answer – "If it is functioning at all, do not ever open the rear end"; or, "If you don't know what condition it is in, leave it alone and drive the car before deciding what to do". Almost 30 years ago, I made that mistake with my 4AD and restored the car without rebuilding each and every component, guess which ones gave me trouble when I started driving the car ?

This time, I recognized that I had to do the job the right way, which meant complete disassembly, sandblasting, cleaning and reassembling of the unit within all of the correct factory tolerances, at least as best guess of what the factory setting may have been.

As a result of many weeks of restoring my rear axle, working a little at a time, I have formulated some answers to the most frequently asked questions and fears about the rear axle. Here are some questions and answers.

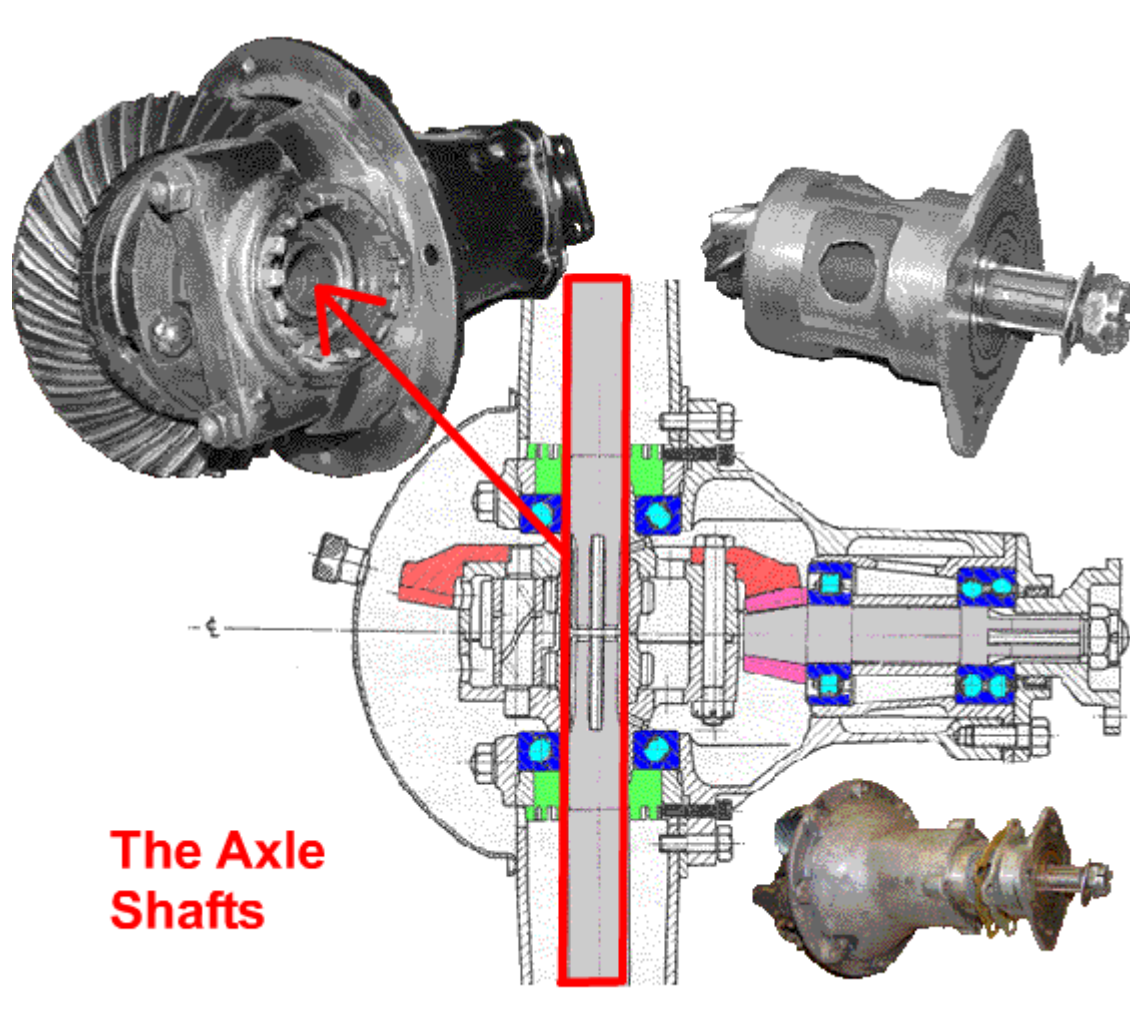
WHY ARE OWNERS FEARFUL OF OPENING THE REAR AXLE?

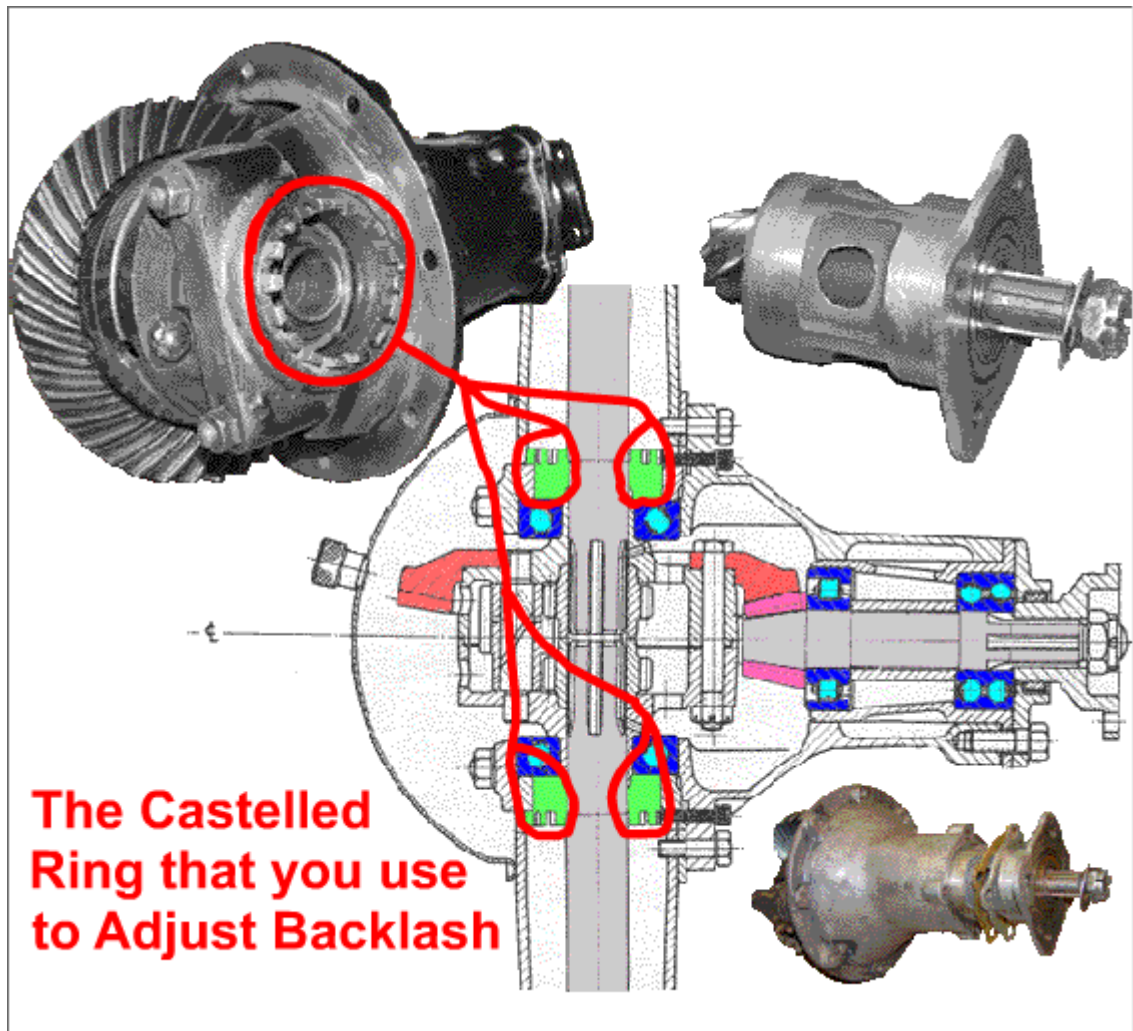
The intermeshing of the crown wheel gear and the pinion gear has closely defined tolerances to which the assembler must adhere. Failure to assemble the two gears within tolerances will result in excessive wear of one or both of the gears. The result will be a very noisy or roaring rear axle. With patience and a few readily available measuring tools, the job is not overly difficult.

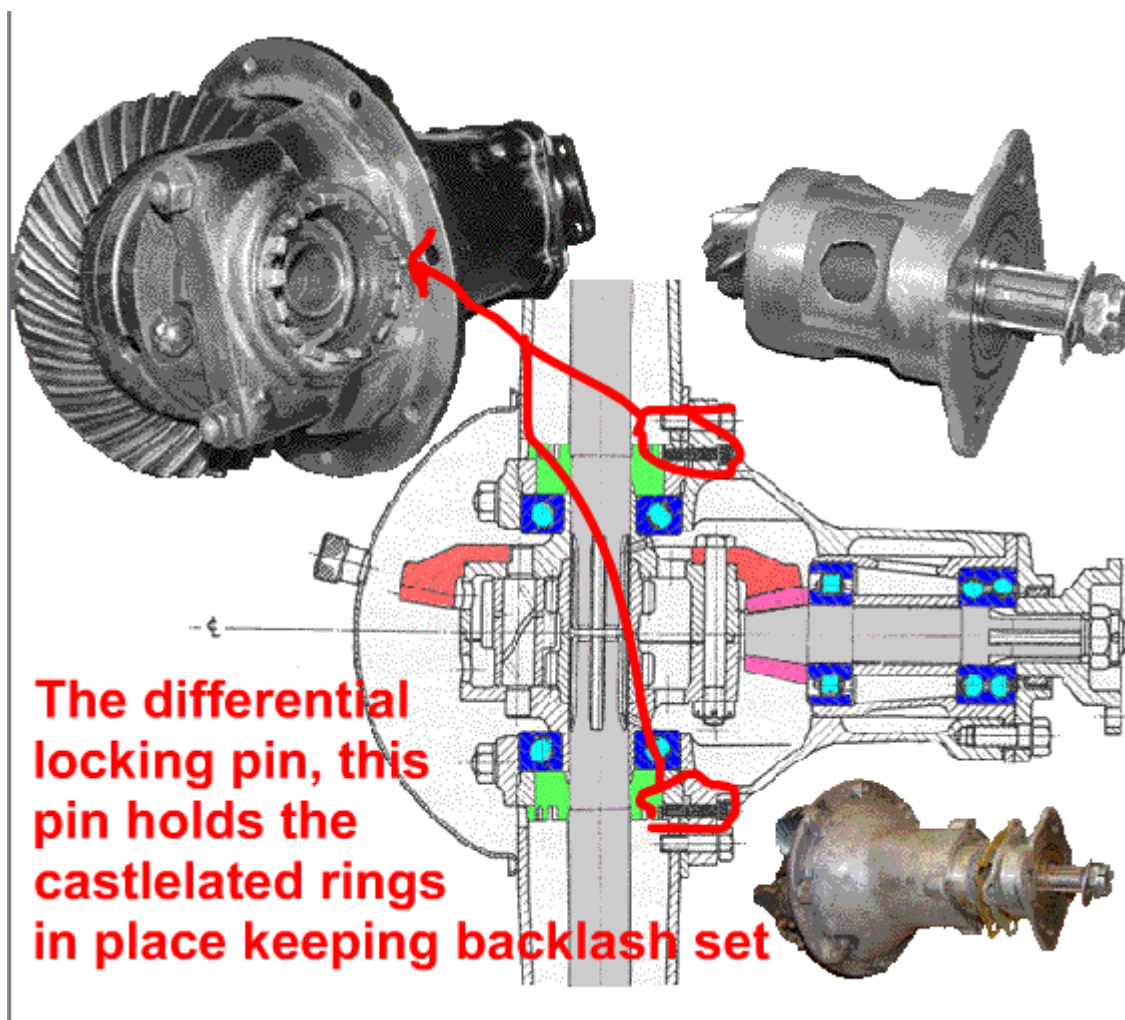
IS IT REALLY BLACK MAGIC TO SET IT UP CORRECTLY?

No, not at all but I have to admit that I not too sure about doing this work because I frequently heard different terms for the various parts. So when I finally decided to do this myself, I spent some time figuring out what parts where what and

where. This seemed to make it easier. After that, it was a matter of time, it can get time consuming doing trial and error to get the right mesh and backlash but it certainly is within the realm of anyone who changes his own motor oil. So Study the following drawing and move your mouse over the various parts.





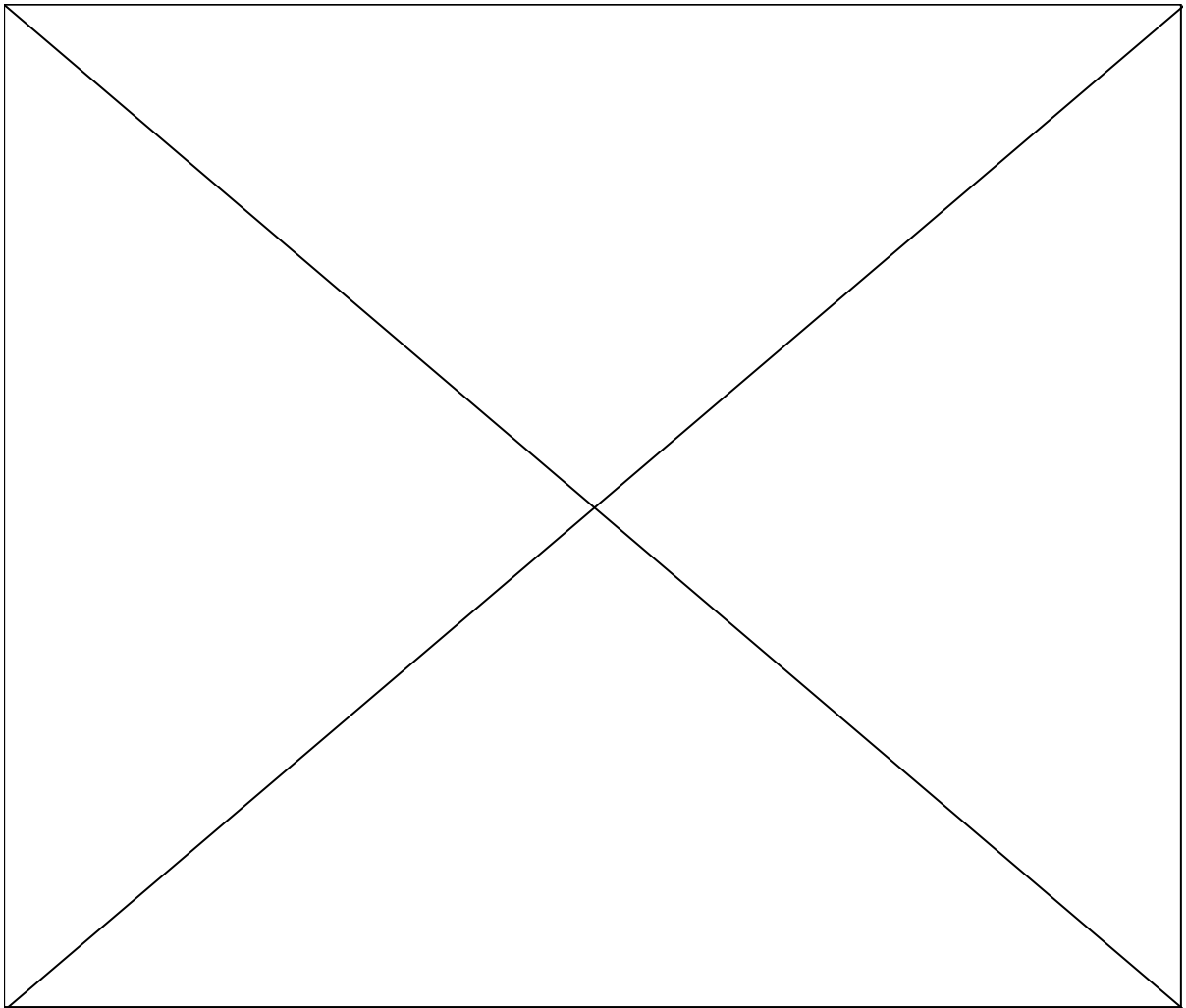


More stuff at <http://ayw709.rambour.com/>



1934 SINGER LE MANS
⇒ From "junk" to this ⇒
The restoration/transformation
of AYW 709





Does the rear axle wear out?

In the Singer workshop manual it says and I quote "..., and as *this unit is hardly likely to need any attention other than that required to ensure sufficient lubrication...*" it is safe to say that its pretty reliable. Some parts of the rear axle do wear and as always the amount of wear is proportional to the type of use, amount of driving and the maintenance performed. With the rear axle on the bench, if it is easy to wiggle the pinion flange and shaft sideways. If you have any wiggle in your pinion shaft beyond about 1/32, it would be wise to replace the bearings. Failure to do so will result in increasing wear that will put non-normal loads on the intermeshing gears causing wear throughout the system. Eventually, everything will have to be replaced. In order to inspect other parts for wear or to replace the pinion bearings, you will have to first disassemble the entire rear axle unit.

First, remove the drive axles, unbolt the differential and remove it from the rear axle housing. You can now seal up the axle housing and have it prepped for new paint (I fit mine into my glass beading machine and glass beaded it, sandblasting would be faster but I don't have one) . The parts to inspect for wear are:

1. The pinion seal and bearings. If you have play in the pinion flange (i.e. the pinion shaft can wiggle) more than about 1/32 of an inch, the pinion bearings are suspect. The pinion gear is fabricated as one piece with its shaft. The pinion shaft is the part that is connected to the pinion flange, which, in turn, mates with the rear flange of the drive shaft. You will have to remove the pinion flange and oil seal housing to expose the pinion shaft seal and outer bearing. There are two pinion bearings. One is located on the outside of the unit behind the seal at the front of the nose cone (differential housing or pumpkin), which, in turn, is just behind the pinion flange. The other pinion bearing is inside of the housing. The crown wheel carrier assembly must be removed to access the interior bearing.

Before removing the crown wheel assembly, ***this is important !*** verify that the crown wheel carrier bearing caps are indexed for reassembly. They must be reassembled the same way as they are from the factory. In addition, the spacer collars must be reassembled in the same way. The spacer collars are likely to be different thicknesses. Since they determine the position of the crown wheel and the bearing preload, they must be in the original order when reassembled.

Before you remove the pinion head and shaft, you should measure the height of the installed pinion. It is not likely that this will have to be changed but it should be checked and it gives you a good reference for reassembly to verify you have more or less done it correctly. Since this was my first rear axle job, I measured before disassembly and of course after, I did that to kind of reassure myself that I might be doing it right.

2. The crown wheel/pinion gear and crown wheel bearings.

The crown wheel bearings are not as subject to wear as the pinion bearings. These bearings are ball bearings. If they need replacing, the new bearings should be the same width as the old ones. Ball bearings are one piece and thus are manufactured to close tolerances relating to width (unlike Timpkin [™] bearings which are two pieces). If you need to replace the bearings, measure the old ones (they should be a metric dimension – did you know that almost all bearings are manufactured to metric dimensions) and replace with the same size. If you cannot obtain bearings with the same exact dimensions/thickness, you will have to adjust the shimming so that a) the position of the crown wheel is the same as before replacing the bearings and b) the overall thickness of the two bearings plus all shims remains the same as it was with the old bearings.

3. The backlash setting.

If the pinion height was set correctly and the crown wheel reassembled in the same position, the backlash should be correct. To check the backlash use the trusty dial indicator again. Set up the differential on its pinion flange so that the crown wheel and pinion are on top. Immobilize the housing so that the entire unit will not rotate. Set the magnetic base of the dial indicator and adjust the indicator arm to rest on one of the teeth of the crown wheel. Now, move the crown wheel back and forth against the pinion head (without moving the pinion head) to see how much play or "backlash" there is in the intermeshing of the gears. The range of tolerances for backlash should be .004-.006. Again, I quote the Singer manual on this "...When refitting it should run free, but without the slightest sign of end play, when the nut is dead tight, otherwise the pinion will spring and the gear will be noisy." so as you can see when I say .004-.006 its not from Singer specifications that I say that. It is from a guess and also taken from a large variety of gear backlashes on other cars, and some people in the UK SOC that I spoke too. There is no actual numbers for the Singer in the manuals. The 4A and 4AD manuals state .006-.008 since most cars are .004-.006 when I set mine I went closer to .006.

Click on Pictures to enlarge



The messy rusty original



Yikes,
looks bad
in there



All
cleaned
up and
ready for
some
paint



time to
clean this
up



looks
good
right ?



this show
where
the
"shims"
go



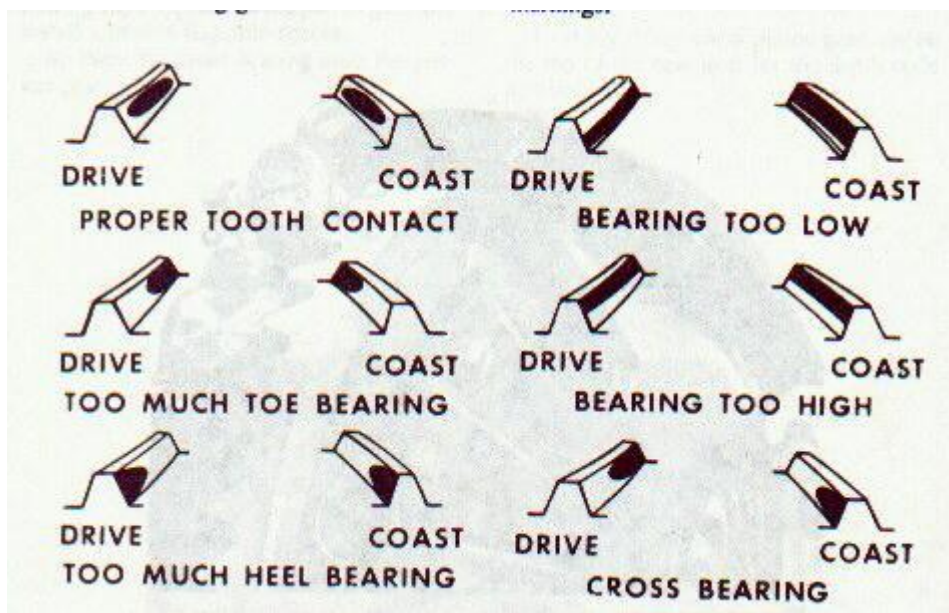
almost
finished,
all that
needs to
be done
is the
locktabs
and final
checking



I could not find the locktabs so I ended up making my own, my car only had one when I took it apart. I made 2 to match that one.



This is MESSY stuff, look out. Mechanic s blue to verify the meshing of the gear



Here you can see how I set up the dial indicator, if you look closely at the tip of the indicator, there is a little screw tip that I removed as I got better readings without it.



placing
the tip of
the
indicator
in the
correct
place.



the
finished
axle.



I somehow did not take a picture of this with the seal in place. The original is a felt seal that leaks, I had this part machined and opened up the flange to accept a modern day seal, it can kind of be seen in the above picture.



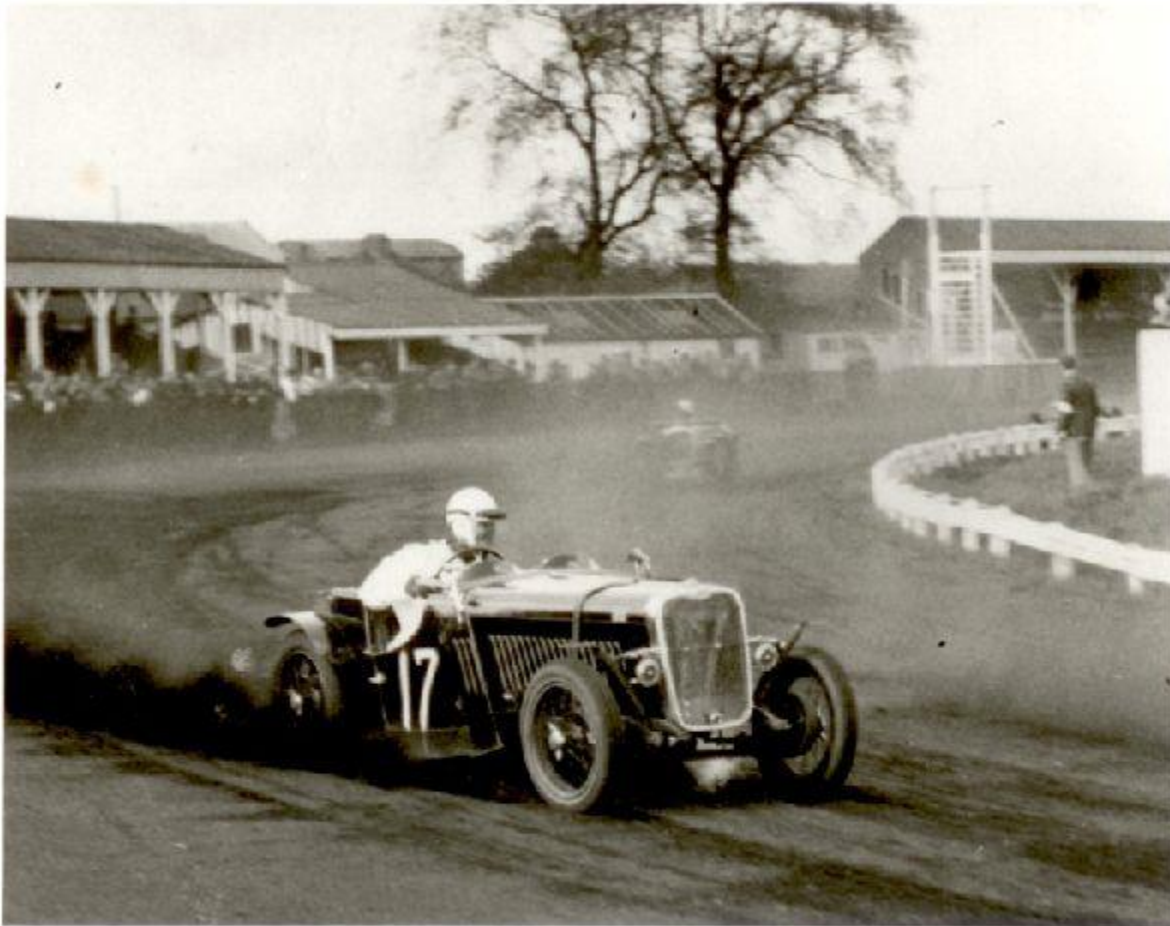
I did the same to these parts, this is the bearing housing on the axle shaft, note I had these machined to remove the felt seal and put a modern seal in place.











Year : 1934

Chassis No:

Engine: 972 CC

Transmission: 4 SPEED

SOLD TO GERMANY

The success of the Nine Sport at Le Mans led immediately to the introduction in 1933 of the first Le Mans model. This was the two seater equivalent of the Nine Sports and it typified the British sports car of the 1930's. At a price of 215 pounds, an output of 34 h.p. and a top speed of over 70 m.p.h. with the windshield lowered, it provided keen competition for its closest rivals, the J2 and P series M.G.'s.

The Le Mans 4 cylinder performance engine of 972 cc included high lift harmonic cams, a counterbalanced crankshaft and an extra large capacity ribbed oil sump for greater cooling capacity. Additional drive train modifications included a heavy duty clutch and a closer ratio gear box, with third gear reduced from 8.7:1 to 7.5:1. Body changes included the addition of an externally mounted 12 gallon slab fuel tank, fitted with a quick action filler cap and twin rear mounted spare tires to complete the competition look. The new upswept scuttle cowls also signaled that this was a machine that meant business on the road as well as the track.

Supplied by Agents Cook & Palmer to privateer racer J.R. Hodge (Sir John Hodge in later life) on the 1st February 1934, Reg. AYK 561. An extract from correspondence on file from Sir John in 1988 confirms it's race pedigree "I raced the car at Donnington, Brooklands and of course at the dirt track at Greenford. I also won quite a number of speed trials." Records show that he won the Junior Class at Brooklands on the 7th July 1934 at an average speed of 73.89 mph and at the Greenford dirt track. In fact the picture shown was taken for the Automobile Racing Club magazine and was accompanied by the text below:

Dirt Track - from the "Automobile Racing Club"

Hodge (don't confuse with Donnington Hodges) had a first on a Singer at Greenford. A number of experienced drivers have tried the "dirt", but I am of the opinion that it is going to be difficult to retain the support of the public and at the same time to avoid nasty smashes. It seems to me that the chances of a broken neck are pretty high and the prize money pretty small for the risk taken. I am not trying to put the damper on the sport; it is only a suggestion for what it is worth. Anyway Hodge considers it is the next thing to suicide. Hodge I understand is entering for a good many events before the end of the Season. He has just taken delivery of a Le Mans Singer which has received "attention" from Francis. With the special body, also designed by Francis, it looks the real goods. and I believe, is the real goods. We shall see.

I have just heard the reason why a certain press photographer installed on the edge of the banking, suddenly took to flight when Day came round the mountain. Apparently when the former was in the act of taking him; Day noticed it. and decided that it might be a better picture if taken at closer quarters.

The photographer thought otherwise, and ran for his life

John Hodge was to go on to own and race three Singer's, one of which was re-bodied into the famous 'streamliner' single seater (Francis).

Fully restored in the late 80's with cycle front wings and having covered just 12,000 miles since it drives exceptionally well

and has developed a wonderful patina. Documentation includes correspondence from Sir John Hodges and Rivers Fletcher confirming AYK 561's undoubted provenance, FIA Papers & FIVA Passport.





Singer Le Mans, 1935

Photo overview - Technical data - Information

A Specially prepared Singer Nine was brought into competition at Le Mans in the year 1933. The car finished 13th. overall. Since that glorious day the Singer Nine Speed specials were named Le Mans Speed special...

The Singer Le Mans Speed special racingcars made quite an impression on the pre-war European circuits. The cars could outpace the hard to beat M.G's. and the car competed successfully in many race and rally.

The Singer Le Mans Speed special was equipped with a beautiful, compact, four-cylinder engine aspirated by twin carburettors. The engine was already equipped with an overhead camshaft. This engine was capable of running an amazing 6000 rpm., which was quite remarkable those days.

The Singer Le Mans was, as the standard Singer "Nine", equipped with a four-speed gearbox, hydraulic drum brakes all round and friction shock dampers.

Very characteristic are the two spare-wheels, fitted to the back of the car, with special clamps and the complete set of tools neatly stowed under the bonnet.

Technical data

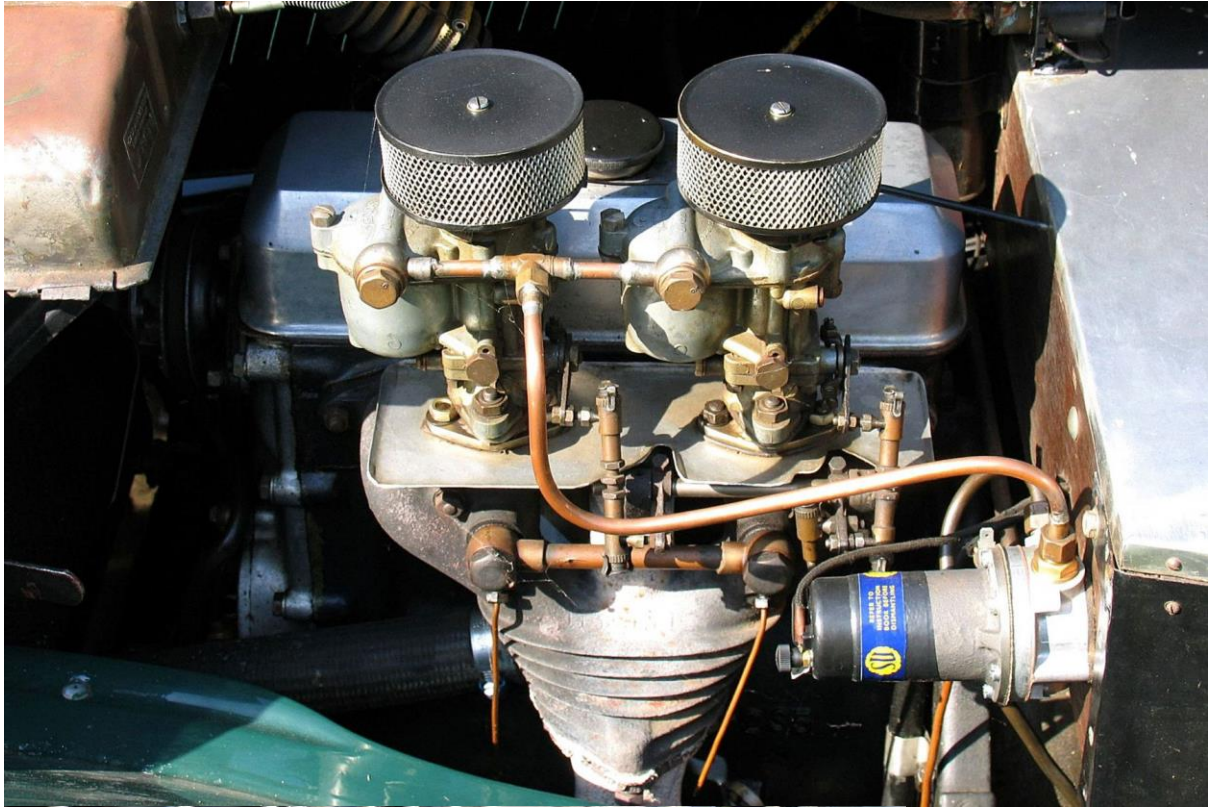
*Four cylinder engine
cylinder capacity: 972 cc.
2 carburettors
capacity: 40 bhp.
top-speed: 75 mph. - 120 km/h.
gearbox: 4-speed, manual*

Information

Singer Le Mans, year 1935. Colour green with a beige leather

interior. This beautiful Singer Le Mans is in excellent condition. The car was restored a few years ago. The car shows all original details and the car features a very nice additional driving lamp at the windscreen frame!
This automobile comes from a collection and can only be viewed on appointment..

***This classic car was sold by
Smiths-Veglia.***



Technical Specifications for the Nine Le Mans and Special Speed

Engine

- Four cylinder, 60 mm. by 86 mm. = 972 c.c.
- Treasury rating, 8.93 h.p.; tax 9 pounds
- Valves operated by chain driven overhead camshaft
- Alloy pistons
- Coil ignition with automatic spark advance for Le Mans / Special Speed Scintilla magneto
- Twin Solex downdraft carburetors for Le Mans / twin S.U. horizontal for Special Speed
- Fan assisted cooling
- Vibro damping engine mountings

Gearbox and Transmission

- Four speeds with ratios 5.57, 7.5, 12.4 and 24.4 to 1 and 33.6:1 reverse
- Silent second and third gears
- Remote control shift lever
- Single dry plate, solid centre, heavy duty clutch
- Open propeller shaft with Hardy Spicer mechanical universal joints
- Spiral bevel rear axle

Wheels and Brakes

- 18 inch Rudge-Whitworth knock on wheels
- 4.50 X 18 inch tires
- Four wheel Lockheed hydraulic brakes, 10 inch drums

General

- 12 volt lighting and starting system
- Wheelbase 7 ft. 8 ins. with 8 inch ground clearance

Price

- £ 215 for the Le Mans / £ 225 for the Special Speed

The Nine Le Mans and Special Speed Models

The success of the Nine Sport at Le Mans led immediately to the introduction in 1933 of the first Le Mans model. This was the two seater equivalent of the Nine Sports and it typified the British sports car of the 1930's. At a price of 215 pounds, an output of 34 h.p. and a top speed of over 70 m.p.h. with the windshield lowered, it provided keen competition for its closest rivals, the J2 and P series M.G.'s.

The Le Mans was fitted with the same 972 cc engine as the four seater, albeit with high lift harmonic cams, a counterbalanced crankshaft and an extra large capacity ribbed oil sump for greater cooling capacity. Additional drive train modifications included a heavy duty clutch and a closer ratio gear box, with third gear reduced from 8.7:1 to 7.5:1. Body changes included the addition of an externally mounted 12 gallon slab fuel tank, fitted with a quick action filler cap and twin rear mounted spare tires to complete the competition look. The new upswept scuttle cowls also signaled that this was a machine that meant business on the road as well as the track.

One of the most significant engineering changes was the dropped frame which differentiated the Le Mans substantially from the 4 seater, lowering its centre of gravity for enhanced road handling. Optional equipment included two spare competition tires, 1 full size or 2 half-size suitcases, a bonnet strap and fittings, a route card holder, competition number plates and a combined chronometer and stop clock.

For 1935, a Special Speed version of the Le Mans was added to the Singer line up. At 225 pounds, changes included the introduction of running boards, which followed the line of the front fenders, extra interior room, obtained by moving the two spare wheels rearward and a larger 13.5 gallon fuel tank.

Engine output was increased to over 38 h.p. by raising the compression from 7:1 to 7.4:1, adding a higher lift cam, bigger valves and changing carburation from twin downdraft Solex to twin horizontal S.U.'s. The coil ignition system was also replaced by the Swiss Scintilla Vertical Magneto, for a more consistent ignition spark. All of this, but perhaps most particularly the change in camshaft, produced an engine that ran more quietly, with a less pronounced exhaust note. The Special Speed would eventually supersede the basic Le Mans model for the production years of 1936 and 1937.

A Le Mans Four Seater was also produced during the 1935 model year. A hybrid of the Le Mans two seater and the Nine Sports, it featured upswept cowl scuttles with a streamlined tail end.

Production Estimates Singer Sports Cars of the Thirties

Chassis Number	Model	Production Dates	4-Seaters and Coupes	2 Seaters	Total
45001 to 53500	Sports 4-Seaters/Coupes	October 32 to late 33	8500	-	8500
60000 to 60400	Le Mans 2-Seaters	Late 33 to late 34	-	400	400
61000 to 62500	Le Mans 4 Seaters and Coupes	Late 33 to late 34	1500	-	1500
62500 to 62900	Le Mans 2-Seaters	Late 34 to late 35	-	400	400
63000 to 63950	Le Mans 4-Seaters/Coupes	Late 34 to late 35	950	-	950
5200 to 5700	Le Mans all types	Late 35 onwards	200	300	500
Totals			11150	1100	12250*

* Although the serial numbers allotted for these models indicate a possible total of 12,250 cars manufactured, it is estimated that the actual total was closer to 7500.

Production Runs Singer Sports Cars of the Thirties

	1933	1934	1935	1936	1937
Nine Sports					
Nine Le Mans					
Le Mans Special Speed					
Le Mans Four Seater					
1.5 Litre Sports					
Le Mans 1.5 Litre					
Le Mans 1.5 Litre Special Speed					

Model years ran from October to October. Initial production of the Singer Nine Sports began during the second week of October 1932.

Factory Colour Schemes for Pre-War Sports Models

	Body Top	Lower Panels	Wings	Wheels	Upholstery
1	Carnation Red	Signal Red	Carnation Red	Signal Red	Red
2	Apple Green	Ivory	Apple Green	Ivory	Green
3	Carnation Red	Ivory	Carnation Red	Ivory	Red
4	Black	Ivory	Black	Ivory	Green
5	Black	Black	Black	Green	Green
6	-	Ivory	Apple Green	Apple Green	Green
7	-	Ivory	Signal Red	Signal Red	Red
8	-	Signal Red	Signal Red	Ivory	Red
9	-	Light Blue	Light Blue	Ivory	Blue

Colour schemes 1-5 apply to Coupes and Sports Saloons only

Factory Colour Schemes for the SM Roadster

	Body	Upholstery	Carpets
1	Silver Gunmetal	Red	Dark Red
2	Coronation Blue	Grey	Blue
3	British Green	Beige	Tan
4	Signal Red	Red	Dark Red
5	Black	Red	Dark Red

Restoration Tips

Finding a good restoration project Singer is difficult, especially in North America. The pre-war models were never imported commercially, and many of the 4A's and D's that were brought over have either been sent back to England or are slowly disintegrating in someone's back yard.



The following shots are representative of what we often have to choose from. Both of these are 1934 Singer 9's. The maroon example is a Nine Sports and the blue one a Le Mans. Here's an interesting question. Which would you choose? Yes, your choice would depend on price and further inspection, but a word of caution - just because



something looks more or less together, means very little when it comes down to the final cost and effort of restoration.



Close inspection of both of these cars might reveal that the one that looks worse is the better deal. One advantage is definitely storage. It has been kept indoors and out of the elements, whereas the Le Mans is sitting outside. Make a careful assessment of

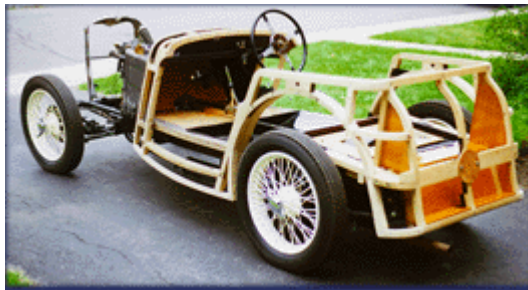
restorable and missing parts required to complete the project. These add very quickly to the total cost of restoration.

Consider also that neither of these cars can be properly restored without a complete rebuild of their ash framework. What hasn't rotted will either be too dry, cracked or loose at the joints to be usable. This is a costly undertaking to have done and a do-able, but time consuming project to complete yourself.

So, buyer beware. Take a careful inventory of work to be done and parts to be purchased before making an offer. And make contact with the [North American Singer Owners Club](#) for assistance.

Coachwork Repairs

So what about that woodwork anyway? The British cars of the thirties, and for some marques well into the fifties, were typically constructed of aluminum over an ash framework. Ash was particularly durable, yet supple enough to take the twisting and pounding that it would receive sitting on a flexible steel chassis without breaking.



How much wood was there? Take a look at the pictures below. The first is the maroon '34 Sports Nine basket case previously shown. (Yes they do come back to life). It consists of about 80-90 pieces of ash and plywood ranging in length from approximately 4 inches to four feet. The second picture is a 4A Roadster well on its way to a complete restoration. Is this a big job to tackle? Yes it is, but not beyond the scope of those with a little wood working experience and a lot of patience.

There are no particularly special techniques either. I went in to a cabinet maker at the outset of the rebuild on the '34 Sports to have him cut a piece that I didn't feel I could tackle. I asked him how they would approach it, hoping to gain some insight as to the magic skills they might possess, merely to hear him say "any way we can". He wasn't trying to be sarcastic, he was merely conveying the fact that it was a trial and error process and that they would use any combination of tools required to get the job done. Oddly, this gave me a great deal of confidence, prompting me to purchase a stationary disc/belt sander to add to the drill press, band saw and radial arm saw that I already owned. Those, by the way, are the tools that you will require to complete the job yourself. If you don't already have these tools, the money that you will save doing the job yourself will more than cover their purchase cost.

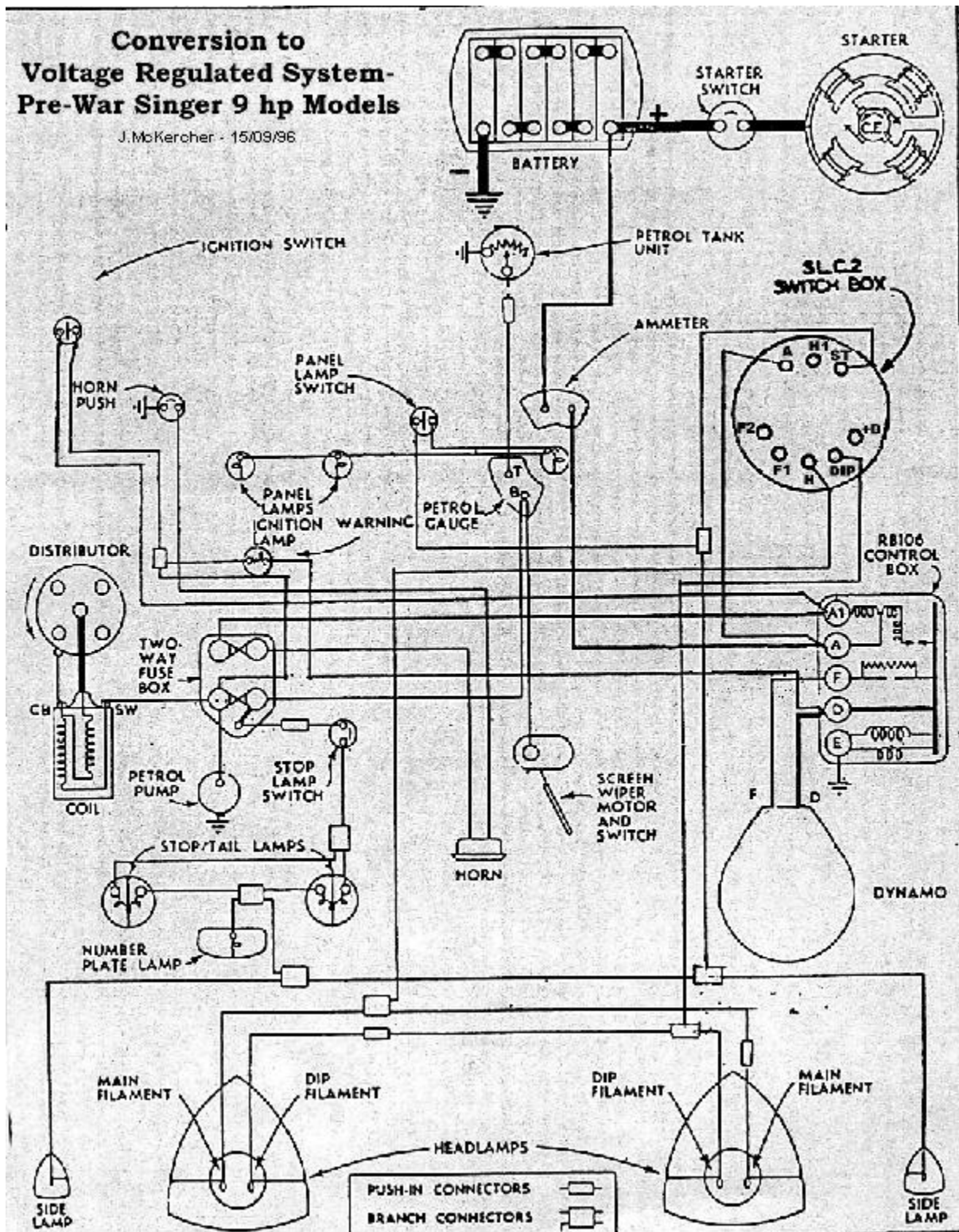


The most frightening part of the job? Taking the first tack out to peel back the aluminum skin. Once started, it proves to be a pretty simple task. Be gentle though and make sure that you preserve the lines, because you may need to use the skin as a template for some of the wood pieces that have rotted entirely away.

The second most frightening part of the job? The day the wood is 100% complete and you have to refit the skin. Don't worry, I survived it and so will you.

By the way, one last tip. **Don't glue the joints.** They are meant to flex. If you do glue them, you will have one very noisy car on the first trip out, as the joint surfaces break free.

Wiring Pre-War Nines



British Wiring Codes Explained

If you ever had the opportunity to look under the hood or dash of your British car you would have seen, among other things, lots of wires - the newer the car, the more wires. All these wires are different colors; some are multi-colored, and all for a very good reason.

Prior to WW II the British instituted a wire color coding system for all cars manufactured in the country. It started simply to identify the basic electrical systems and has grown over time as cars became more complex.

A black colored wire indicates a ground circuit wire, the wire connecting an electrical unit to ground, usually the car's metal chassis. A brown wire is HOT or one that always has power and is not fused. These are the big wires that carry battery power to and from the fuse block, voltage regulator and generator. There are also smaller brown wires that run the wiper motor park circuit.

Since the brown wires run different circuits it was necessary to differentiate the wires for each by adding a TRACER. The tracer is a different coloured stripe running the length of the wire to indicate the particular job of that wire. Therefore a brown wire with a yellow tracer is for the generator warning light, while brown with a white tracer is for the ammeter.

You will note that the colours are abbreviated in the various manuals. Some are obvious, such as R for red, Y for yellow and G for green. However, since black is denoted by B, N was used for brown and U for Blue. So a brown wire with a white tracer (power to the ammeter) would be NW, brown with a light green tracer is NLG (the windscreen wiper park switch).

Blue wires are for the headlights with plain blue being power to the dimmer switch, while the power from the switch is denoted two ways. Blue/red (UR) is for the low beams and blue/white (UW) is for the high beams and the indicator lamp.

The use of tracer colors is especially evident with the white wires. White denotes a circuit that is powered when the ignition is on. A plain white wire runs the fuel pump, ignition relay, and various fusebox connections. White with red (WR) is the power to the starter solenoid, and white with green (WG) is power to the radio. White with black (WB) is power to the ignition coil unless there is a ballast resistor then the wire is white with light green (WLG).

On the early cars with few electrical accessories green was the color for fused power from the ignition for such items as brake lights (GO or GP) and the fuel gauge (GB). When turn signals were added Green was used here also, green/white (GW) for right turns and green/red (GR) for left turns.

As accessories increased, so did the wiring complexity. Now, along with green, light green is also used as the base color for various applications like screen washer pumps (LGB) and hazard warning lights; light green with brown (LGN) is the color here since the hazard light system needs an always hot circuit to operate without the key being turned on.

For the next extra color they couldn't use grey since G was already for green, so S for slate was selected. Slate indicates circuits that are hot when the ignition is off, such as emission control power. Purple is for always hot circuits with fuses such as courtesy lamps (PW) or key buzzers (PG or PK (K for pink)).

So out of the maze, there is some rationale. If you know the system you can even sort out a wiring harness that you never saw before, without the aid of a wiring diagram.

Monday, June 12, 2006

Renewing the Motor Mounts



The following applies to the Sports and Le Mans overslung chassis models 1933 to 1935.

The mounting assembly consists of two pieces of spring metal (one long and one short) isolated from the chassis by four rubber mounts and metal discs with a lip to centre the rubber. Two of the rubber mounts are used above the chassis and two below. A u-bolt in the centre of the assembly secures the engine. The two large holes in the chassis permit the u-bolt to be released from below.

The major issue with this type of motor mount is that the rubber becomes soft and squishy with age and exposure to oil and grease. The steel disc can also often be badly corroded



and beyond recovery.

New rubbers can easily be made up from a slab of 5/8" thick rubber cut to 2" diameter with a hole saw. The top is then chamfered at 45 degrees and covered with the original steel disc. If the original steel disc is badly corroded or missing entirely, fender (wing) washers of the appropriate diameter can be substituted.

In addition to the front motor mount assembly, there are two motor mounts (patented as "Vibro Dampers") located on the frame to either side of the motor. On the Nine Sports, only the upper casting (which was made of either iron or brass) portion with the rubber bushing is required. The lower "packer" casting is required on the Le Mans to raise the engine 3/4" to allow the driveshaft to clear the frame (a one piece combined casting was also used to replace the two piece assembly).



There are two metal cover pieces (not shown) that fit over both sides of the mount to cover the exposed rubber. These will go on once the engine is in place.

Refurbishing the '33/'34 Sports and Le Mans Springs

It's amazing how involved even something as simple as restoring leaf springs on your Singer Nine can be, but let's start with the obvious (starting with taking a few digital shots).



Remove the bushings, dismantle the springs and examine for wear. This may dictate whether you want to continue. Generally you'll find they're in restorable condition, although one of my Nines had a couple of leafs that had worn to the point they looked like knife blades. Also take a look at the retaining clamps. You may need to peen the rivets that secure them to the leaf to tighten them up.

Clean the crud and scale off each leaf. The stiff wire brush on a grinding machine works pretty well and does a reasonably frame, although I did find that the rear springs used a 7/8" outer diameter bushing, rather than the usual 15/16". I don't know if this was typical. Fortunately, I was able to get these at my local spring shop, although they needed to be cut to length.

Proceed with reassembly. I put mine together dry; that is, with no lubrication. The theory is that if lubricated, grit gets trapped and remains between the leaves hastening spring wear.

Replace all the spring retaining clamp bolts with new 1/4" hex head complete job. I would recommend this step even if you plan on having them glass beaded. I prefer glass beading to sand blasting, as it's easier on the metal. It's also much cleaner as it doesn't leave grit in all the nooks and crannies.

Next prime each leaf with a good commercial rust proofing primer (not tremclad) and top coat with a compatible enamel. Let the topcoat cure for a week or so before any further work.

Prior to reassembling, rebush the main leaf. It's easier to manipulate one leaf, rather than the whole assembled spring. The Silentbloc bushings are the same as the ones used in the



bolts 2 1/4" in length with the nut on the inside side of the spring. You'll also need to replace the spacers the clamp bolts pass through. The bolts were originally wrapped with either brass or steel to create a sleeve. I used a three-foot length of 3/8" brake line and cut it to length (16 pieces 1 9/16" each) with a pipe cutter to replicate the effect.

You may notice that one of the front springs has four retaining clamps facing downwards, while the other has three down and one up. The one odd clamp is to provide extra room for the steering rods to pass under the spring. This is the nearside spring. In practice, the upwards clamp is not really

necessary.



Your springs are now ready to be installed on the frame. Make sure you don't put them on backwards. The rear springs are not a problem as the center bolt (as the term suggests) is actually in the centre, but the bolt on the front springs is not. Measuring from the centre of each bushing to the bottom of the centre bolt, you'll find one end measures 15" and the other 13". The short end should point forward. If placed back to front, the front axle will actually be 3" further back than it should be and you'll have to do some tricky work to get the steering linkage to fit.

Singer Nine U-joints

My Nine Sports and Le Mans Singers use a Hardy Spicer Universal Joint common to many cars of the Thirties, including the MG J2. It is a sealed unit fitted at either end of the drive shaft. The one at the front simply slides off the drive shaft spline after unscrewing the small retaining cap, while the rear u-joint is fixed with a through rivet.



The u-joint is a very durable unit - far more so than the modern Hardy Spicer counterparts. Its durability stems from the fact that it is well-sealed with no bearings to seize or otherwise deteriorate.

The working parts are entirely covered by a steel cover that bolts to the drive flange sandwiching a paper gasket. Two smaller metal collars sit inside and outside the cover to keep grease in and dirt out of the unit as it rotates. The larger of these two (with the Hardy Spicer inscription) sits outside the main cover and has a rubber gasket to help seal the unit.

The interior working parts look like a typical U-joint consisting of two hinges and a yoke. However, rather than needle or roller bearings, the ends of the yoke rotate in four hardened steel bushings. Two of the bushings are held into place with wire clips slipped into the matching



retaining grooves on the bushings and housing. Two are not.

Maintenance of the unit is limited to greasing in accordance with the schedule in the owners manual. However, after seventy years or so, it is wise to disassemble them, examine for wear and give them a thorough cleaning.

The front unit on my Le Mans was packed with hardened dirt and grease which restricted mobility at least when turned by hand. The rear unit had very little grease at all. Both units had some play from wear, but not enough for me to consider replacing them. This undoubtedly would require machining new bushings, as they are not readily available over the counter.

Once cleaned, the units were re-packed with grease and reassembled.

SILENTBLOC BUSHING REPLACEMENT



It's easier than you think...

Silentbloc bushings are fitted to the chassis and springs of the '33 and '34 Sports and Le Mans Singers. There are four in the chassis and eight in the springs. Breakdown is generally attributable to deterioration of the rubber between the inner and outer casings of the bushing. You may find the rubber is missing entirely - not a good sign.

You may also find that a bushing appears to have been removed already. If this is the case, make sure that the outer casing has actually been removed. Sometimes it is virtually indistinguishable from the casting.

Little or no difficulty should be encountered when fitting the eight bushings located in the ends of the 4 springs as the coil in the main leaf allows the spring to open out easily to the diameter of the bushing.



Problems may, however, be encountered when replacing the 4 bushes located in the chassis itself. It is essential after removing the old bush that the casting that houses them be thoroughly cleaned and all rust be removed. It should then be lightly greased to allow the new bushing to slip in with a minimum of resistance.

Pressure should only be applied to the outer case of the bushing when pressing in to the casting. Never apply pressure to the inner part of the bushing as this may damage the bonding of the rubber to metal and render the bushing useless.



The bushing may be pressed in using a high tensile fine threaded bolt with large washers of sufficient diameter to clear the inner casing of the bushing. It will help to chamfer the leading edge of the bushing slightly to get it started. the outer case should be oiled to prevent it from seizing up.

If all goes well, the bushing should slip in relatively easily for another sixty years of pre war sports car driving.

Mike Rambour

Mike continues to do what he does best - further the Singer cause in North America. Last year he purchased a rather derelict Le Mans and commenced the process of turning a sows ear into a silk purse. I suspect that the job is more than Mike counted on, but being the intrepid Singerphile that he is, he has taken on the job with great gusto and is, as usual, doing first rate work.

The Le Mans, as found, looked rough. Further close inspection post purchase confirmed this and more. Obstacles have included many non original parts, a cracked frame and worse, an engine



that is probably not salvageable. Nonetheless, Mike has forged ahead and according to the accounts of those that have seen his progress, is doing an exceptional job of bringing the Le Mans back to its former glorious self. God bless him.

Not content with the challenges at hand, Mike has made a new acquisition. But first, a little background. Last summer at the British Car show in Los Angeles, he was showing his 53 4AD and a gentleman walked up with a cardboard sign around his neck saying "1934 Singer Le Mans for sale". Having just purchased a Le Mans, Mike simply put on his presidential ears and listened empathetically.; that is, until the gentleman mentioned something about six cylinders.



Mike was obviously in denial, because he actually waited about a month before he went to see the car to confirm its existence. Sure enough, it was a 1 ½ litre, although not a Le Mans, but a four seater. Still, a damn nice car by any standards and probably the only one of its kind on the continent.

Mike's thoughts were somewhat garbled at this point. He reasoned " it would be nice to have, but I would prefer to keep the money for my Le Mans". His wife, however, had other plans and she twisted his arm to make an offer (that's his story and he's sticking to it).

The offer was not immediately accepted, as a few other folks got wind of the car's existence. Nonetheless, about 6 months later, the fellow called and did the deal with Mike's wife (very cool), and voila - a new Singer in the driveway.

Mike claims its one of the most complete and original non-restored 34 Singers left and judging from the first round of pictures that would appear to be the case. The car was last on the road in 1968 and apparently running quite well at that time. It was parked due to brake problems - ahh. A little brake work, some elbow grease, spit and polish and we're gong to see something amazing.

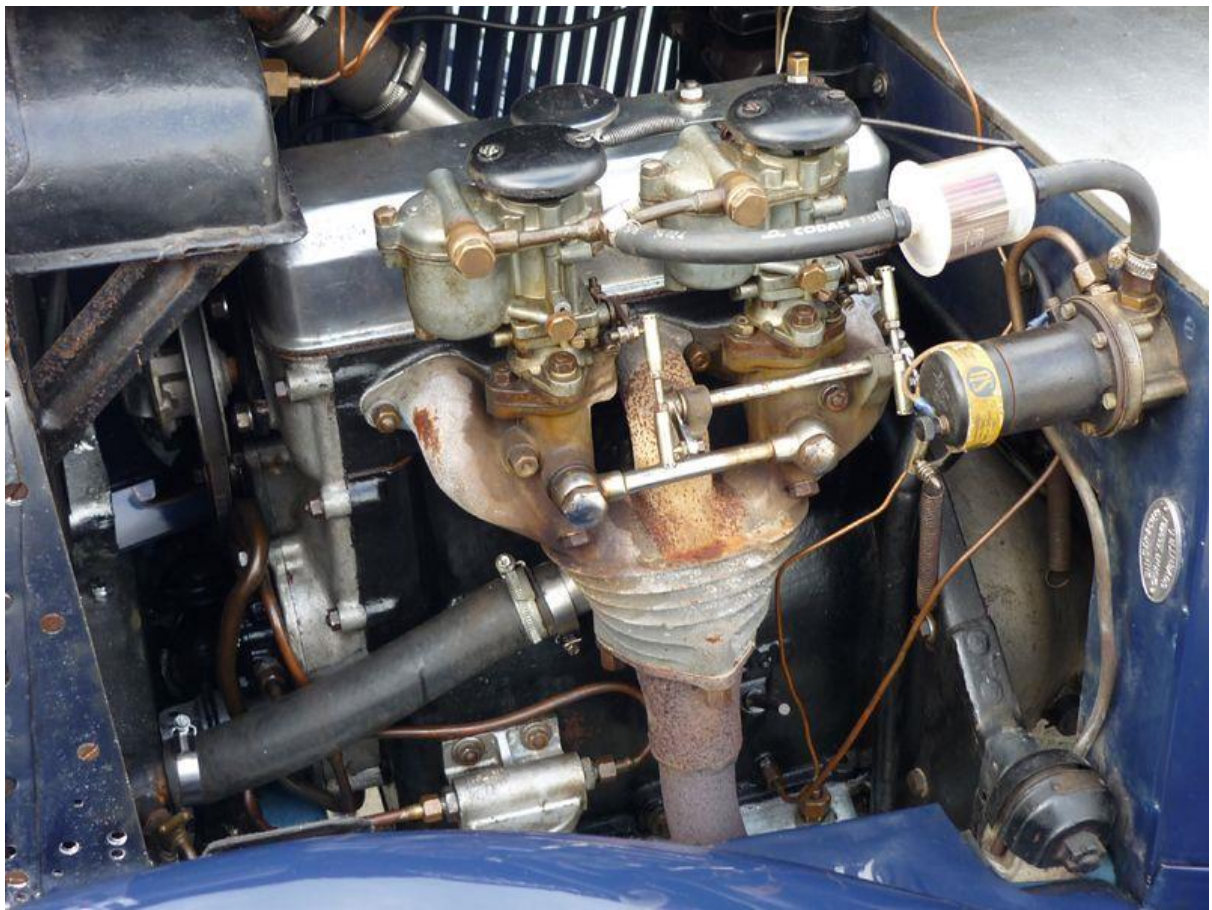
Mike claims this acquisition has killed his Le Mans budget and progress on it will be delayed by about a year. Somehow I suspect not because his wife has already made plans for the 1 ½ litre that don't include Mike behind the wheel - well maybe if he's extra nice.



And as a reward to the 4AD for introducing Mike to the new family member, we're going to continue to include its picture in the showcase. Congratulations once again Mike.

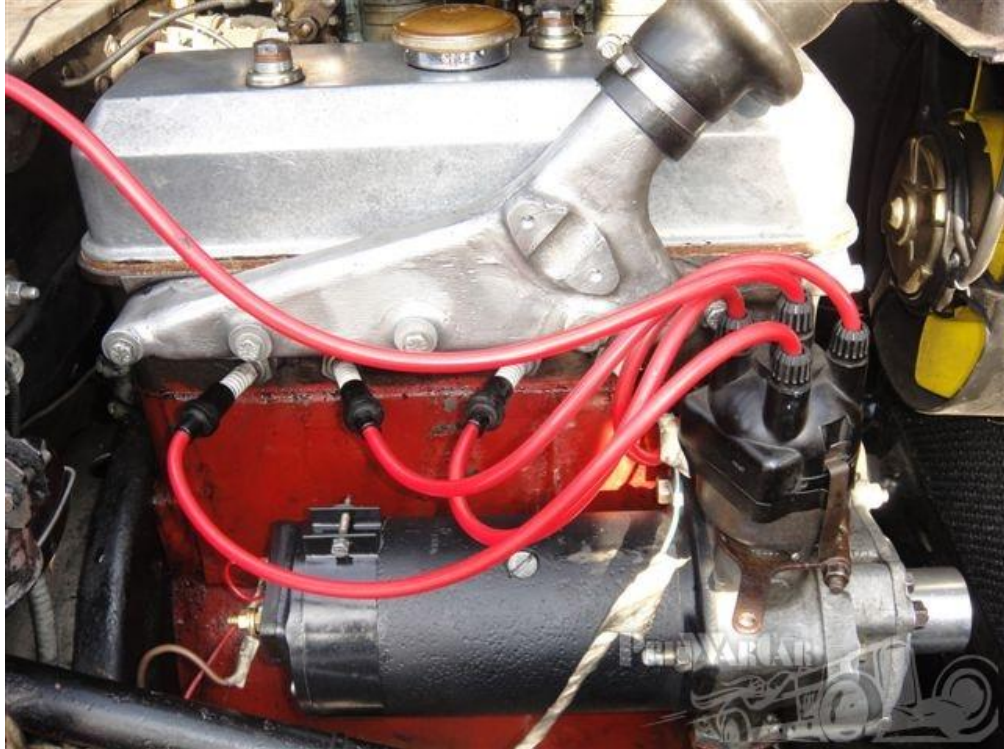












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Date 10th May 1972.

Reply to

23 Newcroft Close,
Hillingdon,
Uxbridge,
Middlesex.

Dear John Maycock,

A little on the early life of your Singer Nine, JH 8094,
which reveals itself as follows:

Details per Singer's original sales records:

Chassis No.	60321	Colour	Black with Red Upholstery
Engine No.	54969	Agents	Hall & Couper, St. Albans
Front axle No.	61891	Date sold	11.5.34
Rear axle No.	61861	Sold to	G.S. Gibbs, St. Albans

From scanning far too many pre-war motoring journals, it
would appear that G.S. Gibbs competed in a Singer Nine on no less
than four occasions, three of which were "classic" trials as follows:

Date	Event	Award
Nov. 1934	Kentish BCG Trial	First Class Award.
Dec. 1934	NWLMC London-Gloucester Trial	Bronze Plaque.
	MCC Exeter Trial	Silver Award.
Apr. 1935	MCC Lands End Trial	Premier Award.

For this priceless information, the cost will be one photo
of JH 8094 for the club collection OR an article for the club
mag on how much better Singers are than Standards !!

See you at Singer National Day ?

Yours sincerely,

Bob Dikken

R. L. Dikken,
Nine Registrar.



YOUR ONLY GUIDE TO THE GOLDEN AGE OF MOTORING

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The Automobile



SINGER LE MANS

PRINCE PHILIP'S 1935 STANDARD NINE
WILLS SAINT-CLAIRE: THE CEIRANO CONTRIBUTION



PLUS: NEWS, AUTOMOBILIA, FINDS & DISCOVERIES AND ALL YOUR REGULAR FEATURES

quarter elliptic springs provided the suspension and there were no front-wheel brakes. This amounted to what that perceptive motoring historian, the late Michael Sedgwick, has described as 'all the best ideas of 1923.'

Incredibly, the Junior marks the starting point of the sports Singers of the 1930s, because the model evolved rapidly. In 1928 its engine benefited from aluminium pistons and a single-plate clutch, while the chassis was enhanced by half-elliptic springs and front-wheel brakes. It was mainly thanks to the Junior, produced at Singer's newly acquired and supplementary six-storey factory at Small Heath, Birmingham, and run by W. F. Bullock, Jnr, that in 1929 the company achieved record profits of £173,921. Demand for the model peaked in the depression year of 1931, when 8540 examples were produced.

Corporate fortunes would never again reach such heights, for the early '30s were characterised by Singer's increasingly complex model programme. Such diversification would eventually see the business sidelined in an expanding market dominated by Britain's Big Six car makers. Against this background of falling fortunes William Bullock followed in MG's wheel tracks and diversified into the manufacture of sports cars. He no doubt calculated that a successful competition programme would stimulate sales of the company's family saloons. And, like Cecil Kimber's products, which sprang from the overhead camshaft engine'd Morris Minor, so the Junior's successor would provide the essentials of the Singer sporting line. This was the Nine of 1932, which the company hailed as 'the most luxurious light car in the world' despite the fact that it was clearly derived from its predecessor. Indeed, its 972cc, 50 hp 88mm overhead camshaft engine had been inherited from the Junior Special, announced in September, 1931.

The project was allocated to Leo Joseph Shorter, formerly Humber's chief engineer, who had recently joined Singer. His forte was engines. Arthur Booth, previously of Clyno, was responsible for the chassis, and transmission was H M Kesteven's portfolio. Shorter was destined to remain with the company, after 1946 as its technical director, until the takeover by Rootes 10



Top: Singers undergoing preparation at the company's Coventry factory in 1933. Left: The event that gave its name to the model. Stanley Barnes in a V16-litre Le Mans in the 24 hour race at 1934, when he finished eighth. Above: Brooklands provides an appropriate backdrop for a 1935 Six Sports Coupe

years later. Although an upright family saloon, the overhead camshaft Nine was soon being campaigned by owners in rallies and trials. It paved the way for a new generation of Nines which arrived for the 1933 season. The chassis was uprated and enlarged and the engine, of the same 972cc capacity, was redesigned, being much more robust than its predecessor.

The two-bearing crankshaft was strengthened, with larger journals than hitherto, and the pump enlarged to carry eight points of oil. At the other end of the engine the rockers were lightened and

the inlet and exhaust valves were now the same size and all made of Silchrome steel. There was a new clutch and a gearbox with silent changes on second and third, top being direct. These modifications by Leo Shorter produced not only a strong engine, which developed some 33bhp at 5500rpm, but an extremely reliable unit, as its future competition career was to bear witness.

This revised unit powered the newly introduced four-seater Nine Sports, styled by Eric Pease. He had begun his career in the drawing office of Mulliners of Birmingham, moving to SS and then to Singer. The new model was produced

A Special Speed Six Le Mans of 1925, distinguished by its enlarged transmission and running boards



Think of a small British sports car of the 1930s powered by a single overhead camshaft engine that put up consistently good performances in reliability trials, rallies and the Le Mans 24 hour race. Chances are you would guess for MG, but this description could equally apply to Singer, which was the Abingdon maker's most serious challenger in the years between 1933 and 1936.

Coventry-based bicycle manufacturer Singer and Company, which began building automobiles in 1905, was directed from the '20s until 1936 by the robust, diminutive figure of William Edward Bullock. Like most motoring magnates of the day he was a demanding executive. Indeed Dudley Noble, then publicity manager for Rover in Coventry, recalled that Singer came in the form "under the dictatorial guidance of William Bullock, whose methods were in keeping with his name." And they worked. By 1929, "W E", as he was known in the factory, had succeeded in making Singer the third most productive and profitable car maker in Britain, behind Morris and Austin.

He achieved this by introducing models that were invariably one step ahead of the opposition. The 5hp Junior for the 1927 season was the first cheap British car to be marketed with an overhead camshaft engine, a provision that Singer was to offer until 1936. This was an 845cc four-cylinder unit, its cam driven by a front-mounted chain, while the crankshaft was a two-bearing affair. It developed 16½bhp at 3250rpm. The Junior also had the virtue of being the first baby car to be a genuine four-seater. To keep its price down to £148, just £3 more than the Austin Seven, the specification was, of necessity, dated. The engine was fitted with cast iron pistons and featured splash lubrication, drive was via a cone clutch,

SINGER LE MANS

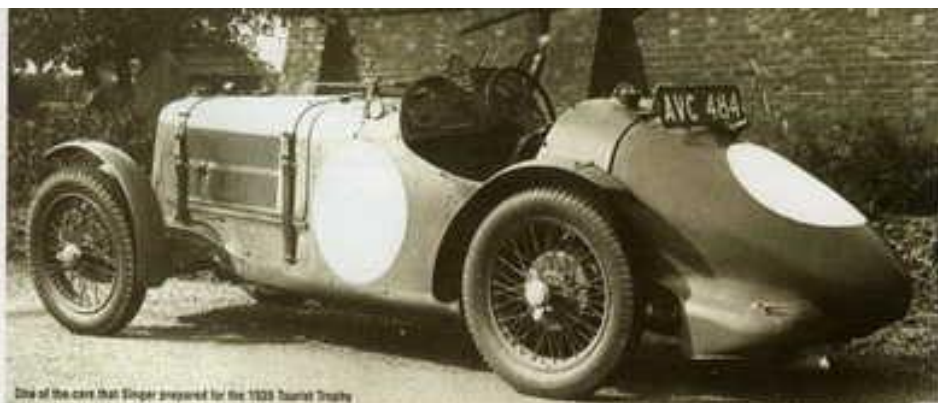
Jonathan Wood looks at MG's great rival in the 1933-36 era, available in four- and six-cylinder forms. The breed's promising competition career was, alas, scuppered by the events that unfolded during the 1935 Tourist Trophy race



A complete recreation of a 1934 Singer Le Mans.

Autosport

JULY 2009 29



One of the cars that Singer prepared for the 1933 Tourist Trophy race, which ended with the team being withdrawn.

on the initiative of the younger Bullock, was much improved by the hydraulic brakes of its parent and was priced at a reasonable £185, undercutting MG's 11 four-seater by no less than £37. As such, the Nine could offer a reliable 65 to 70mph performance at reasonable cost. There was also the Sports Coupe for £199. Sharncliffe garage proprietor Stanley Barnes and his brother Donald entered one of these in the 1933 Monte Carlo Rally. They came in 37th and were awarded second prize in the under 1500cc closed car class in the concours d'elegance. It was a good start in international competition and the model was soon proving its worth in reliability trials at home, during the year winning eight premier awards in the London-Easton; 1) in the Land's End and 12 in the London-Edinburgh. The Scottish Six Day produced four silver cups and similar achievements would be matched up over the next three years.

Clearly the model had made its mark. Singer's commitment to the Nine Sports was reflected when in March, 1933, the company opened a competition department at its factory in Cannock Street, Coventry, directed by Stanley Barnes. He was the driving force of Singer's sports car strategy, both as manager and driver, as well as making significant contributions to design.

Barnes had begun his motor industry career as an apprentice pupil with Austin in 1916-19 before leaving to join the family business, North Worcestershire Garage, established by his father in 1896. His younger brother Donald was co-partner in the firm and a similarly capable driver. Donald had been a member of the Austin Seven racing team in 1928-33 before briefly venturing to rival MG. Soon after the department's beginnings, in May Singer introduced another sports model in the shape of the six-cylinder 1½-litre with four-bearing crank, based on the 14hp saloon which had also been introduced for the '33 season. This four-seater differed from its donor in having a smaller capacity, of 1400cc rather than 1612cc, and a bore and stroke of 59 by 81mm instead of 60 by 95mm, so that it could participate in 1500cc events.

However, the car Singer entered in the 1933 Le Mans race, the event destined to bestow its name to the model, was a Nine Sports. Stanley Barnes drove the single entry, with Alf Langley as co-driver. Despite one hold-up, they came in 15th, the last car to be placed, having averaged 48.4mph. It nonetheless represented a considerable achievement for Singer, this being its first Le Mans venture, and underscored the

reliability of the new model.

On a broader canvas the company recorded a loss of £27,420 in 1933 but the directors were convinced of the publicity value of competition. It was against this background that Stanley Barnes came up with the concept of a supplementary two-seater version of the Nine Sports that was named Le Mans in recognition of its achievement at the Sarthe circuit. Shorter and Booth were largely responsible for its design.

Announced in September, 1933, it was a sports car in the MG idiom: with a double-bumped scuttle, runway doors, a bolt-on petrol tank and twin spare wheels. Under the bonnet the overhead camshaft engine was enhanced by the fitting of a high lift camshaft, counterbalanced crank and a larger capacity aluminium sump. The car was also lower than the basic model on account of its 'double dropped' chassis. Priced at £215, the Le Mans cost £30 more than the Nine Sports. A six-cylinder version was also announced, to contain a tuned 1½-litre sports engine in the 9hp chassis. There was also the Special with a high compression ratio engine, larger valves and triple SU's with provision for magneto ignition. It cost an eyebrow-raising £265.

Singer won the manufacturers' team prize and club award in the 1934 RAC Rally and in April an improved version of 1½-litre Le Mans, today accorded the Mark II name, was announced so that it emerged as a model in its own right. The bulkhead and rear body section were moved backwards to improve accommodation and weight distribution. Engines with cross-flow cylinder heads were standardised, along with triple SU's. A magneto replaced the coil.

There were no fewer than six Singer Le Mans entries in that year's 24 hour classic race, three from the works and three privateers. One of these, a 1½-litre prepared by Fox and Nicholl and driven by the Hon Brian Lewis and Johnnie Hindmarsh, was capable of 100mph. They put up the best performance, being placed seventh, ahead of Barnes and Langley, who were eighth in another six. These two cars came second and third in the Rudge-Whitworth Cup and Singer also took the two top places in the 9hp class. The company threw a celebration dinner at the Falcon Hotel, Stratford-on-Avon, in July. The prospects for 1937 looked good.

Top right: Betty Heig with her 1½ Le Mans at a Cologne checkpoint during the 1928 Olympic Rally. The only British entry, she won a gold medal. Right: A 1926 Singer catalogue. The Ransom vision-styled radiator was never fitted to the sports cars.

New for that year was the supplementary 9hp Special Speed two-seater, which differed from the '34 cars in having more interior room. Running boards were introduced, an aluminium bonnet replaced the steel one and changes were made to the engine which was now enhanced by twin SU's and a Scintilla-Vortex magneto. The *American* listed it capable of 'an instant maximum speed' of 75mph. 'And one is able to travel at around the 60mph mark for miles at a stretch when conditions permit.' It was 'An efficient and businesslike small sports car capable of giving sound motoring and a great deal of pleasure.' A 1½-litre version of the Special Speed model was also produced until 1936. A four-seater variant on the 9hp theme with an extended tail was offered, and 1935 was the only year in which the Le Mans name was applied.











Removing Play from the Burman-Douglas Steering Box

Aside from a very few early 4-wheeler cars which had a reduction gear mounted halfway down the steering column, all Morgan Series 1 cars were fitted with a Burman-Douglas worm and nut steering box. Variations of this box were fitted to quite a number of contemporary British vehicles.

The system involves a thread, usually six start on Series 1's, but sometimes five start (mainly left-hand drive), machined on the end of the inner column, carrying a bronze nut. Right hand drive cars have a left-hand thread and vice-versa. There is a hardened steel bush screwed into the top of the nut using a special process. A peg at the end of

the “L” shaft at the top of the rocker shaft engages in this bush. As the inner column turns, this peg transmits the up and down motion from the bronze nut via the rocker arm, to the steering drop arm attached to the bottom of the rocker arm shaft. The drop arm is attached to the rocker arm shaft via a splined shaft and a pinch bolt. (NOTE: some cars may have been subsequently modified). The shaft of the rocker arm rides in two bronze bushes, the top one of which has a diagonal cut for about three-quarters of its length to provide clearance for the bronze nut.

The only provision for adjustment is for end float, and is via two large thin nuts at the top of the column under the steering wheel which bear on a ball race. The bottom of the inner column is free-floating, location being provided by the bronze nut, which is a sliding fit inside the box casing. The system on the Series 1 cars, with the common six start worm, gives one and three-quarter turns lock to lock.

This steering box continued in use, with some minor differences, on the Plus 4 cars, from 1950 up until around the 1954 season. It was then replaced with a Cam Gears Ltd steering box, which continued in use on all Morgans up to the advent of the Gemmer and rack and pinion systems. The Cam Gears box, while externally somewhat similar in appearance to the Burman-Douglas, is quite different internally. A cam and peg design, it is nothing other than the familiar old Bishop cam device, actually an earlier and cruder invention than the Burman-Douglas which it replaced!

The Burman-Douglas box can only be tested for wear properly on the car, ie under load, all connected up, with the wheels on the ground. First, make sure there is no end float, and that the box is securely located and fastened. Next (making sure there is a container to catch the oil) take off the end and top covers on the box and have a helper juggle the steering wheel while you (the “foreman”) check for play between the worm and the nut (ie for wear in the thread) and between the nut and the side of the box. Check also for wear in the bushes (ie movement in the rocker arm shaft). It is extremely unlikely that there will be any wear between the peg and the hardened steel bush in the top of the bronze nut. If you are desperately unlucky, the bush may be loose in the nut, in which case I suggest that you look for another nut, as I am still struggling for a way to make these stay permanently tight again. The drop arm must also be tight on the bottom of the rocker, of course. Note that there is an oil seal above this, usually of rope or felt, held in place by a washer, with box housing peened over to secure it. This seal can be replaced with a modern neoprene one.

Something to watch for is that some replacement nuts are undercut on their topsides where the steel bush goes. If you strike one of these, the peg can jump out of mesh when the wheel is turned, and you will have either to add an adjuster screw to the top cover to hold it down and/or pack out the bottom of the rocker arm for the same effect.

Address wear in the thread as follows. Clean the nut thoroughly (Prepsol or similar) then tin the inside of the nut lightly with solder. Grease the thread on the shaft with a good axle grease (don't use WD 40 or similar as they may well flash) and screw the nut on, about halfway along. Melt babbitt metal, heat up the nut, and pour the molten babbitt metal down the bush hole, rotating the shaft until metal appears at the end of the nut. Keep rotating the shaft as it cools down to prevent binding.

This will get rid of the play in the thread, but note that the effectiveness of the repair may be limited if the thread on the shaft has much “hourglass” wear on it.

Play between the nut and the side of the box is addressed similarly ie by building up the sides of the nut with babbitt metal and machining to be a tight sliding fit in the box. Addressing other areas of wear, eg in the drop arm shaft bushes, should be straightforward.

On reassembly, “work” the bits together using moly compound and clean up thoroughly – remove all metal “dags”, filings etc. Best to assemble and disassemble several times to ensure everything is scrupulously clean.

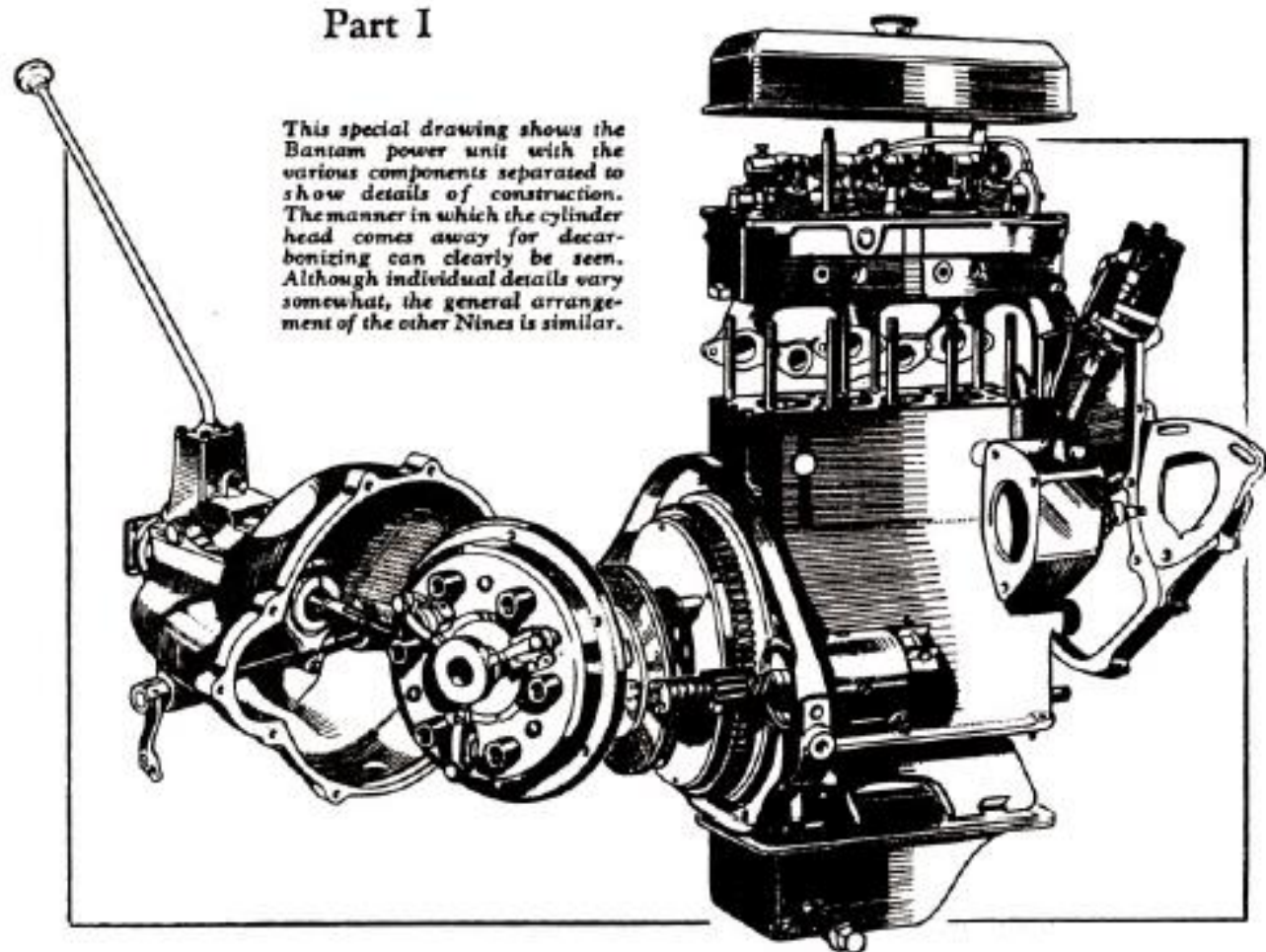
I have found the above effective in reducing play from around eight inches at the steering wheel circumference to around three quarters of an inch.

A note of warning – cultivate smooth driving habits and don't “yank” at the wheel. Never, on any car, try to operate the steering with the vehicle stationary.

By John Merton (based on an article first prepared for “The Morgan Ear” in 1990)

MODERN SINGER MODELS

Part I



First Instalment of an Article Dealing with the Various Junior, Nine, Eleven and 1½-litre Models

MOST recent Singer engines have been of similar general design with overhead valves and an overhead camshaft driven by chain at the front. This is true of the various Nines and the earlier 8 h.p. Junior as well as of the Eleven and the 1½-litre models. The latter, of course, have six cylinders, whereas the others have four.

In consequence, this series of articles will cover all these models and, so far as possible, differences between them will be indicated where they affect maintenance work. First let us discuss lubrication.

Various grades of Castrol, Price's, Vacuum and Shell oils are recommended equally for Singer cars and the models in which we are interested can be divided into two groups. The 9 h.p. and 1½-litre Le Mans cars, together with the Eleven, are best suited by Castrol XXL in summer and Castrol XL in winter, or the corresponding grades of the other makes named above.

For the remaining models, a slightly lighter oil is advised, such as Castrol XL for summer and Castrol AA for winter. To refill it completely, the sump of the "Bantam" requires 7 pints. For the other Nines,

except the Le Mans, a full gallon is required, but the 9 h.p. Le Mans needs 1½ gallons. The 1½-litre Le Mans takes 2½ gallons and the Eleven needs just half that amount.

A complete change of oil should be made every two thousand miles; the drain plug will be found on the off side of the sump. The filler cap is on top of the valve cover and there is a dip-stick on the near side of the crankcase. This should be examined at least every 250 miles and the oil level should be kept as close as possible to the top mark, but not above it.

On the Eleven and the 1½-litre there is a fabric-type oil filter. This is contained in a cylindrical casing on the near side of the crankcase. When the oil is changed this filter should be cleaned.

To do so, unscrew the nuts which hold the cover plate on to the top of the casing, remove the cover and withdraw the hollow star-shaped fabric, which is the actual filter. This should be washed carefully in petrol and then replaced, together with the cover.

All models have a gauze filter in the sump through which oil is sucked on its way to the pump. Every

6,000-8,000 miles the gauze should be withdrawn and cleaned after the crankcase has been drained. On some 9 h.p. and 1½-litre Le Mans models, as well as on some Elevens, this can be done without removing the sump.

Underneath these engines will be found a circular plate held in position by a number of nuts. When the plate is removed the filter can be withdrawn. On the other Nines it is necessary to drop the sump in order to reach the filter, which will be found near the back. It should be washed in petrol.

Neglect of the filter may lead to a drop in the oil pressure. If this occurs when the filter is known to be clean, the most probable cause of the trouble is the pressure release valve. This will be found half-way along the near side of the crankcase just above the sump joint, on the Nines. On the Eleven and the 1½-litre it is on the off side behind the dynamo.

There will be found a pin with a lock nut. The latter should be slacked no more than is necessary to allow the pin to be unscrewed. When it has been removed one can also take out the spring and the ball which are behind it. After these have been cleaned carefully they should be replaced, the ball going in before the spring. The centre pin should then be screwed in to its original position, which will be indicated by the lock nut, if that has been left on. Final adjustment, if necessary, can be made by turning the pin clockwise to increase the reading on the oil gauge, or vice versa.

Before starting to decarbonize it is a good plan to remove the bonnet, which is retained by a couple of nuts, one underneath each end of the bonnet hinge. The radiator should be emptied by means of the drain tap on the near side, and the various components attached to the cylinder head should be removed.

Connections to the carburettor include the starting

control cable, the throttle control from the accelerator pedal, and the petrol pipe. After separating the exhaust pipe from the manifold by undoing the flange nuts the entire manifold itself should be disconnected from the cylinder head by undoing the various nuts which hold these two parts together.

Other items which should be detached are the high-tension leads from the plugs, the water outlet pipe from the off side of the head, the fan assembly from the front of the engine and the valve cover.

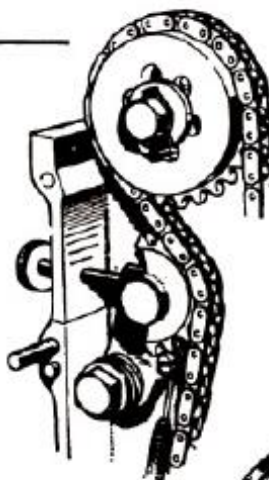
Because of the overhead camshaft, Singer engines call for some special remarks in relation to decarbonizing. The engine should be turned by the starting handle until the inlet valve of the back cylinder is open and the mark 1/4 (or 1/8 for the 1½-litre) on the flywheel can be seen at the top through the hole in the flywheel housing.

Next release the timing-chain tensioner, which will be found on the off side at the front of the engine, nearly level with the sparking plugs. It has a knurled head and a hexagon lock nut. After that the chain wheel, still meshed with the chain, must be removed from the front end of the camshaft. It is retained by a set screw, a tab washer and a plain washer.

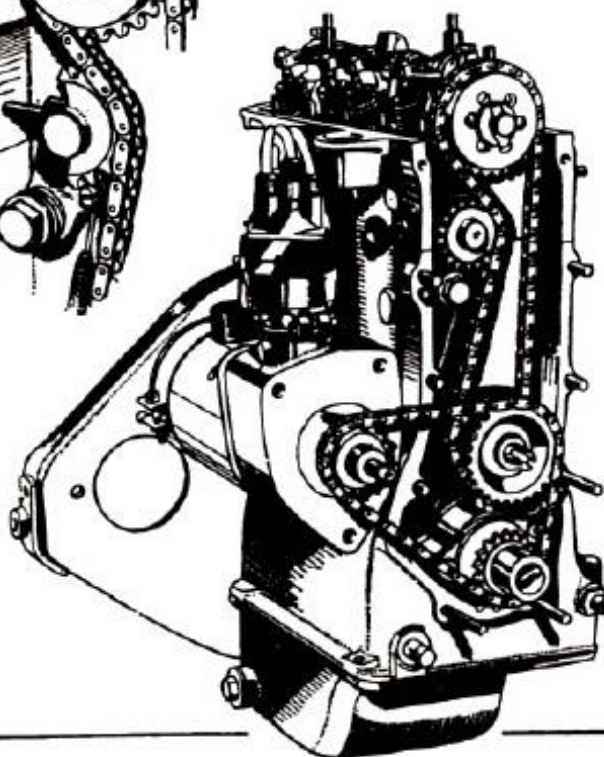
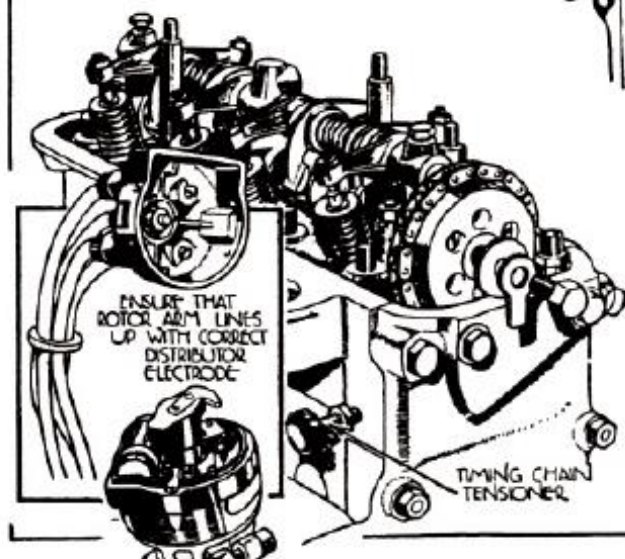
Care must be taken not to detach the sprocket from its chain. When it has been removed from the camshaft it can be lowered to rest on the jockey sprocket. It then remains to unscrew the two outer hexagons at the top of the chaincase and to slacken the two nuts below them before undoing the nuts securing the cylinder head to the engine block. Before attempting to lift the head away, the camshaft oil pipe should be disconnected. This can be done at the union where the pipe turns downwards at the front into the timing case.

(To be continued.)

(Right) How the chain wheel is attached to the camshaft by a set screw with a tab looking washer. The jockey sprocket is broken away to show the chain tensioner. (Below) Details of the o.h. valve gear with the chain wheel ready for removal from the camshaft; the ignition setting should be carefully noted when the engine is being re-assembled.



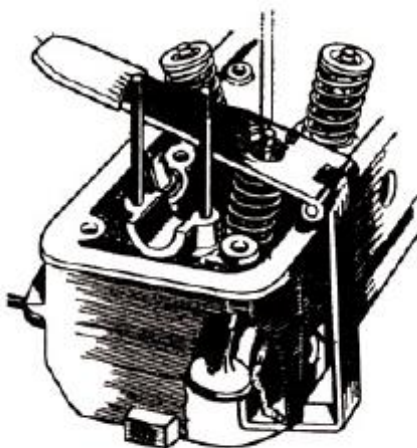
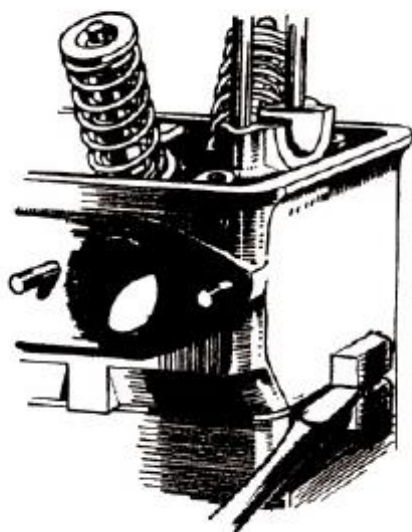
(Below) The Singer Nine engine with the timing case removed to show the chain drives for the o.h. camshaft and dynamo unit.



MODERN SINGER MODELS

Part II

(Below) On certain models up to 1935 lugs on the head and block make it possible to lever up the former without damaging the gasket.



(Above) Setting the valve clearances is a very straightforward job; this sketch indicates where to insert a feeler gauge, and also shows the adjusting screws and lock-nuts. (Left) A special tool which is a great aid to valve-spring removal and is obtainable from the maker's service department at 5s.

Further Information on the Subject of Decarbonizing, Valve Grinding and Timing the Nine, Eleven and 1½-litre Models

WHEN the cylinder head has been disconnected from the main casting, in the manner described last week, it can be lifted clear. To "break the joint," lugs with which a screwdriver can be engaged are provided at the back of the head and block on models up to 1935. With others the cylinder head must be rocked to break the joint. In no circumstances should a screwdriver or anything else be forced in between the main joint, as this will destroy the gasket and may damage the surfaces as well.

If the two lugs are found at the back of the engine, it will be possible to start the head moving upwards on its studs. Care should be taken, however, not to force up the back end of the head too far before the front end also is moved. It is advisable while levering at the back to lift the front by means of the end of the camshaft which is centrally placed.

When the head has been removed the pistons of the two end cylinders will be seen at the top of the stroke, if the instructions given last week were properly followed. After filling the water ports and the other cylinders with rag, to prevent dirt from falling into them, carbon should be scraped from the tops of the two pistons with the aid of a screwdriver or some other instrument which has not a sharp edge.

When that has been done, the camshaft chain wheel should be lifted up, taking care to keep the chain in line, while the engine is turned to bring two more pistons to the top. The cleaning process is repeated for these and, in the case of the six-cylinder 1½-litre model, the crankshaft must be turned once again to bring the last pair of pistons up for cleaning. Finally, the top of the

cylinder block itself should receive attention and all carbon should be carefully removed from it.

With care the gasket can be removed undamaged; in that case it should be stored carefully so that it may be used again when the engine is reassembled. On most models this part is of the copper-asbestos type, but on the sports engines a Klingerit gasket may be employed. When either type is being replaced no compound of any sort should be used.

To clean the head properly and to grind the valves it is necessary to dismantle the camshaft and overhead gear. With the complete head on a bench this presents no difficulty. On the four-cylinder models the camshaft has three bearings and there is an extra one on the "six." These are of the plain type and are split, the halves of the bearing being held together by nuts on studs, which also carry brackets for the support of the shaft on which the rockers are pivoted.

The nuts must be undone; it will then be possible to lift the rocker shaft complete with its rockers and the top halves of all the camshaft bearings. Normally there is no necessity to separate these parts from one another, and having noted carefully which end of the assembly must be at the front of the engine, it can be put safely on one side.

Should it be decided to separate the component parts of the rocker assembly, care must be taken to mark each rocker and bearing cap so that they can be reassembled correctly. So far as the bearings are concerned, moreover, it is not sufficient to put each cap in its right place. It must also be right way round in that place.

The next stage is to lift out the camshaft, a proceeding which calls for no special precaution. After that, to avoid possible damage, it is a good plan to remove the bottom halves of the camshaft bearings and to pair them with their caps on the rocker assembly unit. There is then no particular difficulty in releasing the valve springs, which are retained on the stems by means of split collars in the usual way. Of great assistance is the special tool shown in one of our illustrations and obtainable for 5s. from the Singer Company.

Numbered Valves.

Every valve is numbered on its head and, in passing, one may note that the inlets carry odd numbers, while the exhausts are even. In both cases the smallest number is for the front cylinder. After grinding-in the valves in the usual way, all traces of carbon must be removed from the ports as well as from the surface of the combustion chambers. The head should be washed thoroughly in paraffin to make sure that no grinding paste remains anywhere on it.

Before reassembling the valves it is wise to put a spot or two of oil on the stem of each. This applies also to the camshaft bearings. If decarbonizing has been interrupted and especially if the engine has been dismantled for a day or two, it is recommended that the rocker assembly should be washed thoroughly before it is replaced, and oil should be applied to the various bearings to lubricate them until the normal circulation of lubricant gets under way.

While the head is still on the bench it is convenient to set the valve clearances. This adjustment is made

flywheel is approaching the position which indicates top dead centre (see sketches at the foot of this page).

On Fluidrive models the numbers can be seen through a hole on the near side of the flywheel housing. On other Singers it can be seen through the top of the flywheel housing. At the same time it is important to note that the rotor arm of the ignition distributor must be pointing to the electrode for the front cylinder.

Flywheel Positions for Timing.

The exact point at which the flywheel marks should be when coupling up the camshaft again depends upon the particular model. In every case it should be before the position equivalent to top dead centre. On the "Eleven" it should be about 1 in. before t.d.c. measured along the flywheel rim. The 9 h.p. Sports should be $1\frac{1}{2}$ in., while the Speed Model Nine and the 11-litre should be $1\frac{1}{2}$ in. All other "Nines" should be $\frac{1}{2}$ in., except the Fluidrive, on which the correct dimension is $\frac{1}{4}$ in.

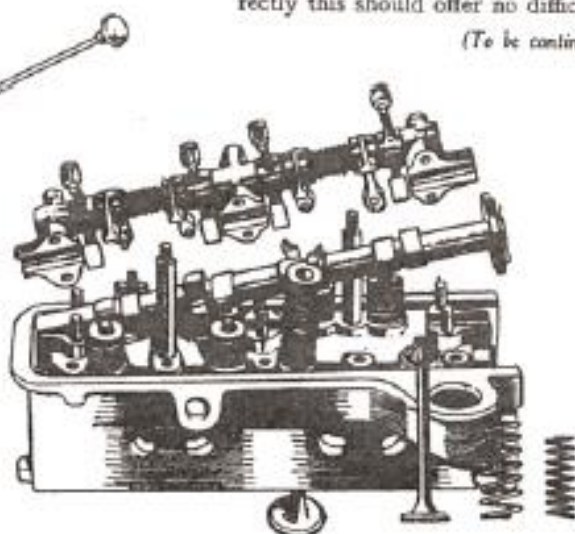
When the crankshaft and the camshaft have thus been set in correct relative positions the cylinder head and its gasket, of course, should be replaced and the various nuts tightened. This should be done with care and the plan is first of all to turn all the nuts until they are just finger-tight against the cylinder head, and then to tighten them half a turn at a time, starting with the nuts in the middle of the head and working outwards towards each end.

Repeat this process until all nuts are thoroughly tight. After that the four on the front of the chaincase may be tightened. It is then necessary to lift the camshaft chain wheel and attach it to the camshaft. Provided the previous instructions have been carried out correctly this should offer no difficulty whatever.

(To be continued.)



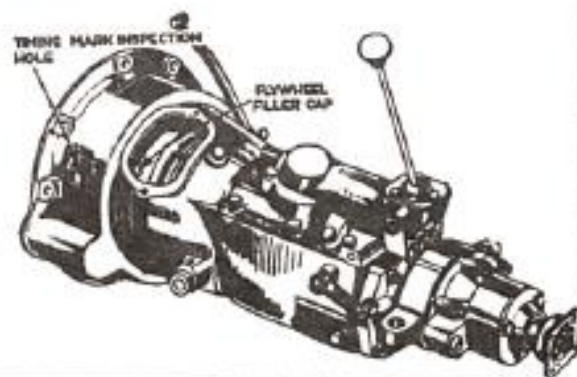
(Above) A mark on the flywheel indicating the position when pistons No. 1 and No. 4 are at top dead centre can be seen through a hole in the top of the flywheel housing on most models. Fluidrive types are an exception (see other sketch.)



(Left) How the rocker shaft and camshaft can be detached from the head to enable the valves to be removed and ground-in. (Below) The situation of the timing hole in the flywheel housing of the Fluidrive Nines and Elevens. The "ten-o'clock" position of the filler cap for topping up the fluid in the flywheel is also shown.

by means of the set screw and locknut on the outer end of each rocker. After turning the locknut anti-clockwise to release it, the set screw should be turned in the same direction if more clearance is required, or clockwise to reduce the clearance. On all Singer models with which we are dealing the correct setting is .004 in. for the inlet valves and .006 in. for the exhaust valves. This should be checked after the locknut has been tightened.

Before replacing the cylinder head on the engine the camshaft should be turned in its normal working direction until the inlet valve of the rearmost cylinder is just about to open. At this stage, also, it is a good plan to turn the engine (while holding the camshaft chain-wheel up and in line) until the mark $1/4$ or $1/6$ on the













1935 Singer LeMans Reg. no. X5 3712. Chassis no. 62801. Engine no. (on V5) 62801. In 1930 Singer introduced wire wheels and coil ignition. In 1932 eight models were listed including The Junior with 4 speeds and a rear tank, and a 972cc Junior Special version destined to become nine. They both had overhead camshafts and challenged MG, doing well in reliability trials suiting their low gearing. In standard form they were good for 70mph and all for £185. The late owner purchased this example in 1996. It is currently powered by a Morris Minor engine of similar capacity to the original. We believe that this car was used and run in this form up until a few years ago. The V5 states a matching numbers engine. Sold with the car is a complete Singer 9 engine and gearbox, possibly the original, and another dismantled example. Both blocks repaired. Also sold with the car is a green continuation log book circa 1960's, selection of old tax discs from 1970's and 80's. It also has a V5. It is currently on SORN.

Estimate: £12,000 - 15,000

SINGER/Nine Le Mans

This 1933 Singer Nine Le Mans is a car that is presented in near concours condition. This particular example finished in Black with Burgundy wheels and trim looks outstanding. The Nine Sport was a success at Le Mans, this led directly to the introduction in 1933 of the first Le Mans model. This car now much rarer provided keen competition in period to closest rivals, the J2 & P series M.G.'s

The first 60 cars produced were built with "Suicide doors" of these very few, possibly just a handful of cars remain in their original configuration 8942 is one of those very sought after original cars.

The car here offered for sale left the factory on Nov 3rd 1933 & was sold by Armour & Melvin in

Dundee. The car was sold to an established Hill Climb, Rally & Trials competitor who campaigned the car over three Seasons, 1934, 1935 & 1936. Success with this car was considerable, including documented Class Wins, 1936. Bo Ness. Hill Climb & 4th in class at the 1936 Scottish Rally.

The specification of these cars is impressive, providing a spirited & engaging driving experience, the Le Mans 4 Cylinder engine of 972 cc included high lift harmonic Cams with a counterbalanced Crankshaft. Hence a wonderful free revving little engine! Additional modifications with this model include a heavy duty Clutch, with closer ratio Gearbox, with third gear reduced from 8.7.1 to 7.5.1 : body changes included the addition of an externally mounted 12 Gallon fuel tank, fitted with Quick action filler cap & twin mounted rear spare tyres completing a wonderful period competition look. The distinctive up swept Scuttle Cows giving a clear signal as to the intentions of this car for road & track.

Rarely does a car like this come to the market. FG8942 has had a ground up Restoration by Marque Specialists " the Singer Nine Workshop " in Blackburn, over a two year period. Paintwork is perfect with all new Weather Gear. No detail has been spared hence all the Switch Gear and ancillaries are rebuilt.

These cars increasingly rare & this example has been dry stored since the full restoration, with just nominal mileage following the completion of works in 2008. These cars are very much on the Radar with significant investment potential, in this case further underwritten with a very complete & beautifully presented full History file. This includes many useful references to early competition history. Most unusually original footage of this car in period on the Bo'Ness Hill Climb in Scotland in 1936 can be seen courtesy of British Pathe News; [http:// www.britishpathe.com/record.phd?id-6848](http://www.britishpathe.com/record.phd?id-6848)

Please note: FG 8942 is eligible for classic Le Mans and for the Mille Miglia.

The car is offered for sale with a fresh 12 month MOT and on the button and ready to be enjoyed.

The car can be viewed from the 12th at the NEC Classic Car Show in Birmingham (Stand ID 319)

£35,550











- Registration: APL 836
- Chassis Number: 601104
- Engine Number: 55098
- Odometer reading: 97
- Estimate: £25,000-£32,000
- Hammer: Sold
- Plus Commission: £26,820

The success of the Nine Sport at Le Mans led immediately to the introduction in 1933 of the first Le Mans model. This was the two seater equivalent of the Nine Sports and it typified the British sports car of the 1930's. At a price of 215 pounds, an output of 34 h.p. and a top speed of over 70 m.p.h. with the windshield lowered, it provided keen competition for its closest rivals, the J2 and P series M.G.'s. The Le Mans 4 cylinder performance engine of 972 cc included high lift harmonic cams, a counterbalanced crankshaft and an extra large capacity ribbed oil sump for greater cooling capacity. Additional drive train modifications included a heavy duty clutch and a closer ratio gear box, with third gear reduced from 8.7:1 to 7.5:1. Body changes included the addition of an externally mounted 12 gallon slab fuel tank, fitted with a quick action filler cap and twin rear

mounted spare tires to complete the competition look. The new upswept scuttle cowls also signaled that this was a machine that meant business on the road as well as the track. The first 60 cars were built with 'Suicide' type doors. Of these, less than a handful of cars are known to still exist in their original configuration.

Registered on the 24th of November 1933 this is officially a 1934 series car, the main visual difference being the front hinged doors, it was originally supplied by Gap Bridge Motor Company, Wimbledon to Mr W.M. Lavender of Worcester Park, Surrey. The original colour of was registered as Ivory and Red although the colour before restoration was, in fact, green.

This spirited sportscar could be seen around the Greater London area until 1966 whereupon it moved over to the Leeds area with the present owner bought it for the princely sum of two pints of beer. After storage in a stone garage on the North Yorkshire Moors until his retirement in 2003, it was the subject of a comprehensive process of restoration as a present to himself. The restoration was a body off and complete mechanical refurbishment using many new parts including wings, lights and wiring loom. The owner was as pains not to build a new car but to use as many of the original parts as possible and so, after some two years, an extremely well put together and usable car emerged. After a mere 94 miles, it was dry-stored until now. It comes with a green 1966 log book, a V5 document, current MoT test certificate as well as a number of old ones. A parts manual and photographs of the restoration are also included. Certainly a well documented and straight example of this very pretty marque.





Singer (1934)

Singer Nine Le Mans, British racing green, 38PS, The car was totally refurbished in 2000. Since that the car has 7.000 Miles. The condition of the car is 1+ acc. Classic Data expert report.

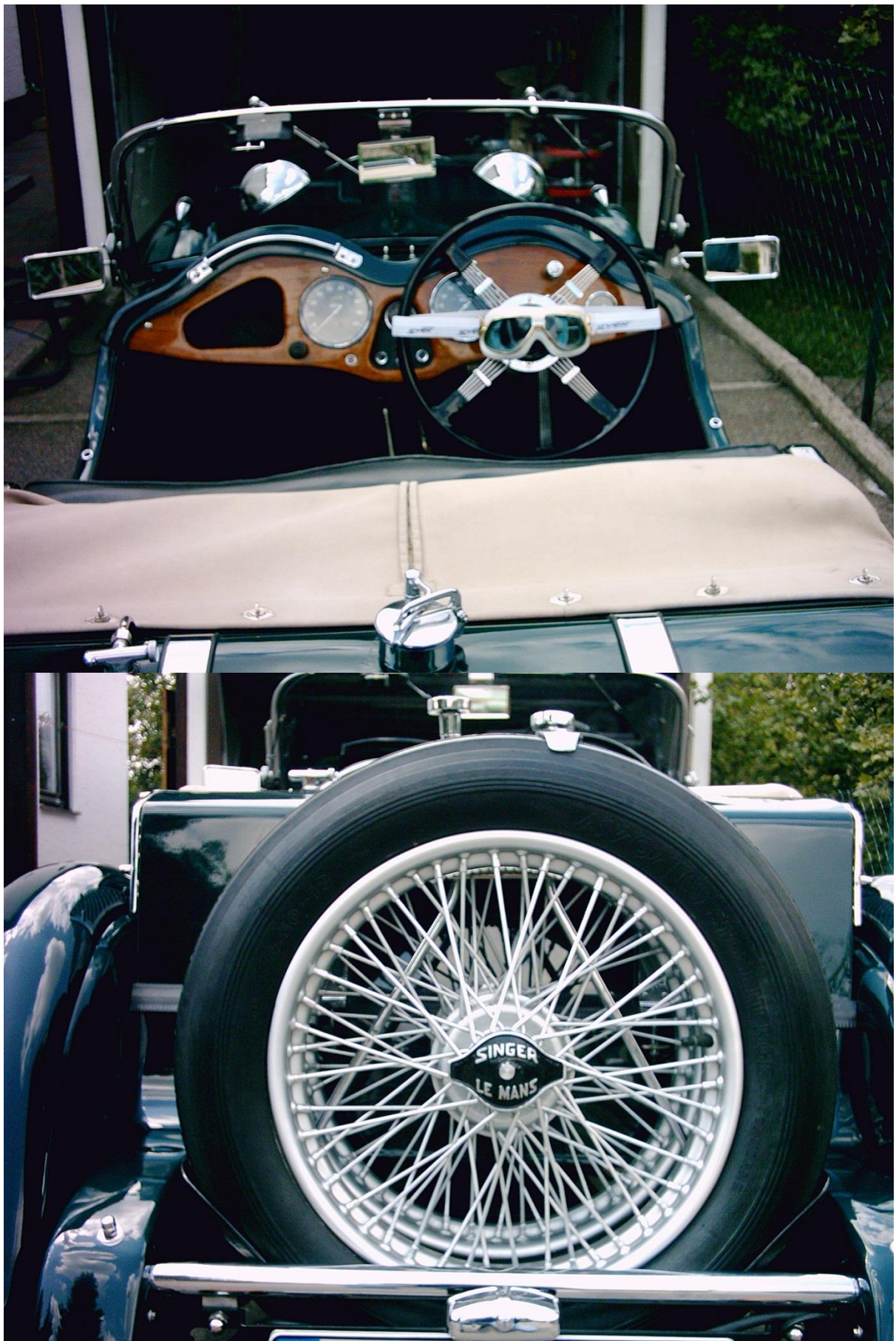
Price Information

39.000,00 Euro

34.639,02 GBP

50.493,30 USD







Year : 1934

Chassis No:

Engine: 972CC

Transmission: 4 SPEED

£28,950

1935 model year, the 8th Special Speed built, extensive documented period trials history. Long term ownership of more than 40 years. Beautiful patina. Huge history file.

Further photo's and full details to follow

<http://www.autocherish.com/classic/detail.asp?iData=57&iCat=896&iChannel=22&nChannel=Classic>

SOLD

The success of the Nine Sport at Le Mans led immediately to the introduction in 1933 of the first Le Mans model. This was the two seater equivalent of the Nine Sports and it typified the British sports car of the 1930's. At a price of 215 pounds, an output of 34 h.p. and a top speed of over 70 m.p.h. with the windshield lowered, it provided keen competition for its closest rivals, the J2 and P series M.G.'s.

The Le Mans 4 cylinder performance engine of 972 cc included high lift harmonic cams, a counterbalanced crankshaft and an extra large capacity ribbed oil sump for greater cooling capacity. Additional drive train modifications included a heavy duty clutch and a closer ratio gear box, with third gear reduced from 8.7:1 to 7.5:1. Body changes included the addition of an externally mounted 12 gallon slab fuel tank, fitted with a quick action filler cap and twin rear mounted spare tires to complete the competition look. The new upswept scuttle cowls also signaled that this was a machine that meant business on the road as well as the track.

The Special Speed version of the Le Mans, introduced for the 1935 model year, had revised rear bodywork, additional running boards, an aluminium two piece bonnet, twin SU carburettors, modified camshaft, 38 h.p. and was said to have a top speed of 75mph

This car is the 8th Special Speed built, was part of the Ruddy Trials Team and comes with extensive documented period competition history. Long term ownership of more than 40 years, she was fully restored in the '70's with only 3,000 miles having been covered since. Recently fully re-commissioned and is now ready to enjoy. Beautiful patina. Huge history file.



Photo courtesy of the Singer Owners Club - actual car competing 1935





















I checked again, and I had the numbers listed correctly as follows:

Inner aspect, Left front spring hanger on the tip of the front dumb iron: 10438/3

Right front spring hanger: 10438A/3

Left front axle: 61463 and below that, first digit is hourglass-like symbol followed by 9090X3

Right front axle: appears to be same stamp as left, but hard to read.

Above dipstick on engine block: 6433

Just behind generator pulley: NO 57948

Back of generator: 6538

Gear Box: 12912 X1

Rear axle: 62557

BTW, I checked and Peter is correct, there is evidence that the doors were hinged in the back! I never noticed that before. The switch must have been made before my father purchased it.





Saturday, 26 March, 2011

Spring Auction at Castle Combe Circuit, Wiltshire

http://www.catalogue-host.co.uk/richardedmonds/2011-03-26/lot_501?image=5&prev_page=search%20results&prev_url=%2frichardedmonds%2f2011-03-26%2fsearch_results%3fpage%3d1%26text%3dsinger

1936 Singer Le Mans

Estimate: £20,000 - 22,000

1936 Singer LeMans Reg. no. FPD 601 Chassis no. S388, Engine no. 28788 A lovely example of the now, and rightly so, sought after Singer LeMans Speed Model, two seater. These cars in their day were one of the most successful small British sports cars. They were of considerable concern to MG with the name Singer appearing with monotonous regularity in the prize lists of trials and rallies of the period. This example has clearly, some time in the past, been the subject of an in depth quality restoration, followed by careful use and continual fettling by its owners. A very correct car, driving as it should and today still benefitting from hydraulic braking, easy to use gearbox and excellent road manners. Looking very much the part, this car has just the right amount of patination which somehow so aptly completes the picture you see here today.

Sold for £20,000









1935 Singer Nine Le Mans. Roadster

SOLD by Artcurial Auctioneers Price **€28,750** (approx. £24,573 or \$39,562)



Make	Singer
Model	Nine Le Mans Roadster
Price	€28,750
(approx. £24,573 or \$39,562)	
Year	1935
Price Significant	RHD, painted wires, 2 spares, luggage rack, earlier resto, Le
Mans Classic eligible	
Condition Rating	(condition rating 2.25)
Lot Number	210
Auction House	Artcurial
Auction Title	Retromobile
Country	France
Date Of Sale	Friday 4 February 2011
Auction Location	Porte de Versailles, Paris

1936 Singer 9 Le Mans Special Speed Model For Sale £35000





SINGER 9 LEMANS SPECIAL SPEED MODEL
FULLY RESTORED TO AS NEW CONDITION
HAS TO BE RUN IN AS ENGINE HAS HAD FULL MECHANICAL REBUILD

SPECIFICATION:

4 cylinder overhead high lift camshaft, overhead valves, alloy pistons, twin solex carburettors with special manifold and exhaust system. 38BHP 4600RPM. Dropped chassis frame providing lower centre of gravity, Lockheed hydraulic four wheel brakes with 10" drums 18" Rudge Whitworth centre lock wire wheels with 4.50 x 18 Dunlop tyres. 13 gallons slab style fuel tank with twin spare wheels and tyres on special frame behind the fuel tank. Four speed close ratio gear box.

The Special Speed version of the Singer Le Mans introduced running boards which follow the line of the front wings, extra interior room obtained by moving the twin spare wheels rearward and a larger 13 gallon fuel tank. The Special Speed model superseded the basic Le Mans model for production years 1936/37.

Was first delivered to Singer dealer Victor Ltd of Belfast in early 1936, although records indicate that the car was built in 1935 and first registered in March 1936, and has retained its original Irish registration number. Returned to the UK in 1939 and was located in Liverpool. Previous owners were located in Harrogate and Nottingham and records indicate it has had four owners.

The car received a full nut and bolt restoration with photographic records back to the bare chassis in the mid 1990's at vast expense. Almost everything is as new including the full body shell and ash frame, new leather interior with new double duck hood and side screens and full length tonneau cover. Six new Rudge Whitworth style centre lock 18" wire wheels with new Dunlop tyres. The current owner has had all the mechanicals of the car restored, with engine stripped to bare block and then vacuum resin impregnated, crankshaft plasma nitride, new cylinder head valves and springs, new speed camshaft and oil thrower. New pistons, bearings and rods etc. New felt lined oak tool box behind scuttle with full set of tools. Large file of invoices exist and many 10's of thousands have been spent over the years to put this car back to its original showroom condition.

The Singer 9 Le Mans was the epitome of a 1930's English Sports car and was a direct competitor to the PA and PB models of MG midgets. Competition success in long distance races such as Le Mans 24 hour race, Spa 24 and the Tourist Trophy were outstanding with class wins and podium positions at most events.

The ideal prewar British sports providing excellent performance and superb looks. A great opportunity to acquire a [Singer](#) 9 LeMans model that rarely comes onto the market in a fully restored as new condition.













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Taxed until end of March 2012 and will have a new MOT issued when sold.

The ideal prewar British sports providing excellent performance and superb looks. A great opportunity to acquire a [Singer](#) 9 LeMans model that rarely comes onto the market in a fully restored as new condition.

Viewing highly recommended. We are approximately 15 miles south of Bury St Edmunds. Telephone 07790 399884 if you wish to discuss further.

Successful bidder to pay £100 via PayPal immediately after auction ends and balance payable via bank transfer. Car will only be released once cleared payment is received.

1935 Singer 9 Le Mans Special Speed Model For Sale £35000





4 cylinder overhead high lift camshaft, overhead valves, alloy pistons, twin solex carburettors with special manifold and exhaust system. 38BHP 4600RPM. Dropped chassis frame providing lower centre of gravity, Lockheed hydraulic four wheel brakes with 10" drums 18" Rudge Whitworth centre lock wire wheels with 4.50 x 18 Dunlop tyres. 13 gallons slab style fuel tank with twin spare wheels and tyres on special frame behind the fuel tank. Four speed close ratio gear box.

The Special Speed version of the [Singer](#) Le Mans introduced running boards which follow the line of the front wings, extra interior room obtained by moving the twin spare wheels rearward and a larger 13 gallon fuel tank. The Special Speed model superseded the basic Le Mans model for production years 1936/37.

Was first delivered to [Singer](#) dealer Victor Ltd of Belfast in early 1936, although records indicate that the car was built in 1935 and first registered in March 1936, and has retained its original Irish registration number. Returned to the UK in 1939 and was located in Liverpool. Previous owners were located in Harrogate and Nottingham and records indicate it has had four owners.

The car received a full nut and bolt restoration with photographic records back to the bare chassis in the mid 1990's at vast expense. Almost everything is as new including the full body shell and ash frame, new leather interior with new double duck hood and side screens and full length tonneau cover. Six new Rudge Whitworth style centre lock 18" wire wheels with new Dunlop tyres. The current owner has had all the mechanicals of the car restored, with engine stripped to bare block and then vacuum resin impregnated, crankshaft plasma nitride, new cylinder head valves and springs, new speed camshaft and oil thrower. New pistons, bearings and rods etc. New felt lined oak tool box behind scuttle with full set of tools. Large file of invoices exist and many 10's of thousands have been spent over the years to put this car back to its original showroom condition.

The [Singer](#) 9 Le Mans was the epitome of a 1930's English Sports car and was a direct competitor to the PA and PB models of [MG](#) midgets. Competition success in long distance races such as Le Mans 24 hour race, Spa 24 and the Tourist Trophy were outstanding with class wins and podium positions at most events.

The ideal prewar British sports providing excellent performance and superb looks. A great opportunity to acquire a [Singer](#) 9 LeMans model that rarely comes onto the market in a fully restored as new condition

1934 SINGER 9 LE MANS Green



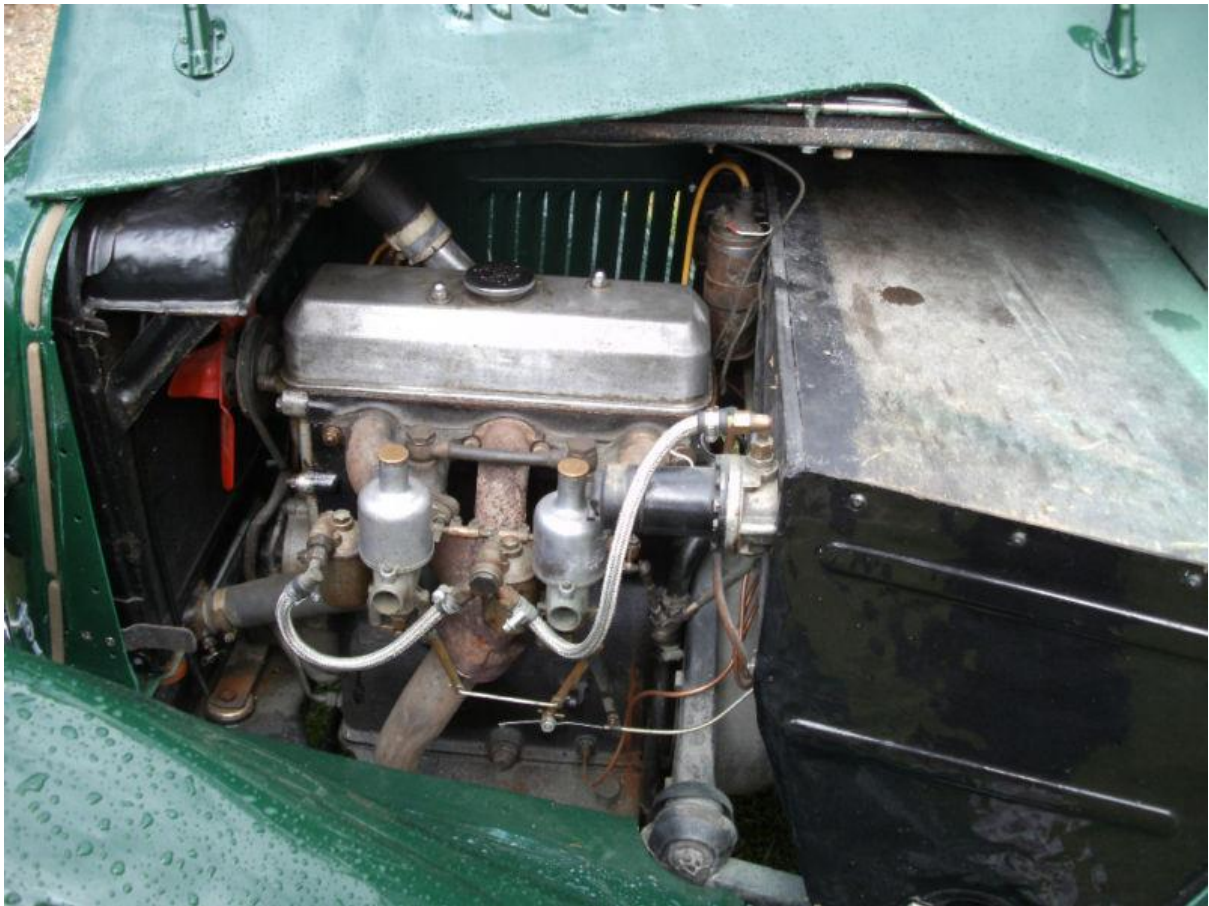












Welcome to this auction for a 1934 Singer 9 Le Mans
This vehicle has been rebuilt over a 15 year period
Replacement parts include 6 new tyres, fully restored interior, specially rebuilt radiator for extra cooling, hand made dashboard, handmade aluminium bonnet. new master cylinder, slave cylinder rubbers and brake pipes and partial rebuilt engine

A number of spares to be included such as spare radiator, steel bonnet two crank shafts, two cam shafts, cylinder head, new valves and solex carbs and manifold to name but a few

Colour on log book states that it is Red, however vehicle was green when aquired, and log book has not yet been updated.

1936 Singer Nine Sports 4 Seater For Sale





Lot Number: 44

Wednesday 20th July @ The Pavilion Gardens, Buxton, Derbyshire

The Pavilion Gardens are at:-

The Octagon Theatre & The Paxton Suite
The Pavilion Gardens
Buxton
Derbyshire. SK17 6XN

Estimate: (£) 17,000 - 20,000 Auction Sales 20/07/2011

Reg Number: FMF 842

Chassis Number: LC5650

Engine Number: 12760

Cc: 972

Body Colour: Red

Trim Colour: Red

MOT ExpiryDate: None

UPGRADED WITH A 'LE MANS' MODEL ENGINE

Arguably [Singer](#)'s first true performance offering, the 'Nine' Sports was unveiled in July 1932. Looking every inch the 1930s sportscar thanks to the efforts of stylist Eric Neale, its rakish open four-seater bodywork (complete with folding windscreen, louvered bonnet and sharply sloping tail) was underpinned by a robust ladder-frame chassis that featured all-round semi-elliptic leaf-sprung suspension, adjustable Andre-Hartford friction dampers and four-wheel hydraulic 10-inch drum brakes. Upgraded via an increased sump capacity, standard cooling fan and twin SU carburettors, the newcomer's 972cc OHC four-cylinder engine developed some 31bhp @ 4,600rpm and was allied to a close-ratio four-speed manual gearbox. Reputedly capable of 66mph and sustained 50mph cruising, the 'Nine' Sports soon acquired an enviable competition pedigree. Not

content with the eight premier awards it won during the Christmas 1932 London to Exeter run, the following season saw the model distinguish itself on the Monte Carlo Rally, London-to-Edinburgh Trial and Alpine Six-Day Trial. However, its crowning achievement came at that year's Le Mans when the mildly tuned version driven by Barnes and Langley became the first unsupercharged sub-1000cc British car to qualify for the Rudge-Whitworth Biennial Cup. Continually developed, the 'Nine' Sports gained running boards, wider doors and an enclosed spare wheel for 1935 before being phased out of production some two years later. Manufactured in late 1936 but only road registered the following February, this particular example has been upgraded with a higher performance, 'Le Mans' model engine. Remaining within one family from new until 2008 when it entered the current ownership, 'FMF 842' has since been treated to fresh paintwork and new upholstery, hood and sidescreens. The vendor currently considers the bodywork, paintwork and engine to be "good" and the gearbox and interior to be "very good".

1935 Singer Nine Le Mans Special Speed For Sale





Lot Number: 15

Wednesday 20th July @ The Pavilion Gardens, Buxton, Derbyshire

The Pavilion Gardens are at:-

The Octagon Theatre & The Paxton Suite
The Pavilion Gardens
Buxton
Derbyshire. SK17 6XN

Estimate: (£) 20,000 - 24,000
Reg Number: CLD 61
Chassis Number: 5283
Engine Number: 5927
Cc: 972
Body Colour: Red
Trim Colour: Red
MOT ExpiryDate: None

The four-seater [Singer](#) 9 Sports was unveiled in the autumn of 1932 and, though an evolution of the existing 9hp range of cars, was quite a departure from its siblings - it was even manufactured in a different factory; one sited in Coventry rather than Birmingham. Penned by local stylist Eric Neale, its rakish bodywork was underpinned by a robust ladder-frame chassis that featured semi-elliptic leaf-sprung suspension all-round, adjustable Andre-Hartford friction dampers and four-wheel Lockheed hydraulic 10-inch drum brakes. The little [Singer](#) was powered by an uprated version of the company's proven 972cc OHC four-cylinder engine that breathed through a pair of downdraught SU carburettors and developed some 31bhp at 4,600 rpm. The unit was mated to a close-ratio four-speed manual gearbox. Reputedly capable of over 66mph (with the windscreen folded flat) and sustained 50mph cruising, the 9 Sports soon acquired an enviable competition pedigree. As if the eight premier awards it won during the Christmas 1932 London to Exeter run was not impressive enough, the following season the model distinguished itself on the Monte Carlo Rally, London-to-Edinburgh Trial and Alpine Six-Day Trial. However, its crowning achievement came at that year's Le Mans 24 Hour race, when the example of Barnes and Langley became the first unsupercharged sub-1,000cc British car to qualify for the Rudge-Whitworth Biennial Cup; having finished intact at an average speed of 49.4mph. This was an amazing achievement for a relatively new model in standard form, apart from: a mildly tuned engine, different gear ratios, larger headlights and a long range fuel tank in place of the rear seats. Suitably encouraged by the result, [Singer](#) created a special Le Mans version of the 9 Sports with lower slung two-seater body - at £215 it was £30 dearer than the standard car. Power came from a further uprated

version of the OHC engine that featured high lift harmonic cams, a counterbalanced crankshaft and an extra large capacity ribbed oil sump for better cooling. Other drivetrain modifications included a heavy duty clutch and a still closer ratio gearbox, while additional body alterations comprised a 12 gallon slab-sided fuel tank with quick action filler cap and twin-mounted spare wheels. Among the optional equipment were tailored suitcases, bonnet strap, route card holder, competition number plates and a combined stop watch and chronometer.

Four 972cc Singers were entered for the 1934 Le Mans race, with the three Le Mans models lasting the distance and finishing in 15th (Black/Baker), 18th (Wisdom/Barnes) and 23rd place (Gardner/Beloe) respectively. The following year saw the introduction of a Special Speed version of the Le Mans. Priced at £225, its specification included running boards, increased interior space (achieved by moving the twin spare wheels rearward and a still bigger (13.5 gallons) fuel tank. The output of the venerable 972 cc engine was further increased to 38bhp, courtesy of: a compression ratio of 7.4:1, a higher lift camshaft, bigger valves and a switch to side-draught SU carburettors. A more reliable spark was achieved by replacing the coil ignition system with a Swiss-made Scintilla Vertex magneto. No less than seven 972cc Singers contested the 1935 Le Mans race, dominating the 1,000cc class with 1st, 3rd, 4th, 6th and 7th places. The Special Speed variant duly replaced the standard [Singer](#) Le Mans for the 1936/1937 model years. Some 150 examples are thought to have been made, in the region of 46 are known to have survived, making the Special Speed a rare car.

The Special Speed on offer is a 1936 model year example manufactured in late 1935. We are informed that it was purchased new by a J. R. Edwinter in order to contest the 1936 rally season - a scenario which perhaps accounts for some of the components being made from aluminium rather than steel and its various other period modifications. Evidently a recognized competitor, Mr Edwinter proceeded to achieve:

- 2nd class award - SONBAC Cornwall Trial (February)
- 1st class award - RAC Rally (March)
- Premier award - Lands End Trial (April)
- Lawrence Cup (May)
- Standard Award - JCC Members Day, Brooklands (June)
- Premier award - Edinburgh Trial (October)
- Blackpool Rally (November)

On August 8th 1938, 'CLD 61' reportedly passed into the hands of a Victor Lintott, who part exchanged a

[Morris](#) Eight for it at Sandford's Garage, Leatherhead. Among the car's history file is wartime paperwork

showing he was granted petrol to use the [Singer](#) in his role as a Flying Officer in Bomber

Command, while photos confirm the little car travelled to many areas of the mainland and the Isle of Man while in his care. It seems Mr Lintott eventually retired to the IOM and the [Singer](#) was apparently discovered behind an array of cardboard boxes and bags and under lengths of old timber when his house and all the contents were bought by a Mr Corcoran in 1988. It was from this gentleman that the vendor's late father acquired the [Singer](#), while visiting the Manx Grand Prix the same year. Having sorted out paint damage to the wings and running boards and attended to some wiring maladies, he acquired a new MOT and proceeded to use the car on a regular basis. Although not concours, it is thought to have never required a full restoration and has successfully contested a range of UK rallies and trials in the last 20 years, including a 600 mile-long event in Holland. While campaigning the car on a rally at Betwys-y-coed in 1997, the vendor's late father discovered that the [Aston Martin](#) and [Riley](#) on display in the local museum had, like 'CLD 61', competed in the RAC Rally sixty-one years earlier - quite a coincidence! Also in the '90s, flagging compression ratios were restored by replacing the valves with those found among the spares acquired with the car, and the ignition was converted to a coil/distributor system, as the magneto was found to be weakening with age. The [Singer](#) is finished in Red with a Red interior and the vendor currently considers its paintwork, trim, engine and transmission to be "good". This charming and rare classic two-seater now requires a new keeper who will treat it with the respect it deserves and hopefully add to its already fascinating history.

Curious one here

1930 Singer Le Mans Speed Special For Sale **€35,950** (approx. £31,984 or \$52,134)
[Singer](#) Lemans Speed Special RHD in a fully restored and mechanically rebuild condition!

Make	Singer
Model	Le Mans Speed Special
Price	€35,950 (approx. £31,984 or \$52,134)
Year	1930
Category	Pre-War
Mileage	3964 Miles
Colour	British Racing Green

Transmission	Manual
LHD / RHD	RHD
Convertible	Yes
Location	Netherlands
Private / Trade	Trade
Car ID	143523
No of Views	3
Confirmed For Sale	10 hours ago





1935 Singer Nine Le Mans Airline Coupe For Sale £24950



1933 Singer Nine Sports Four Seat Tourer

Beaulieu Autojumble, Collectors' Motor Cars (10 Sep 2011 starting at 13:00) Bonhams

Estimate: £15,000 - 18,000

The [Singer](#) Nine's immediate ancestor was the 8hp Junior, a successful high-quality light car powered by an 848cc four-cylinder overhead-camshaft engine. Built from 1932 to 1939, the Nine employed a 972cc 26.5bhp version of this motor (first used for the Junior Special) in an entirely new chassis. A four-speed freewheel gearbox was standard, while both the Nine Sports and the more powerful and faster Nine Le Mans came with hydraulic brakes. The latter model had resulted from a successful venture into endurance racing, when a Nine Sports took 13th place in the 1933 Le Mans 24-Hour Race. But it was in trials events that the sporting Nines proved particularly effective, successfully challenging the previously dominant MGs.

Despite having been in production for only one season, the Nine was completely redesigned for 1933, retaining the engine capacity of 972cc but benefiting from a more powerful and much more strongly built unit, which went into a new chassis, of increased wheelbase and track, equipped with Lockheed hydraulic brakes all round. The bigger chassis and more powerful engine made possible a new four-seater version of the Nine Sports. Styled by Eric Neale, [Singer's](#) first small four-seater sports car was one of the most attractive of its day, featuring a louvred bonnet and scuttle, cutaway doors, Rudge-Whitworth knock-off wire wheels, sprung steering wheel and matching Jaeger instruments.

This beautiful example of one of the 1930s' most desirable small sports cars was purchased by the current vendor at Bonhams' Olympia Sale in 2009 (Lot 561). The previous owner had undertaken an extensive restoration, mainly between 1995 and 2000, culminating with 'LJ 8341' returning to the road in 2009. However, an advancing Veteran car project restricted available space and hence the [Singer](#) was sold. The restoration included a body-off repaint retaining the original panels; stripping back the mechanical components to the chassis frame and rebuilding; renewing the floor panels, carpets and hood; rewiring the electrics; re-plating of all brightwork; and a full interior re-trim in Connolly leather.

Following acquisition, the current owner – an enthusiastic Vintage Sports Car Club member – fettled and improved the car further, including addressing a minor water-in-oil leak, realigning of the hood to improve fitting, and adjusting the suspension to improve road manners. However, the over 6' 2" vendor does not fit comfortably in this delightful little car, and feels that the time has come for someone else to enjoy it. 'LJ 8341' represents a wonderful opportunity to acquire a practical alternative to a pre-war or T-Series [MG](#), and with a little more work could bring home a trophy or two in active or concours competition. The car is offered with sundry restoration invoices, assorted literature, Dave Hardwick spares catalogue, owner's handbook, old-style logbook, MoT to May 2012, Swansea V5C registration document and a small quantity of spares including a cylinder head gasket.



1935 SINGER LE MANS. PARTIALLY RESTORED. £12,995.00

Renowned for their sporting success pre war and after, Singer Le Mans cars competed in all the major motor sport competitions of the day as well as Le Mans including the TT races and

major trials throughout Britain and further afield. They were sophisticated by comparison with competitors, having overhead camshaft engines and hydraulic brakes all round while others relied on cables.

The car on offer was first registered in 1935, number BLT 236. It was known to the Singer Owner's Club during a time when it languished in Scotland from around 1982 until about 2004 when it was bought by a prominent club member from the estate of the previous owner. He passed it on to a member in Northern Ireland who owned a rolling chassis of another Le Mans which had been re-imported from Australia. A part exchange deal was done in which BLT was sold and the reputedly restored engine and box from the Aussie car was retained by the Northern Ireland buyer, while the engine and box from BLT was retained in England for use with the Aussie chassis. We bought BLT from it's Northern Ireland owner following a significant amount of restoration. On discovering the story of the engine swap, we traced the other rolling chassis and bought it so as to bring the correct engine together with BLT. Our intention was to build a correct to original road car from BLT and we thought of building the Aussie chassis into a Trials car for events such as the classic trials and for general vintage competition.

Due to time constraints, and too many projects, we have decided to sell BLT and possibly the Aussie project car.

BLT has the correct version "heavy crank" engine which turns freely, speed head, although with a softer cam fitted, presumably for road use, gearbox with manual throttle control fitted, and the correct SU carburettors, on a modified manifold. The counterbalanced crankshaft is stamped E4377 and is balanced. The engine and gearbox have not been restored.

The rolling chassis has been extensively restored including brakes, back axle, steering gear, it has the correct fly off handbrake in situ.

The alloy body is in excellent condition and is complete with full alloy wings and two piece bonnet, steel running boards and rear wings. All body panels are present.

Twin bucket seats have been restored to as new condition, all wheels (4 on car and 2 spares) are restored or new together with new period style new tyres.

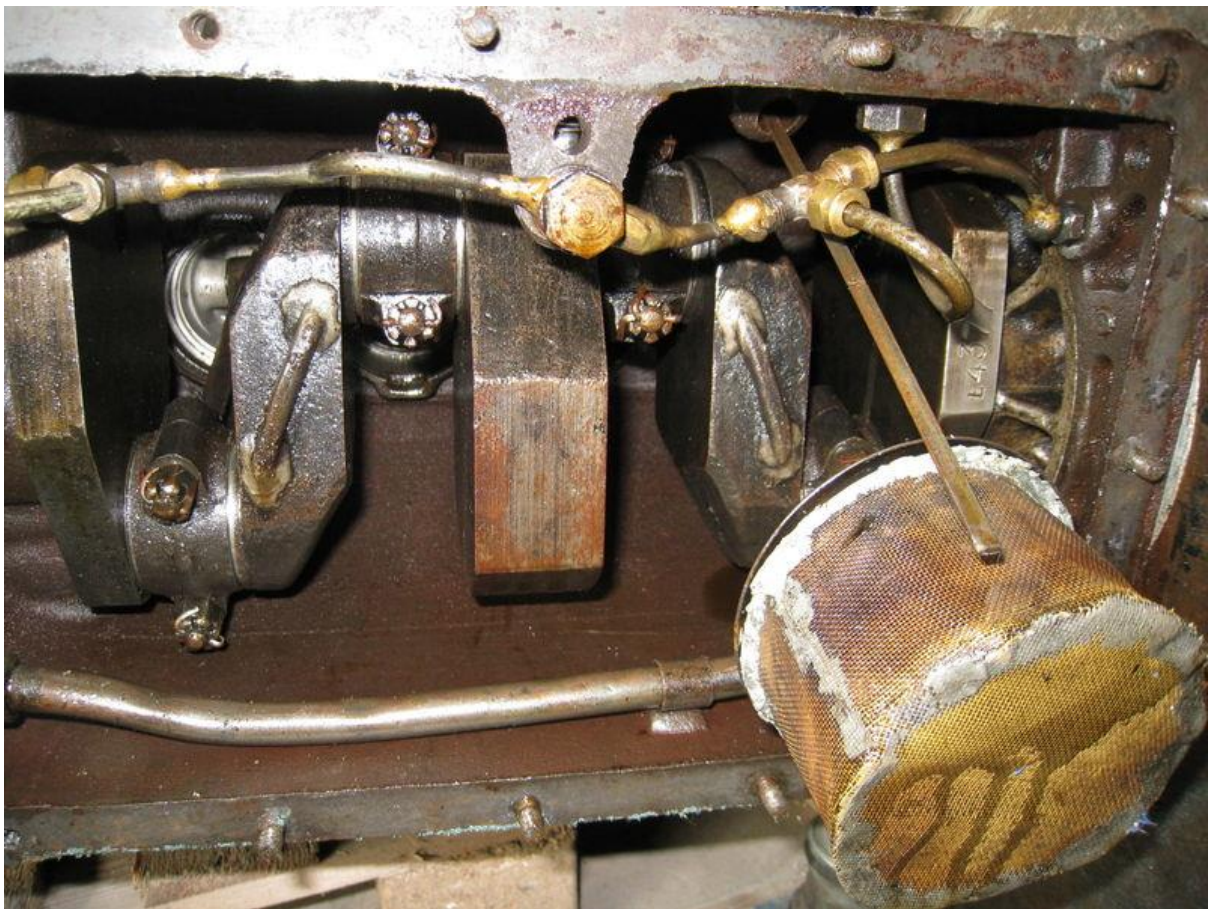
There are a few missing items including dashboard instruments, starter motor and hood frame/hood. Other items such as coil, distributor cap and ht leads are also missing but are items which we would always replace with new when rebuilding.

We are offering the Aussie project separately on EBAY but would consider offers for both cars. The Aussie project car consists of a full rolling chassis with engine fitted with correct SU carbs and gearbox, steering column and pedal gear and sundry chassis bits including a radiator and shell. The engine and box are believed to have been restored. The last owner verifies that he had the engine running. It differs from BLT in having a gusseted chassis. The chassis is in superb condition.

Photos and further information are available upon request. Inspection by appointment.

Delivery available to any location in UK or Ireland free of charge if asking price is met.

Export can be arranged at cost.







£7,500 ono

1935 Singer LeMans Rolling Chassis For Sale



1935 (Circa) SINGER LE MANS ROLLING CHASSIS ONLY. PARTIALLY RESTORED.

Renowned for their sporting success pre war and after, Singer Le Mans cars competed in all the major motor sport competitions of the day as well as Le Mans including the TT races and major trials throughout Britain and further afield. They were sophisticated by comparison with competitors, having overhead camshaft engines and hydraulic brakes all round while others relied on cables.

The Singer Le Mans project car on offer is believed to be of 1935 manufacture, and was re-imported from Australia some years ago. We have another Le Mans and our intention was to build a correct to original road car from that one and we thought of building this Aussie chassis into a Trials car for events such as the classic trials and for general vintage competition.

Due to time constraints, and too many projects, we have decided to sell both cars. The other car registered BLT 236 is offered elsewhere.

The Aussie rolling chassis (there is no bodywork or instruments etc) has been extensively restored including brakes, back axle, steering gear, and consists of a full rolling chassis with gearbox, steering column with steering box and bracketry and pedal gear with bracketry and sundry chassis bits including a radiator and shell. The engine (fitted with SU carbs) and box are believed to have been rebuilt. The last owner verifies that he had the engine running. It has a gusseted chassis which is in superb condition.

Wheels on car need repainting but are in good condition with period style tyres. There are 2 spare wheels which need to be restored. The dual spare wheel clamps and dishes are complete and included.

Photos and further information are available upon request. Inspection by appointment.

Delivery available to any location in UK or Ireland free of charge if asking price is met. Export can be arranged at cost.

1935 Singer Le Mans Longtail For Sale





1935 [Singer](#) LeMans Longtail
Reg.no. BKA 508
Chassis no. 63903
Engine no. Unknown

A lovely example of the now sought after [Singer](#) LeMans. These cars in their day were one of the most successful small British sports cars. They competed very well with [MG](#), with the [Singer](#) name appearing with great regularity in the prize lists of trials and rallies of the period. The model was only in production for one year, and according to the club register there are only fifteen left.

This car was rebuilt in 2007 and has been renovated with a new Michael Sharpe body and ash frame. He also made new floors and front wings. It also has a Trevor Cornelius Ltd (the late Trevor was a leading [Singer](#) man) engine with a new cylinder head, a balanced crank etc. There is a massive amount of invoices available, amounting to well in excess of £20,000. There is also a full photographic record, showing a good part of the rebuild. Included are photographs showing 'as found' condition. A full double duck hood and set of brand new sidescreens is also fitted. It has also been fitted with a high ratio differential for touring, with new half shafts etc. The car has also been fitted with non-standard halogen headlamps but the restored originals are supplied with the car. It has a new MOT.

Estimate: £21,000 - 23,000

Richard Edmond's Auctions 15th October 2011

Vintage 1933 Singer 9 Le Mans 4 seater





1933 Singer 9 Le Mans 4 seater [for renovation]

I HAVE OWNED THIS SINGER SINCE 1947. IT WAS LAST TAXED APRIL TO JUNE 1954

ACCORDING TO THE LOG BOOK IT WAS FIRST REGISTERED 22/ 8/33

THE CHASSIS NO 49756. IN THE PAST I HAVE CARRIED OUT SOME RESTORATION AND ALTERATIONS TO THE REAR END OF THE CAR, ALSO MADE FOOTWELLS FOR THE DRIVER & PASSENGERS. THERE ARE NO DOOR PANELS, UPHOLSTREY TATTY & NOT COMPLETE. NOTHING THAT CANNOT BE RESTORED TO ITS CLASSICAL RESPLENDENT PAST.

SPECIFICATION OF REPAIRS & RENOVATIONS.

ENGINE COMPLETELY RECONDITIONED, REBORE, REGRIND CAM & CRANK, BIG & SMALL ENDS, NEW PISTONS, VALVES & GUIDES, & ALL ATTENDANT WORK & MATERIALS TO REBUILD ENGINE VERY LITTLE USED SAY 2750 MILES.

NEW CROWN WHEEL & PINION, RECONDITIONED CLUTCH PLATE INVOICE 17\9\45 & 25\1\46

ROAD SPRINGS RESET & TEMPERED, 2 NEW KING PINS & BUSHES INVOICE 27\5\46, 4 STEERING BALL PINS INVOICE 19\11\47.

WIRE WHEELS REBUILT NEW SPOKES, TRUED SPRAYED SILVER INVOICES 20\9, 28\10, 18\11, 1946, 10\1\47. RECHROMED WING NUTS FOR WHEELS.

5 NEW TYRES IN 1947 WHEELS NOT LEFT ON CAR. BRAKE DRUMS SKIMED

WINDSCREEN SPLINTER SAFETY GLASS FITTED, INVOICE 4\4\46. NEW PETROL TANK.

I HAVE RESPRAYED CAR B R GREEN BUT SOME PARTS OVER SPRAYED GREY UNDERCOAT.

I HAVE THE OWNERS MANUAL, RATHER THE WORSE FOR WEAR, NO COVER.

THE CAR IS NOT READY TO DRIVE, YOU WILL HAVE TO ARRANGE YOUR OWN TRANSPORTATION .

HAPPY TO GIVE FURTHER INFORMATION BY EMAIL OR TELEPHONE.

THIS A GENERAL SUMMARY. MOST OF THE PARTS ARE THERE, RESTORATION TO ORIGINAL IS NOT SO CHALLENGING AS SOME. WHEN YOU HAVE RESTORED ALN 96 TO ITS FORMER GLORY YOU CAN STAND BACK THROW YOUR CHEST OUT, ARMS IN THE AIR AND SHOUT EUREKA!!.



NEC 2011 Car of Show for Gifford Wright's ex-Bettie Haig Singer Le Mans on the Singer Owners' Club stand



Of special interest was the article, "Olympian Musings," by Mike Lawrence on page 102 of the December issue. Mike probably knows that there was one car rally as an Olympic event in the 1936 Berlin Olympic Games. It was won by a friend, the late Betty Haig, in a Singer (must have been another "Owens Moment" for Herr Hitler). Above is a publicity photo copied from one of Betty's photo albums. Below is an excerpt from a Singer Web page about the occasion.

"Probably the high point in Singer's prewar history took place in Berlin in 1936. For those of you who are not followers of the Olympics, in 1936 the Olympics were held in Berlin, Germany. In addition, added to the usual Olympic events there was also a road rally. This was the only time that a motor event was ever included in the Olympics. 125 competitors entered the 2,000-mile event and the German cars were the favorites—in fact, only one British car entered, a Singer 1500-cc LeMans driven by Betty Haig (daughter of the British Field Marshall, Alexander Haig). However, nine days later the winner was Betty Haig. Giving Singer the distinction of being the only car to ever win an Olympic event and, possibly, Betty Haig the distinction of being the only woman to ever beat men at an Olympic event. Now there are a pair

1936 SINGER GREEN

1936 Singer LeMans Reg. no. FPD 601 Chassis no. S388, Engine no. 28788 A lovely example of the now, and rightly so, sought after Singer LeMans Speed Model, two seater. These cars in their day were one of the most successful small British sports cars. They were of considerable concern to MG with the name Singer appearing with monotonous regularity in the prize lists of trials and rallies of the period. This example has clearly, some time in the past, been the subject of an in depth quality restoration, followed by careful use and continual fettling by its owners. A very correct car, driving as it should and today still benefitting from hydraulic braking, easy to use gearbox and excellent road manners. Looking very much the part, this car has just the right amount of patination which somehow so aptly completes the picture To be sold with a full mot and will drive anywhere as it should . 08 Mar 1936













SINGER 9 LE MANS MODEL For Sale (1934)







This car is in very good condition as seen in the photos. Seating 2+2, twin solex carbs and leather seats. It is running well and has current MOT. Full restoration 1983. Subsequent reconditioning of gearbox (2007) and steering box (2011). To be sold with some spares, the hood & tonneau cover are as new. Photos of the restoration process and original log book are included. (CHORLEY LANCASHIRE)

singer 9 le mans For Sale (1936)







1936 Singer LeMans Reg. no. FPD 601 Chassis no. S388, Engine no. 28788 A lovely example of the now, and rightly so, sought after Singer LeMans Speed Model, two seater. These cars in their day were one of the most successful small British sports cars. They were of considerable concern to MG with the name Singer appearing with monotonous regularity in the prize lists of trials and rallies of the period. This example has clearly, some time in the past, been the subject of an in depth quality restoration, followed by careful use and continual fettling by its owners. A very correct car, driving as it should and today still benefitting from hydraulic braking, easy to use gearbox and excellent road manners. Looking very much the part, this car has just the right amount of patination which somehow so aptly completes the picture To be sold with a full mot and will drive anywhere as it should .

1933 Singer Le Mans - Sold - £34,950



Beautifully restored by marque specialists - minimal mileage since. Red leather interior and twin spares,

Rare early L1 model featuring front opening suicide doors

Impressive and interesting pre-war Scottish competition history including many first places in SSSC, RSAC and MCC events.

Here is a video link of the car competing at the 1936 Bo'ness speed trials!!

<http://www.britishpathe.com/record.php?id=6848>

Estimate: (£) 130,000 - 150,000

Reg Number:	TSV 941
Chassis Number:	5246
Engine Number:	6016
Cc:	972
Body Colour:	Blue
Trim Colour:	Blue / Black
MOT ExpiryDate:	May 2012

Appreciating that some of their customers clamouring for the performance of the company's Le Mans model also required more than two seats, Singer introduced a limited run of four-seater examples during the 1935 model year. Effectively a hybrid of the Le Mans and the 9 Sports, they featured upswept cowl scuttles and a streamlined ('Long') tail. It was from the wreck of one of these that Frenchman Jacques Savoye built his renowned 'Savoye Special', that is now offered for sale.

Savoye started importing British cars to France in 1934 and was appointed agent for both the Morgan and Singer marques. Singer Le Mans Chassis 5246 was purchased by Savoye after being written off in an accident with a lorry. He straightened the chassis, salvaged all the usable parts and set about modifying the car for competition. In order to extract more power from the little 972cc OHC engine, he reworked the cylinder head, lightened the connecting rods and raised the

compression ratio to in excess of 10:1. Thinking ahead, he acquired a range of rear axle ratios to suit different circuits. He also fashioned his own streamlined body in the fastback style of the day - it was constructed from aluminium over a lightweight wooden frame. By devoting all his spare time to the project, his 'Savoie Special' was finally ready to race by the end of May 1937 and was duly entered for the Cote d'Ars event. Still in bare metal, it achieved the fastest time in the up to 2,000cc class.

The next outing was the 1937 Le Mans 24 Hours, for which he teamed up with one of his Singer-owning clients, Pierre Pritchard. Having managed to avoid a serious accident soon after the start, the team was doing well until a minor water leak went unheeded by the mechanic - a likely class win and other accolades went by the board. Not so in the 1938 Le Mans race, for which Savoie prepared with meticulous detail. This time he elected to drive with his younger brother, Pierre, and things ran smoothly until about the 10th lap, when an effort to cure a slipping clutch caused them to run the gearbox without oil long enough to cause temporary seizure. With that problem resolved they made good progress before suffering a broken engine mount. A 'Heath Robinson' repair survived the rest of the 24 hours, allowing the duo to achieve an historic 1st in class and 8th overall. Savoie understandably entered the little Singer again in the 1939 event, but it failed to last the course on this occasion.

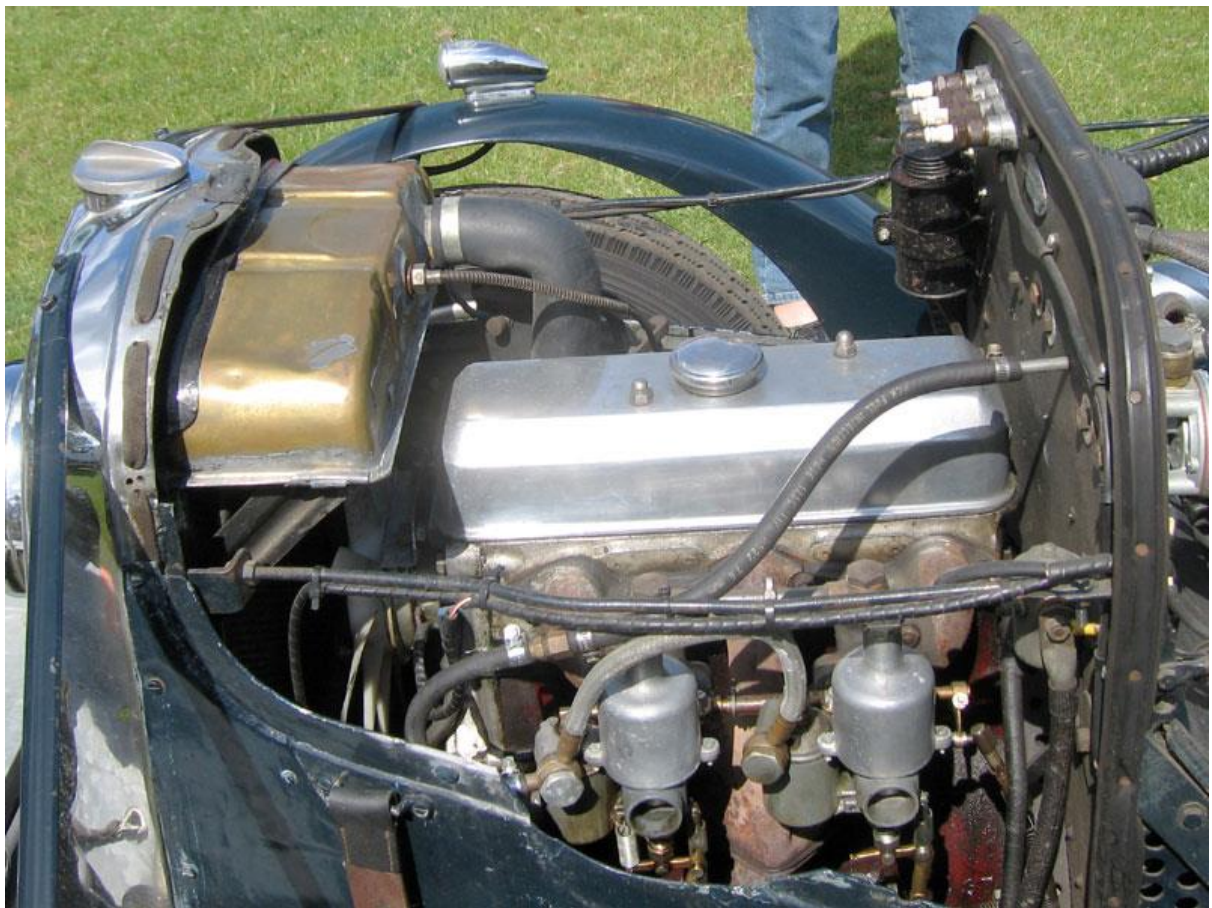
It had an eventful war too, being removed by the invading Germans in both 1942 and 1944. The first time it was found abandoned by neighbours; Savoie's precautionary removal of the batteries having foiled the thieving soldiers. The second time it was returned on the orders of an Inspector General with due apologies on behalf of the German army. Following the cessation of hostilities, Savoie pressed the faithful Singer back into action and competed in the Liberation Cup (the world's first post-war racing event), and a variety of races at Nantes, Angoulême and Montlhéry over the next couple of years; also the Brussels Grand Prix where he finished third overall against stern opposition from the Simca Gordinis. So to the Le Mans race of 1949 - sadly the Singer's fourth run at La Sarthe ended at the halfway mark, as a result of a broken clutch finger. At this point Savoie decided to sell the car, and that could have been the end of the story. However, he rediscovered it in 1951 finished in Pale Blue rather than its original Dark Blue plus a pair of little Tricolors, and in a sorry state. He therefore bought it back and restored it to its 1938 winning specification.

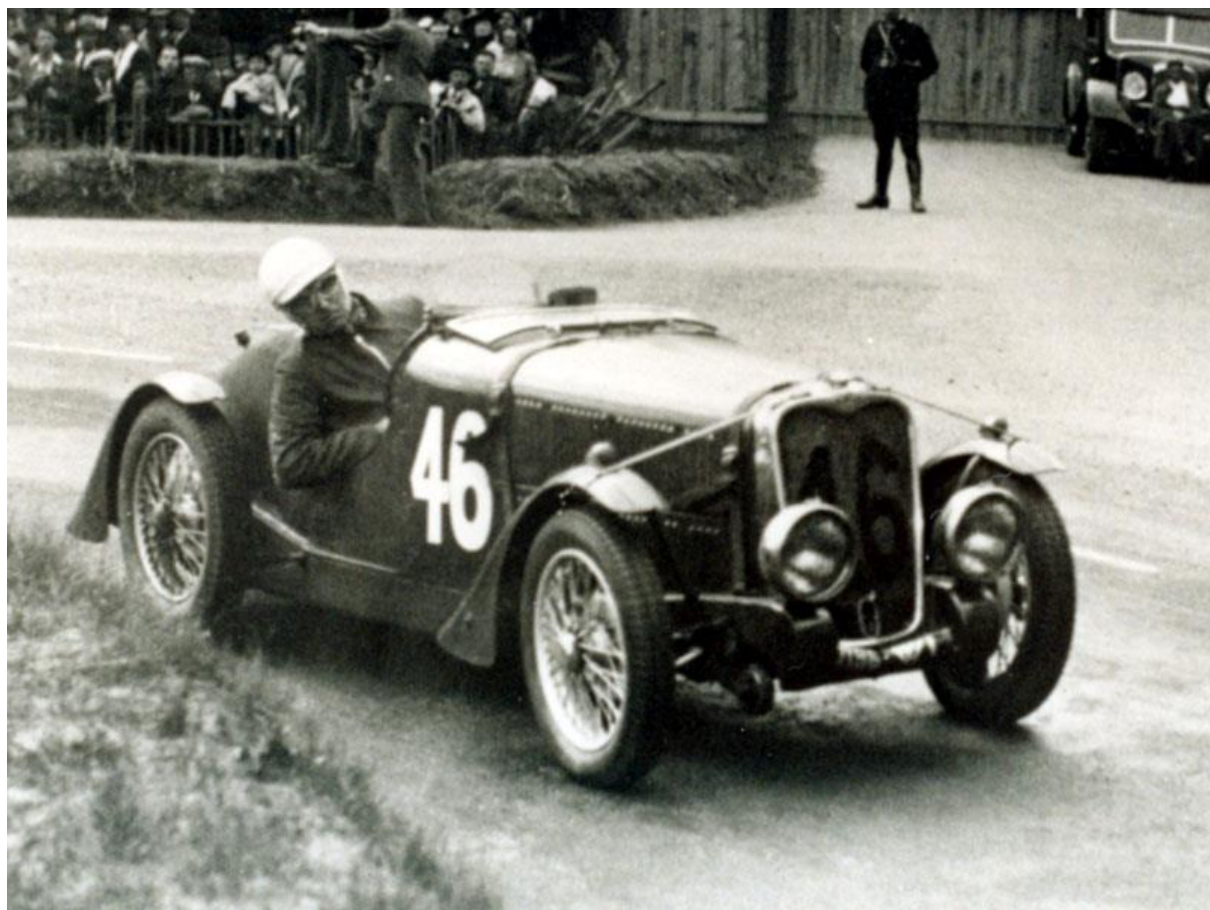
It was still in his possession when tracked down by a pair of British Singer enthusiasts in 1982. So began a protracted purchase that finally came good in July 1985. Since acquiring the car - now UK registered as 'TSV 941' - the duo have involved it in numerous Singer Owners' Club events. They also proudly displayed it at Le Mans in 2008, following its selection by the Le Mans Heritage Club as one of just 25 cars chosen to represent the hundreds that had competed at La Sarthe between 1923 and 2007 - it even received a special award from the jury of experts.

This wonderful period race car of exceptional provenance is now offered complete with extensive history file of correspondence, period and contemporary photographs etc. A unique opportunity.









1934 Singer Nine Le Mans

Estimate: (£) 45,000 - 50,000

Reg Number:	RD 5401
Chassis Number:	60123
Engine Number:	T.B.A.
Cc:	9hp
Body Colour:	Green
Trim Colour:	Green
MOT ExpiryDate:	June 2012

The Singer registration number 'RD 5401' is a Le Mans two-seater from 1934. Little is known of its history until its acquisition by prominent competitor John Gray in 1976, who proceeded to campaigned the car in MCC trials such as the Land's End one and maintained the Singer accordingly. Ownership passed to the vendor in 2004, who ran it in standard form in competition events organised by the VSCC. It was two years later that Gibson Brothers, who specialise in the Singer marque, commenced production of replacement engine blocks, aluminium cylinder heads and gearbox clusters more suited to competition and modern traffic conditions. As Gibsons happened to have not one but two of the original team cars on the premises at the time, the opportunity was taken to completely refashion 'RD 5401' as an evocation of them.

Work commenced in 2007 and entailed a total strip down. The chassis was then trued up and modified / reinforced in line with those of the team cars. A new body tub was secured from a specialist manufacturer and fresh bonnet crafted in aluminium. An all new engine was built up employing a fresh aluminium dry-lined block into which a special billet crankshaft, high torque camshaft, lightened flywheel, AP clutch, uprated oil pump and Gibson-made water pump were installed. The ensemble was topped by an aluminium cylinder head containing gas flowed ports and oversized valves and fed by a special inlet manifold and pair of SU carburettors. A full flow exhaust and Bosch distributor were also added and the original dynamo refurbished by a suitable specialist

The transmission was brought up to scratch with a new aluminium gearbox casing, Gibson-sourced gear cluster, new Hardy Spicer propshaft and uprated replacement axle and differential. The front axle was overhauled and new road springs fitted all round, together with brakes of Works specification. A set of new 18-inch wire wheels were secured and shod with Blockley tyres.

The team cars had a number of features that visually distinguished them from the production models and these were duly incorporated in the evocation as follows:

- Headlamp stone guards
- Unique horns
- One spare wheel rather than two
- Special cycle wings at the front and clipped ones at the rear
- Uniquely shaped windscreen frame

- Different fascia panel and instrument layout
- Bucket rather than bench seats
- Bonnet straps
- Finned and ventilated alloy brake drums with cast iron liners
- Torque reaction cables for the front axle

Following some gentle running in, the completed evocation was given a rolling road tune up, following which it recorded an optimum output of 62bhp at 4,900rpm. The Singer was now ready to hit the tracks once more and made its debut at Donington in 2011. Though the car initially showed great promise, it sadly had to be retired owing to a faulty battery and gear selection problems. For the August VSCC meeting at Prescott, the wheel was passed to veteran racer Barrie 'Whizzo' Williams, who achieved an ascent in 58 seconds. This interesting evocation has not been campaigned since, however, and for other reasons is now being sold.

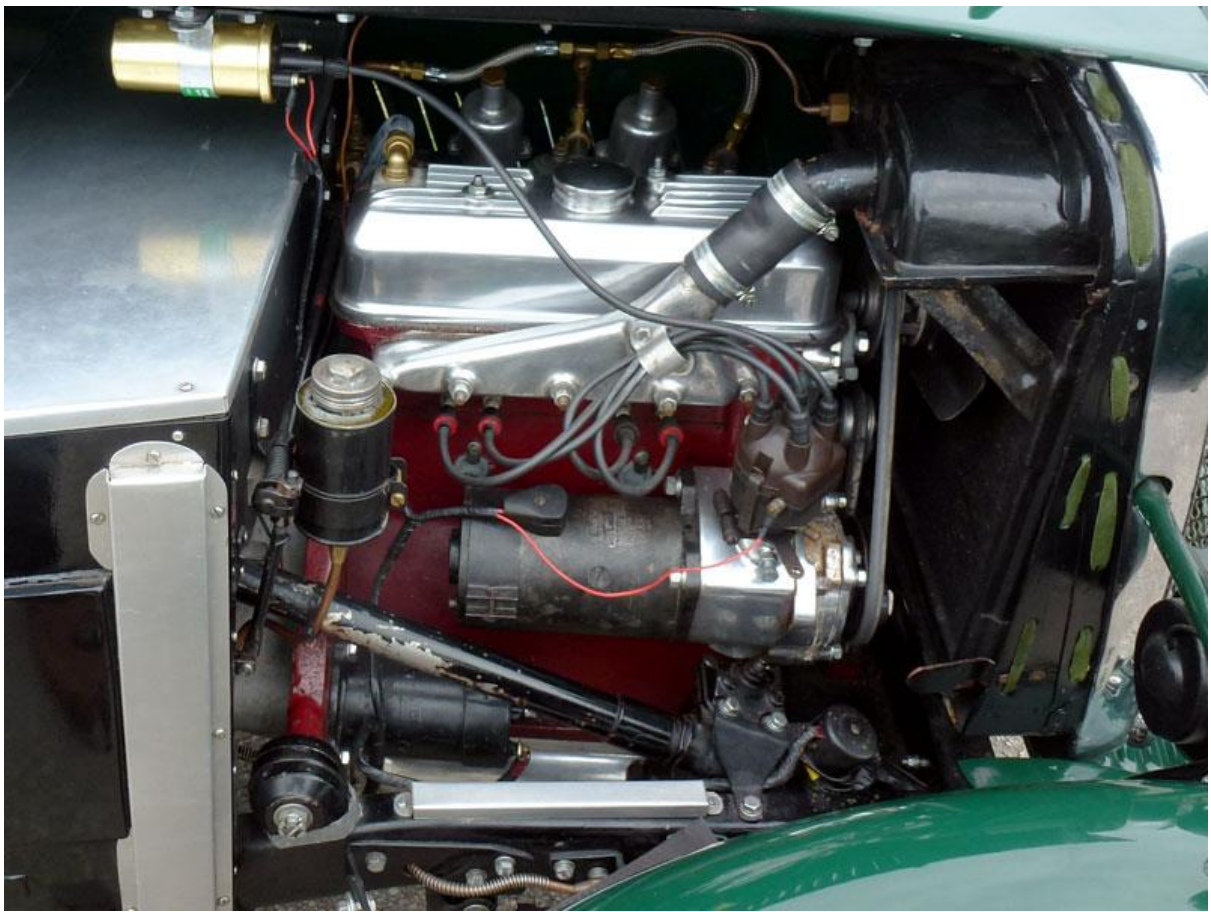
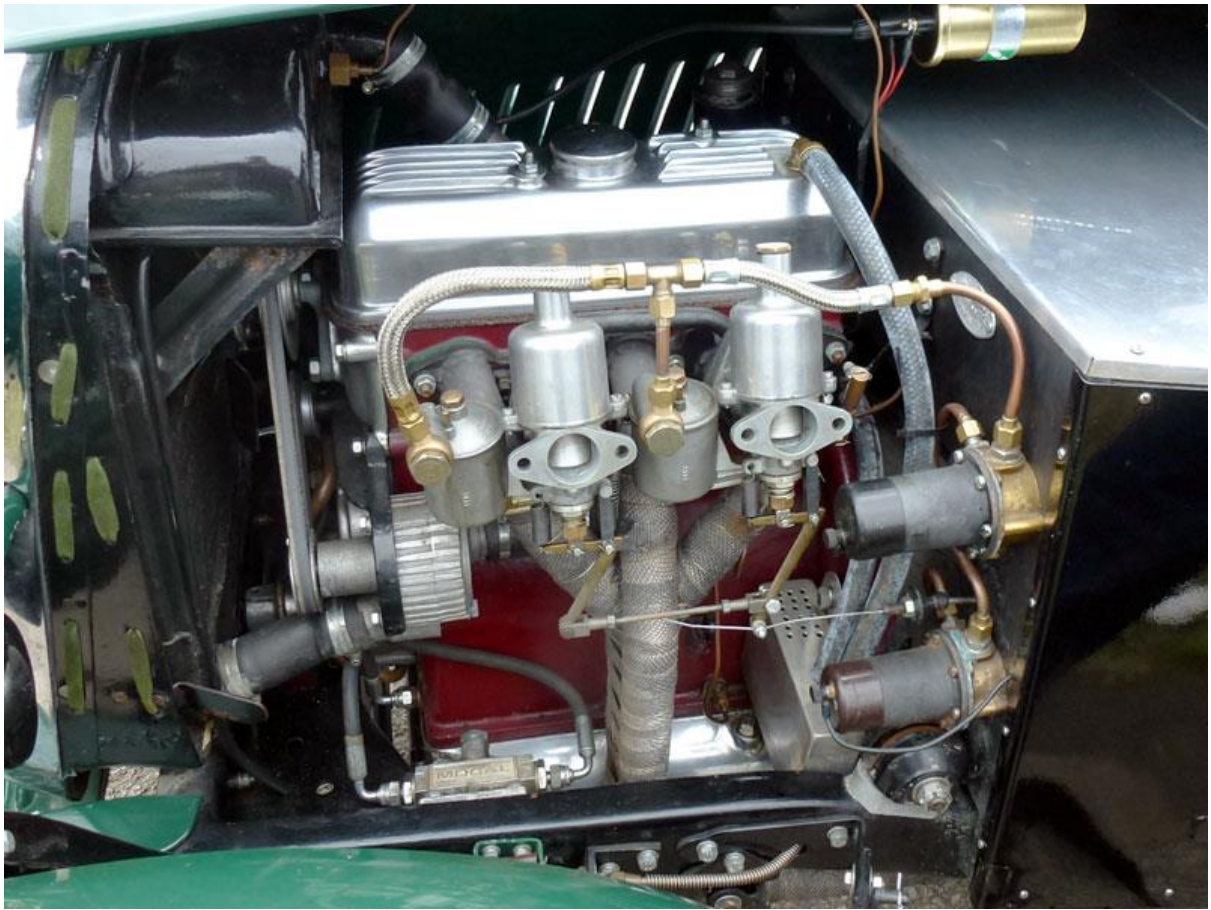
'RD 5401' sports traditional Dark Green coachwork and is trimmed in Green vinyl. Considering the expense and level of work completed, it's perhaps no surprise the vendor currently regards the bodywork and engine as "very good" and the paintwork, interior trim and gearbox as "good". The car comes with an MOT valid until June 26th. On the button and ready to go, this delightful restored and refashioned Singer is surely set to provide considerable of enjoyment for its next keeper, and is bound to create a great deal of interest wherever it goes.













1935 Singer Nine Le Mans 'Longtail'

Estimate: (£) 14,000 - 16,000

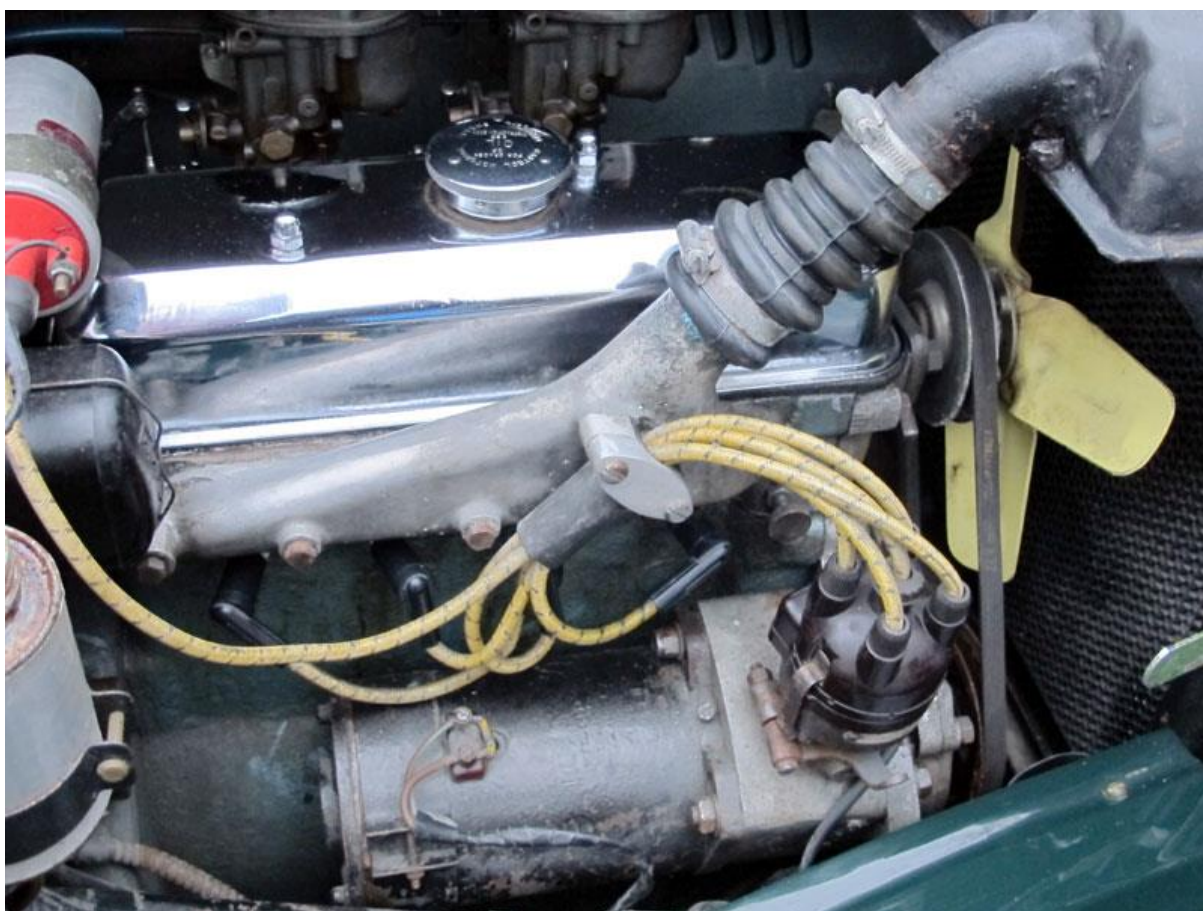
Reg Number:	ALV 964
Chassis Number:	63855
Engine Number:	60810
Cc:	972
Body Colour:	Green
Trim Colour:	Grey
MOT ExpiryDate:	June 2012

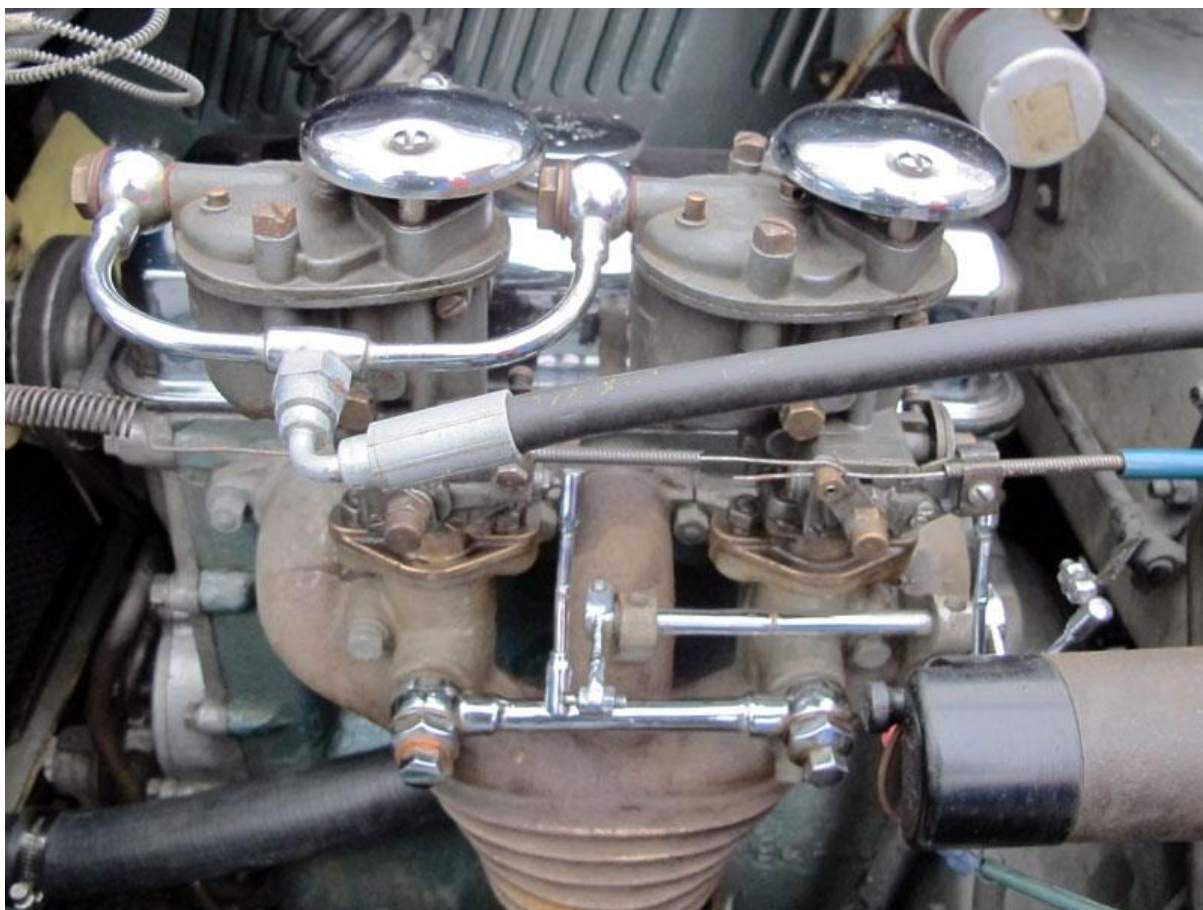
Suitably encouraged by its enviable motorsport achievements of the 1932 and 1933 seasons, Singer created a special Le Mans version of the 9 Sports with a two-seater body mounted on an under-slung chassis - at £215 it was £30 dearer than the standard car. Power came from a further uprated version of the Sport's 972cc OHC engine that featured high lift harmonic cams, a counterbalanced crankshaft and extra-large capacity ribbed oil sump for better cooling. Other drivetrain modifications included a heavy duty clutch and a still closer ratio gearbox. Its rakish bodywork was underpinned by a robust ladder-frame chassis that featured semi-elliptic leaf-sprung suspension all-round, adjustable Andre-Hartford friction dampers and four-wheel Lockheed hydraulic 10-inch drum brakes. Among the optional equipment were tailored suitcases, bonnet strap, route card holder, competition number plates and a combined stop watch and chronometer. Appreciating that some of the customers clamouring for the performance of the Le Mans model needed a sports car with more than two seats, the company introduced a limited run of four-seater examples during the 1935 model year. Effectively a hybrid of the Le Mans and the 9 Sports, they featured upswept cowl scuttles and a streamlined ('Long') tail.

According to its accompanying copy build record, this particular example was supplied new by the Newsham Motor Company of Liverpool to C.K. Williams Esq of Leopold Road, Waterloo on August 3rd 1935. A Liverpool resident ever since, the Singer passed to its second keeper Ray Stokes - President of the Chester Vintage Car Club - in 1967. Stripped down circa eight years later,

the Nine's restoration proved a long drawn out affair that was only completed by Mr Stokes' daughter last year (the car had originally been intended as her twenty-first birthday present). The work included: some attention to the engine; a new exhaust; body off respray; retrim; new carpets, hood and tonneau cover, and repainted wire wheels. Complete with such period niceties as headlamp grilles, badge bar, scuttle light, bonnet strap etc, 'ALV 964' is now ready for a new owner to enjoy.







1934 Singer Le-mans

Very pretty 2 st sports car, comes with sidescreens, hood, and tonneau cover. Leather interior with nice wooden dash. Overhead cam 972cc engine with twin Solex carburetters, good oil pressure,

and runs on unleaded fuel. Restored in the 1990s and still has its original transferrable number.
Fitted with factory-style chrome luggage rack.
This car is MOTd and Taxed and ready to drive away .
There is some history with the car old MOTs copys of old V5s

Please feel free to contact me with any questions, and I would recommend you view this car if you intend to bid.















richardedmondsauctions.co.uk

1936 Singer LeMans
Reg. no. FPD 601

Chassis no. S388

Engine no. 28788

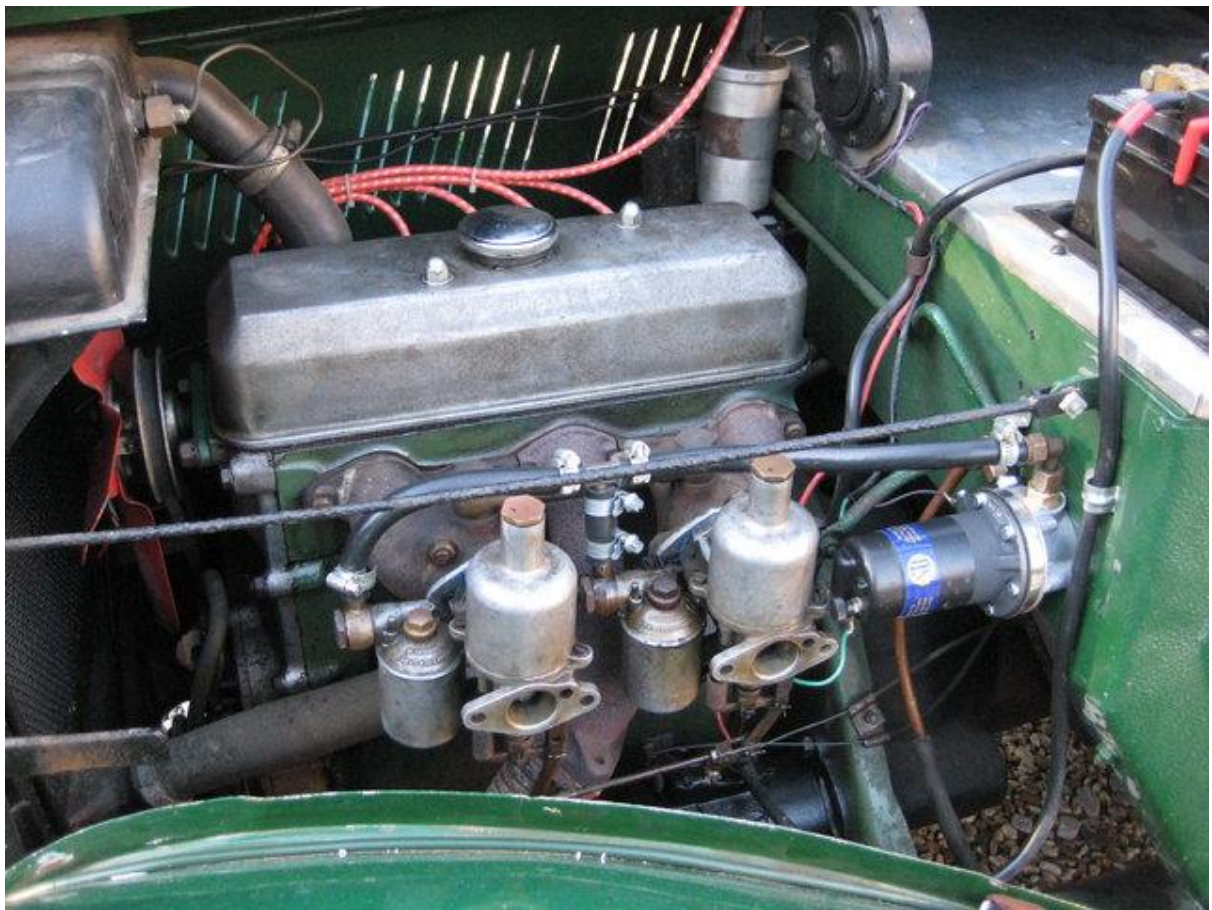
A lovely example of the now, and rightly so, sought after Singer LeMans speed model, two seater. These cars in their day were one of the most successful small British sports cars. They were of considerable concern to MG, with the name Singer appearing with monotonous regularity in the prize lists of trials and rallies of the period. This example has clearly, been the subject of an in depth quality restoration, followed by careful use and continual fettling by its owners. A very correct car, driving as it should that benefits from hydraulic brakes, an easy to use gearbox and excellent road manners. Recently the car has been thoroughly enjoyed and constantly improved where necessary. Looking very much the part, this car has just the right amount of patination which somehow so aptly completes the picture you see here today.

Estimate: £24,000 - 26,000

Sold for £24,000

[Lot 427 illustrations](#)





Welcome home the car who beat the Nazis to Olympic gold in 1936

By [Ray Massey](#)

PUBLISHED: 08:10, 6 August 2012 | **UPDATED:** 08:10, 6 August 2012

A British sports car, whose determined lady driver beat the Nazis to win Olympic gold at the Berlin Games of 1936, has revved into London 2012.

The amazing story of Elizabeth ‘Betty’ Haig, niece of World War I military leader Field Marshal Douglas Haig, and her Coventrybuilt 1.5 litre Singer Le Mans sports car, has been revealed three-quarters of a century after her Olympian achievement as the car goes on display at the Savoy Hotel during the Games.

But its current owner is disappointed that the vehicle and its achievement as the only automotive winner of an Olympic gold medal appears to have been ‘snubbed’ by Lord Coe at a Games where German giant BMW is the official car sponsor.



Medal-winner: Anna Sebastian, of the Savoy, with the Singer Le Mans

Miss Haig, aged 30, had been rallying for only a year when she took part in the 2,000-mile cross- Europe 1936 Olympic Rally, which ended at the Olympic Stadium in Berlin. She was the only Briton among 125 entrants — and won after an adventure-fuelled drive.

Her navigator, Barbara Marshall, was also her flatmate.

The magazine Popular Motoring records how, in 1936, they set off from the regional offices of the RAC in Birmingham, crossed the Channel on the night boat from Dover to Ostend, before arriving at the German frontier.

The signs of Hitler's Nazi regime were everywhere. The car was photographed hurtling down one of Hitler's newly opened Reichsautobahn, the world's first motorway.

At a control point near Cologne, she notes how: 'There, under the banners bearing swastikas and the Olympic rings, we presented our control book while steel-helmeted sentries presented arms.'



The 'Singer' Le Mans sports which won Gold in the Olympic Motor Rally 1936 in Berlin on show outside the Savoy hotel in London

Later she passed through southern Germany into snowy Bavaria, only to be ordered back at the Austrian border. Then it was on to Potsdam and at the Avus racing circuit, near Berlin, they learned they were the first car to finish and that their tally of 2,162 points had secured gold.

A planned presentation at the Olympic Stadium was hastily rescheduled to another venue when the authorities realised a British two-seater sports car had beaten the pride of the German automotive industry.

Miss Haig recalled: 'After many introductions and much heelclicking, we were presented with a velvet case containing the only gold medal for the rally.'

The car, which originally cost £285, was bought 'as a box of bits' in 1987 — the year of Miss Haig's death — by businessman Gifford Wright, editor of the Singer Owners' Club, who had it restored to its present glory. Similar examples have sold for around £130,000.

More...

Four years ago Mr Wright wrote to Olympics supremo Lord Coe offering the car for an official display of Olympic sporting greats. He received a polite reply and a subsequent rejection.

Mr Wright wrote back to Lord Coe: 'It seems tragic that visitors to the Games will be deprived of seeing this iconic piece of Olympic and British motoring history.'

Read more: <http://www.dailymail.co.uk/motoring/article-2184278/Welcome-home-car-beat-Nazis-Olympic-gold-1936.html#ixzz22ltvUkrJ>

619

1934 Singer Nine Le Mans Sports

Registration no. RD 5401

Chassis no. 60123

Engine no. 55655

Sold for £42,550 inc. premium

Footnotes

- By the beginning of the 1930s, Singer was in a secure financial position and the third largest UK car producer behind Morris and Austin. In 1932 the Coventry firm introduced one of its fondest remembered and most successful models: the Nine. The Singer Nine's immediate ancestor was the 8hp Junior, a successful high-quality light car powered by a 848cc four-cylinder overhead-camshaft engine. Built from 1932 to 1939, the Nine employed a 972cc 26.5bhp version of this motor –(first used for the Junior Special)– in an entirely new chassis. A four-speed freewheel gearbox was standard while both the Nine Sports and the more powerful and faster Nine Le Mans came with hydraulic brakes. The latter model had resulted from a successful venture into endurance racing, when a Nine Sports took 13th place in the 1933 Le Mans 24-Hour Race. But it was in trials events that the sporting Nines proved particularly effective, successfully challenging the previously dominant MGs. In its first season the Sports Nine won eight premier awards in the London-Exeter Trial; eleven in the London-Land's End; twelve in the London-Edinburgh; and four silver cups in the Scottish Six Days. A total of 495 awards had been taken in trials alone by the end of the 1934 season.

Little is known of the history of this example of one of the 1930s' most desirable small sports cars prior to its acquisition in 1976 by well-known trials competitor John Gray, who campaigned it in MCC events. Acquired by the current owner in 2004, 'RD 5401' has been used successfully by him in standard form in VSCC trials and hill climbs.

As the engine block became weakened by age, it was decided in 2007 to completely strip the car and rebuild it, as new blocks had recently become available. The engine was rebuilt around one of these aluminium dry-liner blocks, incorporating a billet crankshaft, lightened flywheel, AP clutch, up-rated oil and water pumps, and a 'high torque' camshaft. Featuring gas-flowed ports and large valves, the aluminium cylinder head is fed by twin SU carburettors mounted on a special inlet manifold. Other noteworthy features include a Bosch distributor and a full-flow exhaust system, while the transmission was rebuilt utilising an aluminium gearbox casing and new Hardy Spicer prop-shaft. On completion, a rolling road dynamometer test produced a reading of 62bhp at the wheels (printout copy on file).

Many of the features present in the works team cars were incorporated during reconstruction by the marque specialist who undertook the work, inspection of which will show that it was carried out to a high standard. These include special cycle wings at the front and clipped items at the rear; unique windscreen frame and horns; bonnet straps; headlamp stone guards; different fascia panel and instrument layout; bucket rather than bench seats; front axle torque reaction cables; finned and ventilated alloy brake drums with cast-iron liners; and a single spare wheel instead of two. The heavy steel bonnet was placed with a new aluminium item together with a new body tub acquired from a specialist manufacturer. Five new wheels and Blockley tyres together with new road springs fitted to the reconditioned axles confirm that this was not merely a cosmetic exercise.

In 2011 the Singer returned to the racetrack at Donington Park, while at the VSCC's meeting at Prescott in August, veteran racer Barrie 'Whizzo' Williams took the wheel, achieving an ascent of

the hill in 58 seconds.

Finished in British Racing Green with matching vinyl leather upholstery, 'RD 5401' is described as in generally excellent condition bodily and mechanically, with very good paintwork and interior. Offered with restoration invoices, old-style logbook, MoT/tax to June 2013 and Swansea V5 document, this Singer Le Mans to 'works team car' specification is sure to provide its fortunate new owner with much enjoyment.







<http://www.carandclassic.co.uk/car/C340743>

£16500 As stated

Price:

Advert Type:	For Sale
Category:	Classic Cars
Make:	Singer
Model:	9 LeMans
Year:	1934
Country:	UK
Region:	Wales
Town:	Swansea
Telephone:	07043 237581 (Privacy Service)
Status:	Private
E-mail:	Contact Advertiser via Email
Listing Date:	21-Oct-2012
Ref:	C340743

Reluctantly for sale, My late Fathers Singer LeMans.

He owned the car for over 50 years.

The car has been used on the road and in regular use since the late 70's and was used a little less regularly before that. The car is pretty original for a car of this age but could do with a bit of TLC, it's certainly not a show queen. The car is currently SORN'd and the MOT has just run out last June. Car starts on the button but will need attention to the brakes to pass an MOT (I'm pretty sure it's just a wheel cylinder, brakes have a long pedal). Mechanically the car is sound, but the bodywork and trim could do with a bit of TLC. The car recently had a new windscreen and my father was working on the hood frame and side screens. The car comes with a big pile of boxes of spares, mostly second hand, but some new.(leaf springs, steering column and a set of unused correct front wings, purchased from Vintage wings back in the 80's, flywheels, all sorts of bits and bobs). The car has the wrong radiator shell fitted, but a very rough correct one comes with the car.Over the years a few subtle mods have been carried out including the fitting of a period looking oil filter and replacing the felt oil seals with modern lip seals. The car is well known in the Singer owners club and locally and has been to many Singer National days over the years and quite a few trips to Ireland with the local club.

The comes with an original Singer luggage rack on the back

and still has most of the original tool kit under the bonnet, which is a very rare sight these days.

This car would make the ideal rolling restoration project and I think the price reflects the fact the car needs work, but can be road worthy with very little work. The car will need to be trailered away and a van or large estate car will be needed for the spares.

Now the slightly complicated bit.....The car is located in Swansea, South Wales where my Mum lives, but I live in East Anglia, the phone number is mine as I know more about the car than Mum, but you are welcome to view. Please feel free to get in touch and I can make the journey home to help load the car or liaise with viewings. I'd be grateful if you could call after 5.30pm.







1937 SINGER LE MANS 4 **SEATER OPEN TOURER !!**

Winning bid:
£13,851.00

**ONE OWNER SINCE NEW
NEW PAINT**

**NEW UPHOLSTERY
NEW HOOD
SCREENS AND TONNEAU COVER
ENGINE REBUILD
RUNS WELL
GOOD TYRES
JUST NEEDS SOME PLATING WORK**

I do have this listed elsewhere for sale

CONTACT 0151 3553458 OR 07505 380189 FOR MORE DETAILS















Singer Nine LeMans Longtail 1936 For Sale (1935)

£16500 As stated

From a private collection,

Nice looking Singer LeMans with the Longtail body.

Logbook Present, imported to Holland in 1978

Many more photo's and other prewar cars at our website

<http://www.castricumcollectorcars.nl>









1934 Singer Nine Sports

Sorry about the panicky telephone conversation this morning my Bluetooth just stopped working! I am having trouble sending the photos as one lot so expect 2 further emails, I am not a good computer techie.

Below are the key points about the car:

- * Rebuilt ash frame
- * As much original body as possible retained but reskinned and new wings as needed
- * New loom incorporating indicators in the side lights
- * Reconditioned head
- * New fuel pump
- * Restored tank
- * All parts re-chromed
- * Radiator reconditioned
- * Reupholstered in green leather with dark green carpets
- * New hood frame
- * New mohair hood and hood bag.
- * New "period" tyres
- * Professionally resprayed in Goodwood Green (as near to the original colour as we could get)
- * MOT until September 2013

Full photographic restoration record and all bills.

We think this is probably the best restoration in Europe.

The Chairman of the Singer Owners Club Arthur Mitchell and John Blason the Club's Technical expert have both been involved in this restoration and should be able to verify some of the facts above.

Most of the replacement parts were from Dave Hardwick so this restoration is very much in the Singer Club family.

We are reluctantly selling this due to unexpected illness.

We are asking £27,500 but this is negotiable.

I hope this is enough information Roly and I would appreciate if you would pass it on to your French contact.







1936 Singer Lemans

Item specifics

Condition: Used: An item that has been previously used. See the seller's listing for full details and description of any imperfections. [See all condition](#)

Year: 1936

[definitions](#) ... [Read more](#)

Engine Size: 972
Transmission: Manual
Fuel: Petrol
Seats: 2
Drive Side: Right-hand drive

Type: Sports/Convertible
Doors: 2
Colour: Black
Reg. 12/04/1936
Date:

reg : SL2 103
Chassis: 5471
Eng : 9533

This singer was Nigel Barnes's (ex SOC historian), this was his own transport during the sixties, he then dismantled this car either selling or losing most of the parts that made this a complete car. The majority of the parts that are missing can be purchased new or second hand from (Dave Hardwick SOC club spares) perhaps this would suit someone looking to build a VSCC special or restore back to its former glory. viewing easy and welcome if you wish to contact me for a chat or and more info Wayne 07814 276275









SINGERFLASH 2013/008

1935 SINGER LE MANS FOR SALE

Body off restoration with new wood, balanced engine, leather interior, new weather equipment with 2,000 miles since the total restoration. Superb red paint with red interior, cream wheels. Needs nothing. A pristine car that very few will match. For a history of the car with current pictures, call or email to the addresses below. This car should remain in the Club and is not advertised anywhere else at present. Consequently, shipping costs from the U S out of Charleston can be shared with a Singer Owner Club buyer. Roll-on/Roll-off ships run about every 2 weeks [never a scratch have I experienced]. £24,000.

See photos attached.

Contact : Ken Gregory, South Carolina

Email kenbarbara@bellsouth.net
Tel 001-828-333-4894



1935 Singer Le Mans For Sale

1935 Singer La mans chassis number 62709

For more details contact: keith@classicmobilia.com









SINGER LE MANS For Sale (1934) £32,000

A couple of hours work with a rag & polish would return this pretty little car to concourse condition. I am eighty five years old and unfortunately not in as good condition as my Singer le Mans, which means that I cannot give her the attention she deserves or drive her as far as I would love to.

She has a new hood, sidescreens, dynamo and anything necessary to make her a very reliable,usable vehicle. She has entered the VSCC Oxford Concourse for the last couple of years.







And now due to be sold at Coys **10th March 2015**

£35k-\$40k





1934 SINGER LE MANS

Editor : - Some will pass off the marque as somewhat insignificant when compared with many of the famous cars of its era, but there exists a Singer Le Mans, which is rather special, having received the attention of a special engineer. As a result this car has had an eventful life, in the exact sense, and has accrued value exceeding the ordinary. Because of this history it has been lovingly restored to continue in active competition.

Readers will recall Ralph's Singer Le Mans being mentioned earlier in this text. The car was completely overhauled and much improved by Ralph, when he first became actively interested in motor sport. It is therefore fitting to include below an article, compiled by the present owner Paul Lamb. The article appeared in a 1998 issue of "Beaded Wheels" and it is presented here with Paul's kind consent.

During a discussion a couple of years ago with Ian Goldingham, a colleague of ours in the Singer Car Club, I happened to mention that if he knew of a Singer Le Mans for sale, I could well be interested. He replied, that as it so happens, and being a tiger for punishment, the only thing I could do was to go and have a look at the her.

The Singer was located in a private museum in Tauranga and on first inspection seemed to be pretty much complete. Ian also mentioned that he had established that the car had been previously owned by Ralph Watson, however at the time of inspection, this could not be substantiated. After some haggling, the car was duly purchased and brought back to Lower Hutt. The engine seemed to run reasonably well, but further trials identified some problems in the engine and several other areas. At a later date an extensive overhaul of the engine and drive-train was completed.

The question of past ownership at that stage was still to be finalised. I was particularly interested, as Ian had identified Ralph as being one of the past owners. I wrote to him to ascertain as to whether he could shed any light on the matter. On receiving my letter he contacted Trevor Sheffield, one of his old racing buddies and also a previous owner of what turned out to be a Singer of special interest. Between them they compiled a list of notes and old photos so that we might make a positive identification. Included was Trevor's log on the car, which confirmed the engine and chassis number and the rest all fell into place.

From what I have been able to gather from three of the past owners, Ralph Watson, Trevor Sheffield and Marsden Robinson, together with Ian Goldingham's invaluable assistance, the car's history is as follows : -

1934 Singer Le Mans, chassis 60344, engine 55534.

The car arrived new at the Port of Lyttelton in November 1934 and was purchased by a lady in Masterton. From here on there were a number of owners and during this time the space behind the seat was enlarged, with one of the twin spare wheels being removed to accommodate the alteration.

Ralph purchased the car in 1947 and proceeded to use it in hill climbs and on the race track with great success, which was due in the main to performance modifications he made. He removed all that which added unnecessary weight to the car. The fan was considered redundant and a special impeller water pump installed to improve cooling. This item was later found amongst the trailer load of spares that came with the car.

Ralph drilled the front brake drums to lighten them and provide for added ventilation. He strengthened the body by rebuilding the scuttle with aluminium sheeting, which was a great improvement. The engine was worked over with the usual porting and matching of the inlet and exhaust tracts. During this exercise Ralph discovered a weakness in the engine block, i.e. external cracking below the head studs. In order to overcome the problem, he fitted extended head studs, down through the water jacket, and terminated at the sump end with cap nuts to prevent any water leak via the threads. Later when the engine was rebuilt for Trevor Sheffield, these bolts were found to be corroded, so were replaced in stainless steel.

He also was intrigued with the crankshaft, which had welded and bolted counterweights. Singer Le Mans engines had a counter weighted component known as a speed crank and as Ralph put it, "this type of engineering was not what you'd expect in a production car." The Singer speed crank, fitted to the 1933 Le Mans, was a factory fabricated unit, whereas in 1934 they moved to a single piece forged crank.

Ralph's discovery identifies that our Singer had a fabricated crank installed, possibly due to an over supply of 1933 parts, or 1934 forged cranks being late getting to the assembly line. The original crank was found to be cracked when Ralph overhauled the engine for Trevor Sheffield, when he purchased the car during the early 1950 period.

Ralph commented that the engine was regularly taken to 6,000 r.p.m. in the course of speed events, with no obvious signs of over stress. He also advised that the usual cruising speed was 60 m.p.h. and which related to about 4,000 r.p.m. He quoted the following from a 1936 issue of Motor magazine:

Top Gear, 5.57 = 5,200 r.p.m. at 73 m.p.h. 39 h.p., 5,340 r.p.m. at 75 m.p.h., 5,700 r.p.m. at 80 m.p.h.

Ralph believes that our Singer possibly developed an additional 4 - 5 h.p. due to the ported head, and Trevor is sure it would exceed 80 m.p.h. when he had it. Further modifications saw the

replacement of the steering arms, after one broke, with Ralph Watson manufactured parts and these are still working well on the car today. Incidentally, it is interesting to note that it has been reported that the demise of the Singer sports cars, at the Ards T.T. in September 1936, and the eventual end of the Competition Department of Singer Motors, Coventry, was due to the failure of the steering arms on these models.

Ralph also had one of the noisiest exhaust systems around. It consisted of a straight pipe ending with a five inch diameter megaphone containing a baffle and tail pipe, which was easily removed for the race track. Apparently you could hear Ralph, long before you could see him! This apparatus was not entirely performance related it appears, as it would tend to intimidate other competitors to his advantage. It was reported that at one meeting, A. J. Roycroft told Ralph, in no uncertain terms to "shut that b..... infernal noisy contraption up." The megaphone exhaust remained when Trevor owned the car and was still the subject of comment.

Ralph toured extensively in the Singer covering both the North and South Islands including trips to New Plymouth and Northland. He recalls a fairly brisk run from Rotorua to Auckland, a distance of some 150 miles, in three and a quarter hours which, considering the road surfaces of the day, was no mean feat!

During 1949, Ralph completed an extensive tour of the South Island in the Singer, with the intention of competing in the first Lady Wigram Race. But as he was running on retreaded tyres, which too late he found were not allowed by the regulations, he could not enter. Ralph competed in numerous events with our Singer during 1948 - 49, usually gaining first place. Events included Hill Climbs at Ridge Road, Riverhead, Whitford and East Tamaki, as well as racing at the Seagrove airstrip. There were also sporting trials and weekend runs.

In November 1949 Ralph sold the Singer to Arthur Howard, of Parnell Road, Auckland and continued his racing career with a radically modified BSA.

During May 1953 Trevor Sheffield spied a Singer Le Mans in the yard of used car dealers, E & S Motors, Dominion Road, Auckland. It was in a sorry state having been exposed to the elements, but obvious were the drilled brake drums which immediately provoked serious interest. Trevor recalls that the Salesman put 6,000 r.p.m, on the clock to prove that the car could go, during a test drive. Even though she was burning oil and was not a pretty sight, he was impressed by the performance. He believes that the crankshaft must have been in a cracked condition at this time!

Further inspection revealed that it was indeed Ralph's old car and he therefore raised enough money to complete a deal, as he was well aware of her history and modifications. Later, during preparation of the car for a return to competition, the original crankshaft was discovered to be cracked.

Trevor had become friendly with Ralph as he had helped with the engine of a special he had built, based on a Fiat 509, and he was therefore well aware of exactly what he had purchased. Naturally Ralph was called on to assist with reconditioning the engine. A one and only, second hand speed crank was very luckily located at wreckers, Auto Parts Ltd, and fitted. This was found to be as good as, if not better than the original, and regularly withstood in excess of 6,000 r.p.m.

Trevor proceeded to use the Singer in hill climbs and on the racing circuits of the day. He remembers that she slid around very nicely on a good metal road and recalls a passenger having white knuckles while hanging onto the grab rail. But, as he explained, due to financial restraints, she was family transport and the means of getting to work, as well as the racing machine. At this time he was up against Ralph in the BSA and found that he was forever chasing him in 1,100 c.c. class events.

He also recalls a time when he entered the fifty-two-mile Ardmore Handicap race at the 1955 Auckland Grand Prix meeting, only to be told by the scrutineers that two tyres were unsatisfactory. Some quick discussions with a tyre shop gained two new tyres on account, with payment to be arranged later. Now all he had to do was to secure a place in the race in order to settle the account. For this meeting, cycle type, front guards were fitted to good effect.

As the race progressed, he could see that he would be in the money if only he could keep a specially tuned MG TD at bay. This was achieved by slip streaming behind the MG at well over 80 m.p.h. and 5,700 r.p.m. down the back straight then passing him as he braked for the hairpin at the end. This allowed the Singer to remain in front at the finish line on each lap. However there were a few more laps to go and the MG driver was improving, leaving his braking to much later at the hairpin on each lap, but he could not out do the old war horse! Trevor managed to beat the MG into a place and won the princely sum of ten pounds for his efforts, which covered the cost of the two, now not so new, tyres.

During a sports car handicap race at Ohakea Trevor had a good dice with Bruce McLaren in his well developed Ulster Austin. Trevor is fairly sure, this was 1954, and our Singer Le Mans came out the winner. Bruce McLaren mentions this dice with a Singer Nine, in his book, "From the Cockpit".

Trevor has fond memories of our Singer Le Mans as being a very reliable machine, even though she was run on a shoe string budget. She never failed to finish the many competitive events entered, or gave trouble when used as the family car, transporting a young child and luggage on holiday.

Trevor, was a highly competitive driver and was successful with our Singer at many events including, the Wairamarama Hill Climb, Muriwai Beach Championship race, Bryce Tye Memorial race, Ohakea Sports Car Handicap and 50 Mile Trophy Race and the Auckland Grand Prix 52 Mile Ardmore Handicap. At one of the Northern Sports Car Clubs sprint meetings, held on the Port Waikato Road in December 1953, the car achieved a very creditable 21.5 secs for the Standing Quarter Mile and 13.9 secs for the Flying Quarter, with a restricted run up.

In 1956 Marsden Robinson purchased our Singer with the purpose of entering into both trials and racing events. Trevor well remembers the purchase, as Marsden's father, who was Mayor of Auckland, attended to negotiations. He advised that he had once owned a Singer Le Mans and was pleased Marsden would follow in his footsteps.

Marsden participated in a variety of events, including the Ridge Road Hill Climb and races on the short circuit at Ardmore. Sometimes he ran in events with Trevor in his newly acquired AC sports car fitted with a Ford V8 engine. Also in his capacity class was Dawson Donaldson, which meant that once again, the Singer faced up to the ex Bruce McLaren Ulster Austin.

Further events were a race at the Auckland Grand Prix meeting, where overheating and incorrect plugs caused an early retirement, the Bryce Tye Memorial and even an event at Western Springs Speedway on the midget car track. Marsden recalls that it was during a hill climb, that Dawson Donaldson came adrift in his ex Bruce McLaren Austin and was seriously injured. He sadly died from his injuries a couple of days later.

Marsden also tells of manufacturing the very nice headlight lens protectors now fitted to the car, from part of a fire screen. This was the nearest thing that he could find to replicate the wrinkly wire mesh which comprised these accessories. They are still on our Singer to this day and are working well.

Paul Lamb



The restored Singer Le Mans at a reunion in 1998 with previous owners, Ralph Watson, Trevor Sheffield and Marsden Robinson.



Ralph racing the Singer Le Mans at the Seagrove Airstrip, Nov. 1947.



Ralph with his 1934 Singer Le Mans, 1949.



Trevor Sheffield driving the Le Mans Singer at Ohakea Trophy Races 1954. The extended rear body and single spare wheel can be seen.



Cycle-type guards were fitted for the 52 mile Ardmore Handicap Race, N.Z.I.G.P. 1955.

In this form the Watson modified car weighed less than 14 cwt. The drilled front brake drums are clearly visible.

Non-MG: 1934 Singer Le Mans

This 1934 Singer Le Mans is offered by the seller as an un-modified, restored example. This model was the former bicycle and motorcycle maker's entry into the 1933 Le Mans race, as the name suggests. These ran against the J2 and P-series MG's during that time, and this one seems an interesting alternative to the early MGs. Find this one [here on PreWarCar.com](https://www.PreWarCar.com) for \$37,500.



The gas tank was specially formed to match the original design, and the fabrication looks clean and well-executed in the pictures. The mesh grille had to be fabricated as well, and although it appears to be a tidy installation, we prefer the looks of the tighter weaves found in the originals. The body and paint appear to be in very presentable condition, as does the brightwork.



The interior and options on these cars are elegant and simple. This one includes 2 full spare competition tires on the back, fitted nicely behind the gas tank. Other options available at that time included 1 full size or 2 half-size suitcases, a bonnet strap and fittings, route card holder, competition number plates, and a combined chronometer and stop clock.



he engine looks clean and composed, but we can see that this one certainly enjoys regular use, as evidenced by the engine pics that show some buildup on the manifold. However, we can appreciate this bit of patina knowing that the car isn't just sitting pretty in the owner's garage.



We enjoy finding these cars when they come up for sale, as they're a testament to simple engineering. Originally they could maintain a top speed of over 70 mph, produced 34 hp, and could be bought for 215 pounds. They are wild to think about having on the same roads as some large cars from the same era.

1935 Singer 9 "Le Mans" 2 seater





Asking Price £12,950 Sterling

Presented for your consideration is this popular sports car of the 1930s, re-imported back into the United Kingdom in 1988 and subject to ongoing improvement ever since

Model type history.

The Singer Nine was first introduced in 1932, as successor to the Singer Junior. Initially two models were offered, the Junior Special and the open top Junior Sports, although both were just 9hp models. Developments were made to the model range continually over the following few years, with variations in carburettor configuration and gearbox refinement being introduced throughout the 1930s to the Singer Nine, including the option for pre-selection of gears. In 1933 the Nine Coupe (fixed head) was offered, to be followed by open top Sports Four Seater. After success in the 1933 Le Mans with a Nine Sports Four Seater, Singer decided to introduce their Le Mans 2 seater at the 1933 Motor Show. This new model from Singer featured a similar chassis but had a tuned, alloy sumped, engine. Unlike contemporary MGs, with which the Le Mans was a direct competitor, the Singer offering featured twin spare wheels mounted at the rear of the coachwork. The Singer was always a less common sight on the roads of thirties Britain than similar types of motorcar from Abingdon, and this has ensured a loyal and devout following with sporting enthusiasts to this day, with many example still used in competition within post-vintage thoroughbred circles.

History of this Singer Le Mans.

This example is still campaigned in road events, and as such features sympathetic modifications and extras to this end. Despite being a post-1930 vehicle is it eligible for VSCC events. Expenditure since repatriation currently stands at £12,000 sterling, with documentary evidence to support this. The car sports its original registration number, matching the old and new log books that accompany this motorcar. MOTs since the early 1960s are included in the extensive history file, and receipts of expenditure covering the last 43 years still survive with this Le Mans Singer 9hp.

Coachwork.

The frame was stripped and inspected in 1991 with replacement made to some of the ash chassis frame members. The bodywork itself is largely original, with only the rear wings having been replaced approximately 20 years ago as a result of poor storage during the 1970s. On import back to the United Kingdom the chromework was removed and replated where necessary, and shows no sign of deterioration even under the closest inspection. The spoked wheels were removed in 1996 and re-spoked by GTJ Wheels, before being fitted with fresh rim tapes, tubes and tyres, to the correct pattern. Both spare roadwheels were similarly treated.

Interior.

The interior is largely original, the speedometer and tachometer enjoying a thorough refurbishment during the spring of 2001. Carpets to a later pattern have recently been added to provide some extra comfort to the driver and passenger, and the seats were rebuilt at the same time. A comprehensive history file, containing receipts and dates of work done, is included with this motorcar.

Mechanics.

A full mechanical overhaul was undertaken during 2000, with the engine receiving a thorough stripdown and inspection. This car now features a reground & balanced crankshaft, with new bearings, pistons and valve train being

installed at the same time. The clutch was relined at the same time, and fresh engine mountings and transmission joints installed. A recent compression test indicates that this engine is in fine tune and condition.

Vendor Contact Details.

Mr A.N. Example can be contacted outside of office hours at his Hampshire address. His preferred telephone number is (0123) 9876543 and the car is available immediately. Contact is welcome from both UK & Overseas residents, with viewing of this fine motorcar strongly recommended.

Lot number 44

Estimate £9,500 - £11,000

Description Singer Nine Sports

Registration HV 4118

Year 1934

Colour Red

Engine size 972 cc

Chassis No. 61741

Engine No. S55395

From the late 1920s to the mid '30s the Singer Car Company made a prolific range of machines and by 1928 had become the third largest manufacturer of cars in England.

What really set Singer apart was their success in the trials and reliability events of the day. As with many sports cars in the early 1930s, Singers were thinly disguised competition vehicles that could be driven on the road as normal transport during the week, but with little more preparation than the removal of a spare wheel could be entered in a sporting competition at the weekend, with a reasonable chance of success.

Introduced in late 1932, the Nine Sports was typical of the breed and quickly established a formidable reputation on sporting events both at home and abroad. It was fitted with the same jewel-like 972cc overhead cam engine as the Nine and the Junior, but with various performance tweaks including twin SU carburettors that raised power to around 35bhp and gave it a top speed of some 70mph.

The close ratio gearbox (with optional 'Perm-Mesh' clutchless operation) made it especially suited to trials work where maximum speed was not as important as power and acceleration. Suspension was by half elliptic springs all round, controlled by large adjustable André Hartford friction shock absorbers, with Lockheed 10-inch hydraulic brakes front and rear.

From 1933 a four-seat version was available, styled by Eric Neale, which had a louvred bonnet and scuttle, cutaway doors, Rudge-Whitworth knock-off wire wheels, sprung steering wheel and Jaeger instruments.

First registered in London in July 1934, this particular four-seater Sports was acquired by the current owner in a dismantled state in 2005. He promptly set about a full restoration of the car which included fitting new wings front and rear, all new brakes and suspension, a new windscreen, new tyres and a full interior retrim in dark red hide.

The engine was completely rebuilt by noted Singer specialist Trevor Cornelius of Ashford, Kent, including new pistons, bearings, camshaft, balancing etc. The radiator was also reconditioned and a new core fitted.

Unfortunately, when the restoration was virtually completed after a couple of years' work, serious illness intervened and the car has lain garaged and unused ever since. Although the car is in running order it now requires some minor finishing touches including tuning up the carburettors to get the engine running properly and fitting a speedo cable. A new hood and sidescreens will also need to be sourced and fitted, although the hood frame and sidescreen frames are present.

It comes with various bills charting the works carried out to date, an old green log book from 1967 when the car was in Reigate, plus a modern V5C (which erroneously records the engine capacity as 1056cc). These lovely little sportscars have risen in value considerably in recent years and this very smart example, with all but a few minor jobs done, looks good value at the guide price suggested.

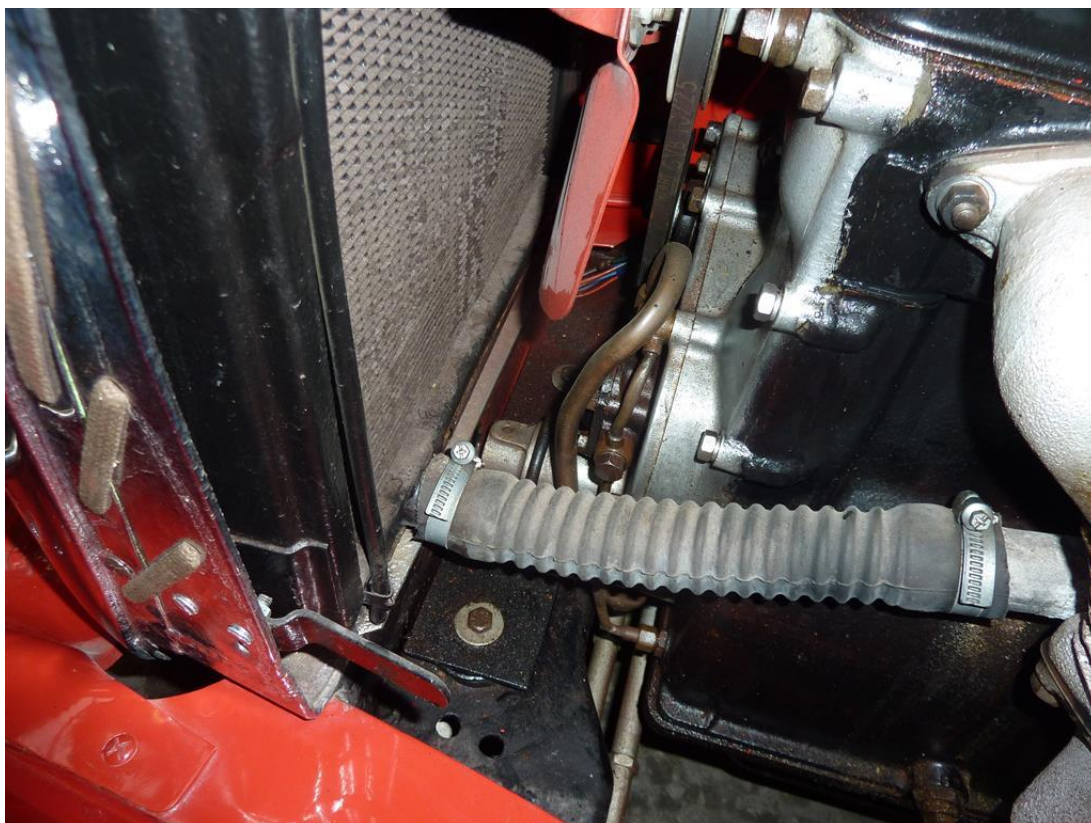




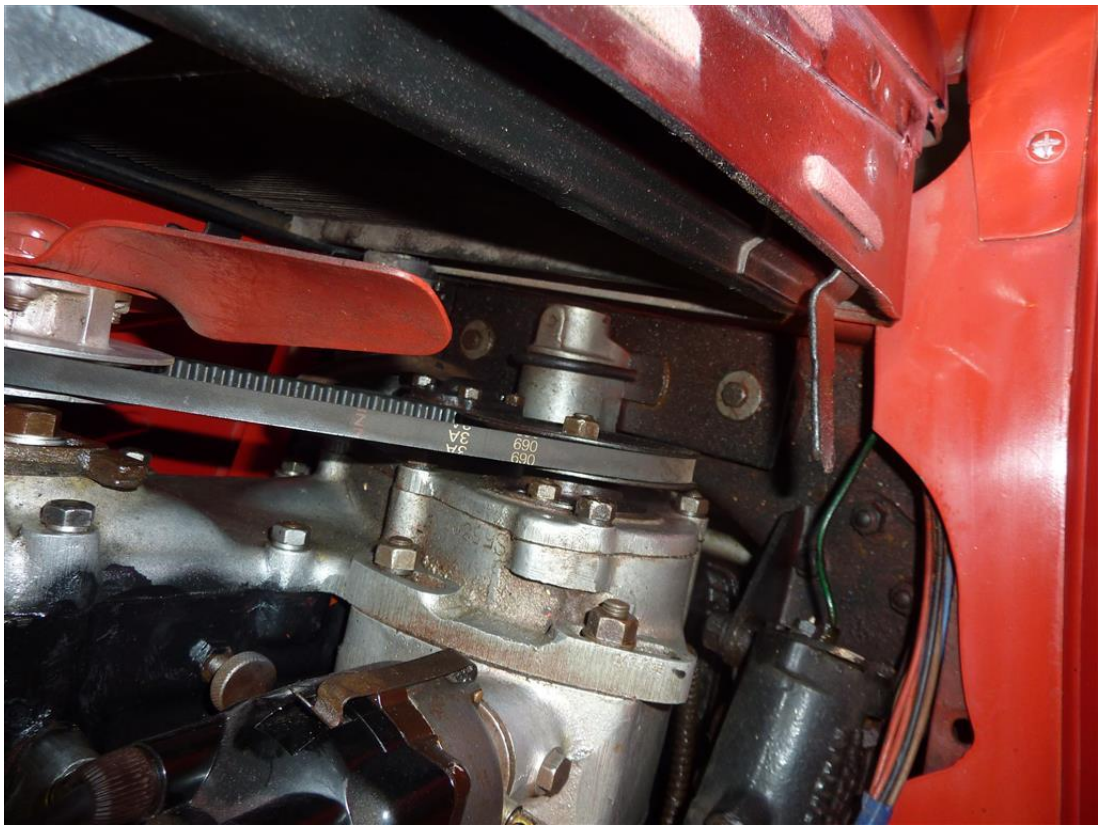
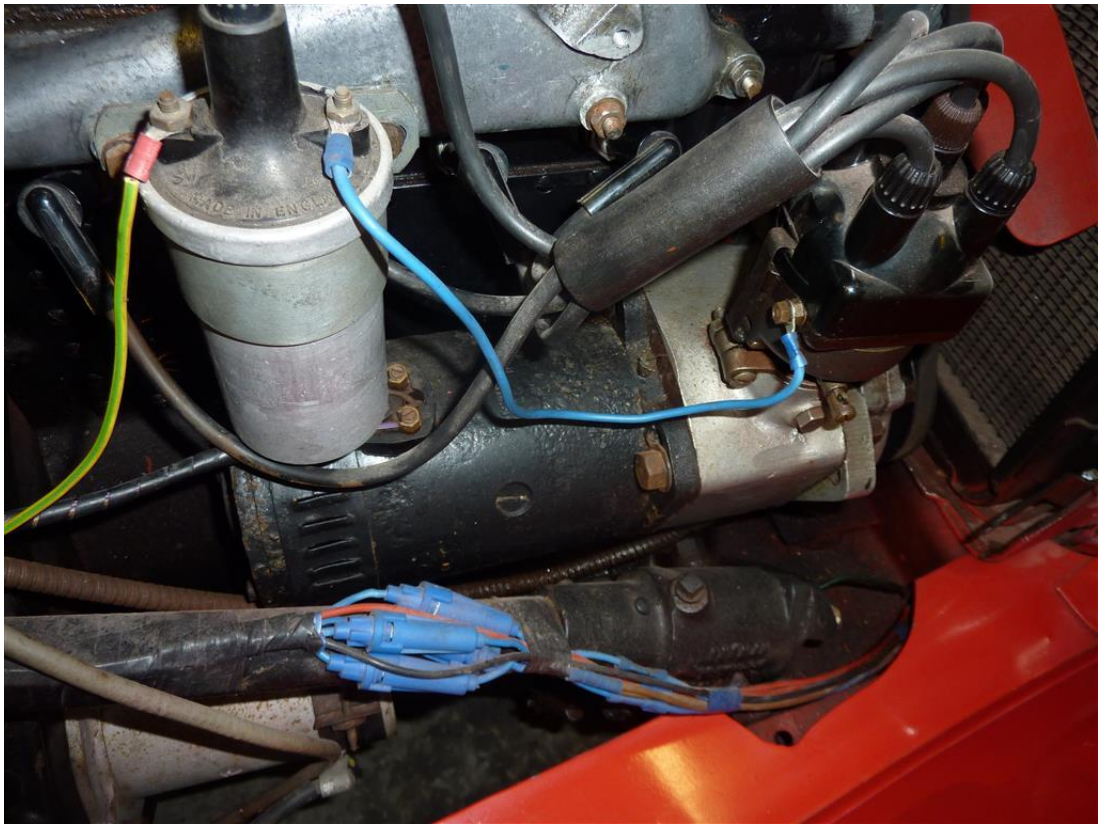




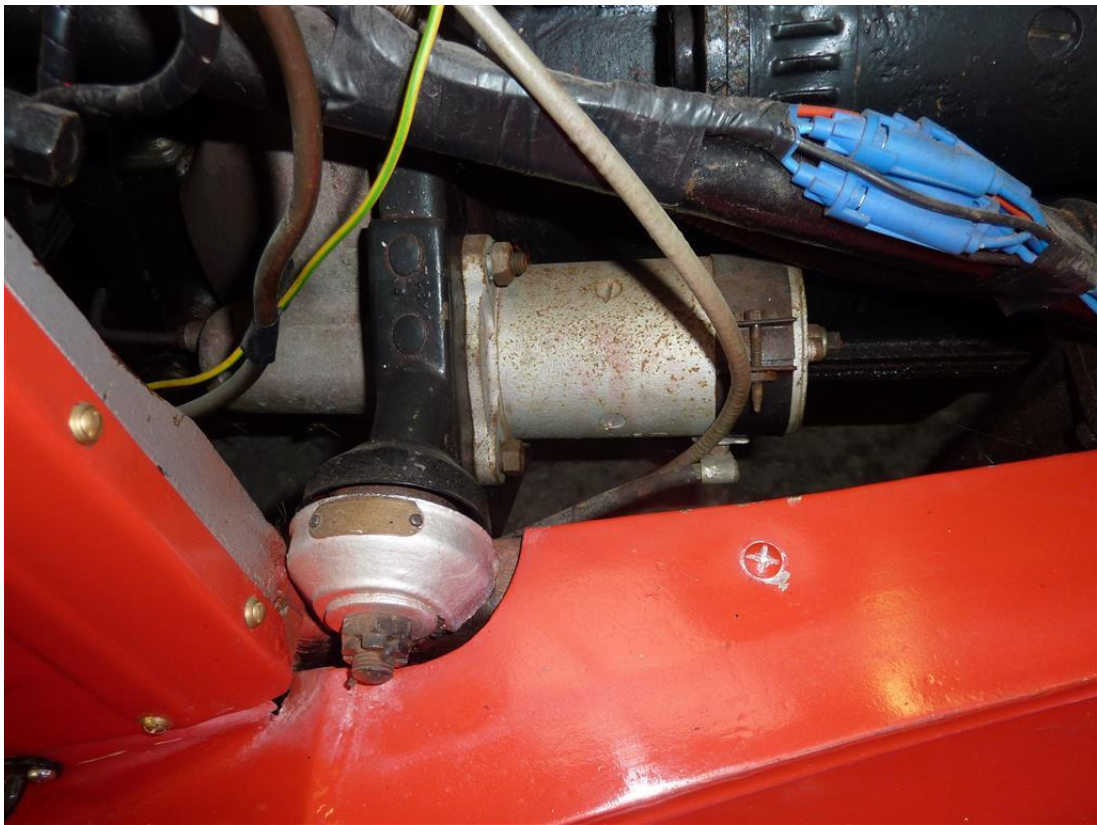














Singer 9 Le Mans Two Seater Sports For Sale £29950 Or near offer

1933 Singer 9 Le Mans Two-Seater Sports - The 37th off the Production Line

Registration Number - 502 UXP

Chassis No - 60087

Engine No - 2/10748

Knutsford

Arguably Singer's first true performance offering, the 'Nine' Sports was unveiled in July 1932. Looking every inch the 1930s sportscar thanks to the efforts of stylist Eric Neale, its rakish open two-seater bodywork (complete with folding windscreen, louvered bonnet and sharply sloping tail) was underpinned by a robust ladder-frame chassis that featured all-round semi-elliptic leaf-sprung suspension, adjustable Andre-Hartford friction dampers and four-wheel hydraulic 10-inch drum brakes. Uprated via an increased sump capacity, standard cooling fan and twin SU carburettors, the newcomer's 972cc OHC four-cylinder engine developed some 31bhp @ 4,600rpm and was allied to a close-ratio four-speed manual gearbox. Capable of 66mph and sustained 50mph cruising, the 'Nine' Sports soon acquired an enviable competition pedigree. Not content with the eight premier awards it won during the Christmas 1932 London to Exeter run, the following season saw the model distinguish itself on the Monte Carlo Rally, London-to-Edinburgh Trial and Alpine Six-Day Trial. However, its crowning achievement came at that year's Le Mans when the mildly tuned version driven by Barnes and Langley became the first unsupercharged sub-1000cc British car to qualify for the Rudge-Whitworth Biennial Cup. Continually developed, the 'Nine' Sports gained running boards, wider doors and an enclosed spare wheel for 1935 before being phased out of production some two years later.

This fully restored example, finished in red with black leather was purchased by a retired mechanical engineer as a money no object project in circa 2002. Over the next few years, the car was stripped down to a bare chassis, that was sandblasted and correctly treated. The original two-seater sports coachwork was in a sorry state, so was completely re-made from scratch by D Moroney Coachwork of Audlem. The engine and Gearbox were re-built by Ian Blackburn of the Singer 9 Workshop and a Steel crankshaft was installed at this time. The car was trimmed and painted by Cheshire restoration firm TR BITZ to a very high standard. All parts throughout the restoration were supplied by

The car was then placed in to dry storage post-restoration and has covered a mere 200 miles since, its last outing being the 2007 Cheshire concours at the VSCC Oulton Park meeting, where it scored a very credible fourth position behind a P&A Wood restored Rolls-Royce 1911 Silver Ghost!









Singer Le Mans 2 Seaters Sports Tourer For Sale (1933) £47000 As stated

1933 Le Mans Singer
Paris

Beautifully restored by Singer marque specialists, new engine (pistons, valves, camshaft, white metal , new wheels and tyres , new upholstery, new tonneau cover .

Fascinating 1930's Rally , Hill climbs history with video from Pathe Cinema .
a fabulous car . Le Mans Classic eligible .







1935 Singer Le Mans year 1935. Colour green with a beige leather interior. This beautiful Singer Le Mans is in excellent condition. The car was restored a few years ago. The car shows all original details and the car features a very nice additional driving lamp at the windscreen frame!
This automobile comes from a collection and can only be viewed on appointment..

Overview

Car

Exterior / Interior Color

Configuration

Transmission

Options

1935 Singer Le Mans

■ Green / ■ Beige

Right Hand Drive (RHD)

Manual Shift

Exterior: Wire wheels

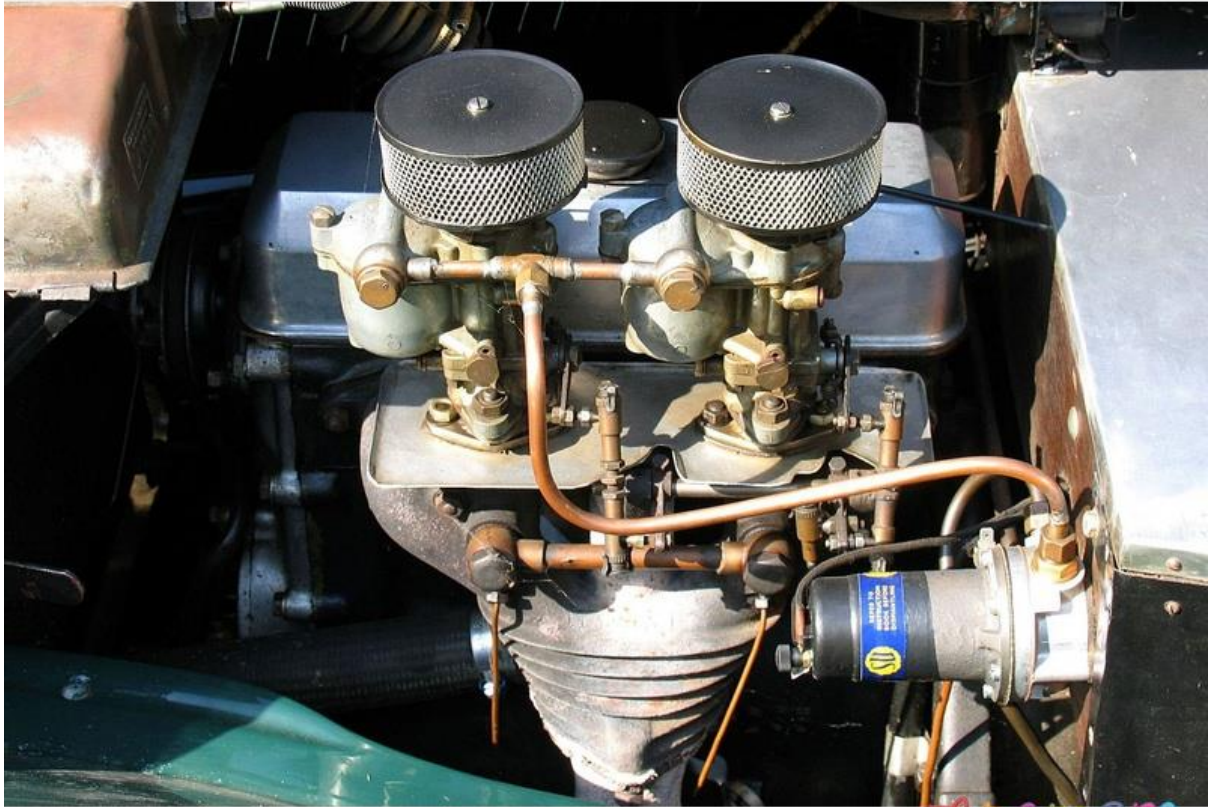
Interior: Leather interior



Anamera



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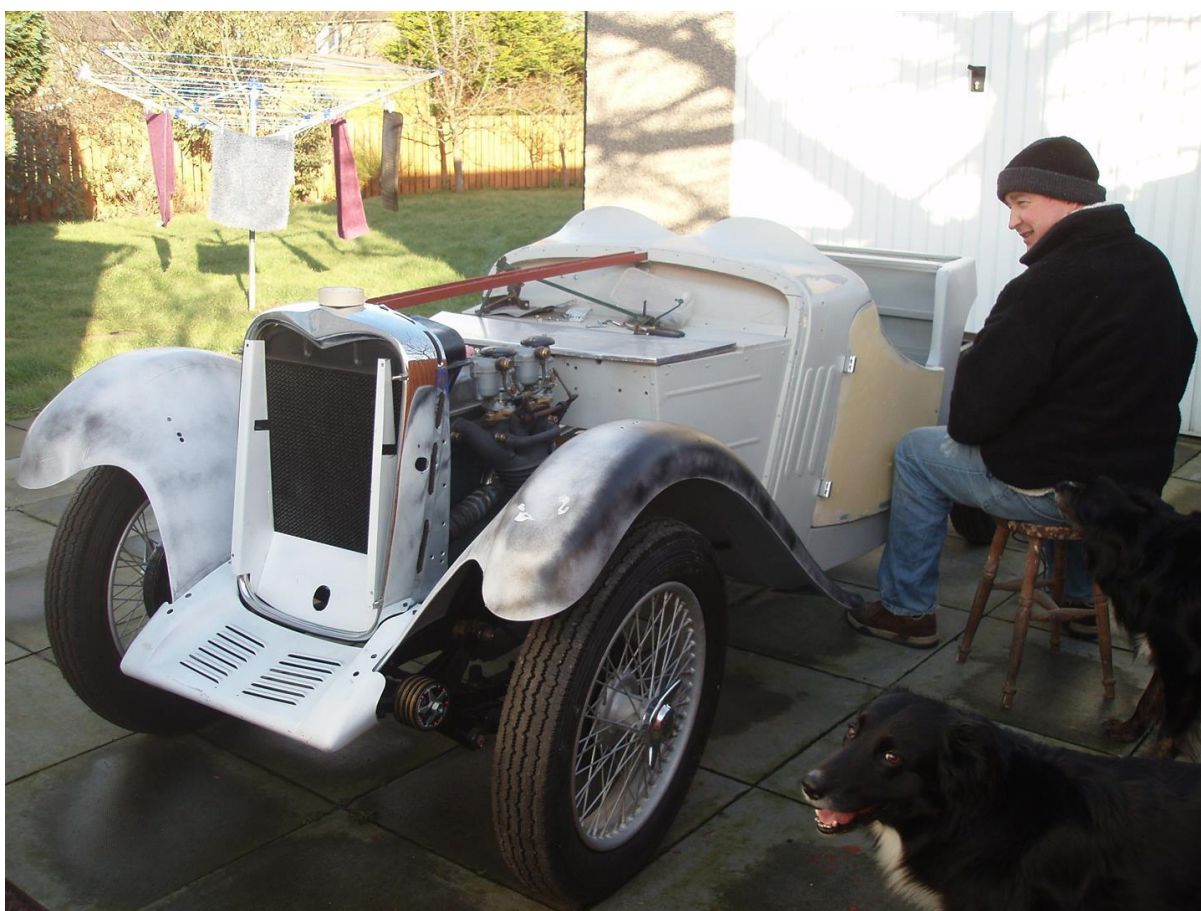


Anamera

SINGER 9hp Special Speed (Le Mans) KV 7025
Competition History

<u>Event</u>	<u>Photo</u>	<u>Trophy</u>	<u>Car No.</u>	<u>Date</u>	<u>Position / Comment</u>
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Monte Carlo Rally sabotage.		53	Jan. 1934	Retired (Paris) due to
RAC Rally	Yes	14	Mar. 1934	18 th in Class III (23 rd Overall)
Middlesex A. C. Amersham Hill Climb	Yes	34		
Buxton to Buxton Trial	Yes		April 1934	1 st Class Award
Brighton and Hove MC	Yes	116	17/06/34	3 rd Class Award
Brighton to Beer Trial (Including Fringle Hill Trial)				
Brooklands JCC Members Day		30	30/06/34	Not Placed.
Brooklands Light Car Relay Team	24A		21/07/34	10 th
Brighton and Hove MCC Barnstaple Trial	47		Aug 1934	
Brooklands MCC 1hr Trials			08/09/34	
Event No.5 (Two-Lap Handicap)		48		Premier Award
Event No.8 (One-Lap Scratch)		6		
Event No. 12 (Three lap Ream relay)		B1		
LCC Lancashire (Buxton-Buxton)			Sep. 1934	2 nd Class
Singer CC - Bullock Cup Trial			Sep. 1934	2 nd Class
JCC Lynton Trial			Sep. 1934	2 nd Class
MCC Sporting Trial		104	13/10/34	Bronze
MCC London – Gloucester Trial Plaque		132	08/12/34	Bronze Finishers
MCC Exeter Trial		274	28 & 29/12/34	



Singer Nine Le Mans, Brightwells November 2013

Estimate £20,000 - £22,000

Description Singer Nine Le Mans

Registration AHR 257

Year 1936
Colour Cream
Engine size 972 cc
Chassis No. LC 5508
Engine No. 11028

From the late 1920s to the mid '30s the Singer Car Company made a prolific range of machines and by 1928 had become the third largest manufacturer of cars in England.

What really set Singer apart was their success in the trials and reliability events of the day. As with many sports cars in the early 1930s, Singers were thinly disguised competition vehicles that could be driven on the road as normal transport during the week, but with little more preparation than the removal of a spare wheel could be entered in a sporting competition at the weekend, with a reasonable chance of success.

In 1933 Singer entered a field of 9hp Sports models at Le Mans with considerable success. To celebrate this, the firm introduced a new 'Le Mans' version with a lowered chassis, close ratio gearbox and tuned engine which sold for £215. Its 34bhp engine gave it 70+mph performance, the car acquitting itself well against the all pervading MG J2s. By 1935 power had risen to 38bhp thanks to a further increase in compression ratio and the addition of a 'Scintilla Vertex' magneto. These later cars had counter-balanced crankshafts which replaced the earlier 'bent-wire' items which, like its MG rival had a propensity to snap with the spirited use to which they were often subjected.

In 1935 Singer introduced a 'Le Mans' Special Speed model which gained running boards, a larger 13 ½ gallon fuel tank and vertically mounted twin spares which allowed for more internal space and which sold for £225.

The history of AHR 257 picks up in 1982 when it was purchased from an Estate Agent in the south of England by well known motoring journalist John Simister. Part restored, the previous owner had engaged in a restoration programme which included the rebuilding of the ash body frame and repainting the car in its correct green and cream colour scheme. It was soon up and running, being actively used in MCC trials as shown in the article in 'The Motor' magazine which is on file. Shortly after the article was published, the car was entered on the Lands End trial where it broke its crank. It had been fitted with an engine from an earlier car which had one of the fragile 'bent wire' cranks, however as luck would have it, it had come with a number of spares which included a short engine dating from the same year as the car. It is unclear whether this unit is the original one for the car, however it was rebuilt by the late Ian Blackburn and was soon back up and running. The steering box was also rebuilt, along with the instruments before being sold to a gentleman in Lockerbie.

The vendor purchased it several years ago with the intention of a full restoration, however has found that he doesn't have the time and has decided that he has too many projects. He has had the engine running very recently, informing us that it runs sweetly, the car appearing to have last been on the road in 1991.

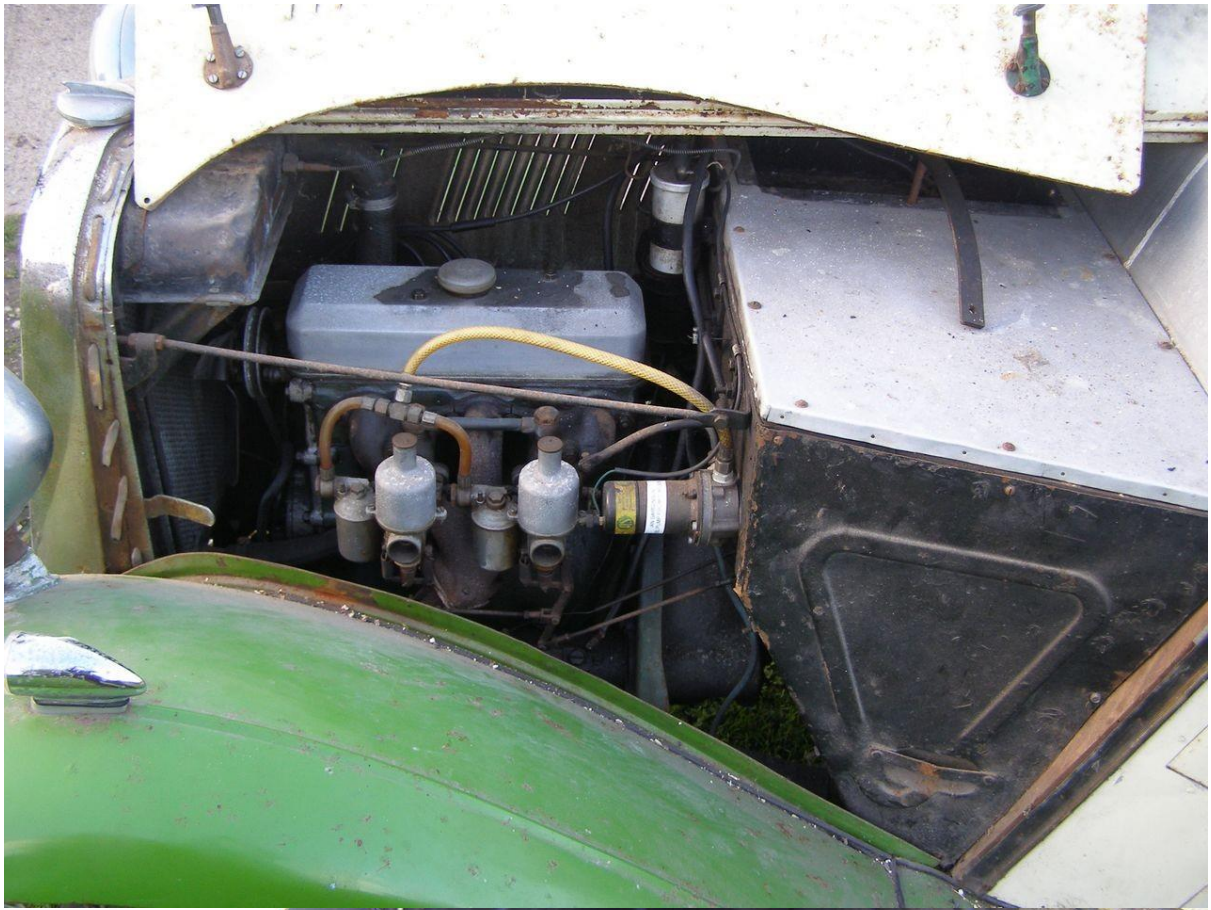
Now due a light recommissioning, it could be smartened up for the road with relative ease, or given the full treatment as the vendor had originally intended.

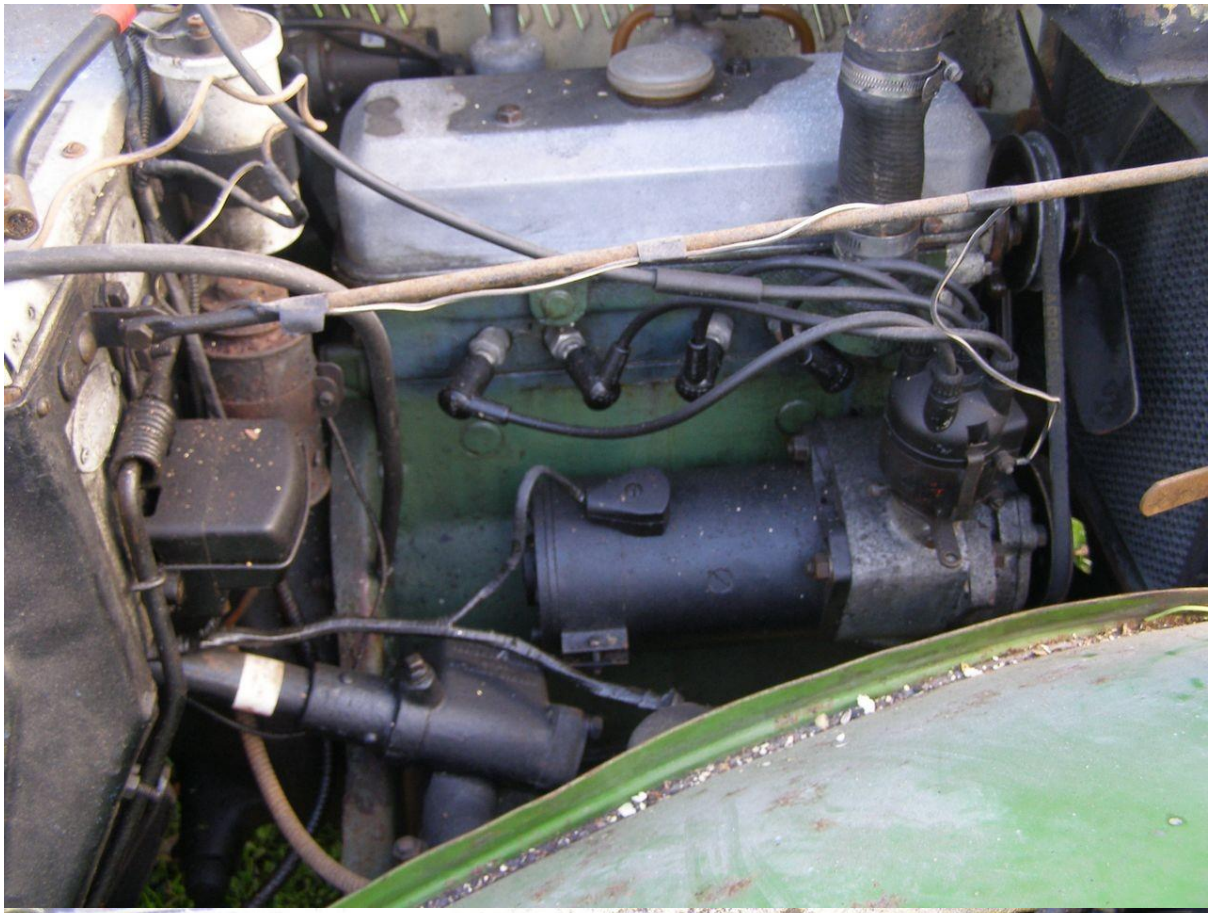












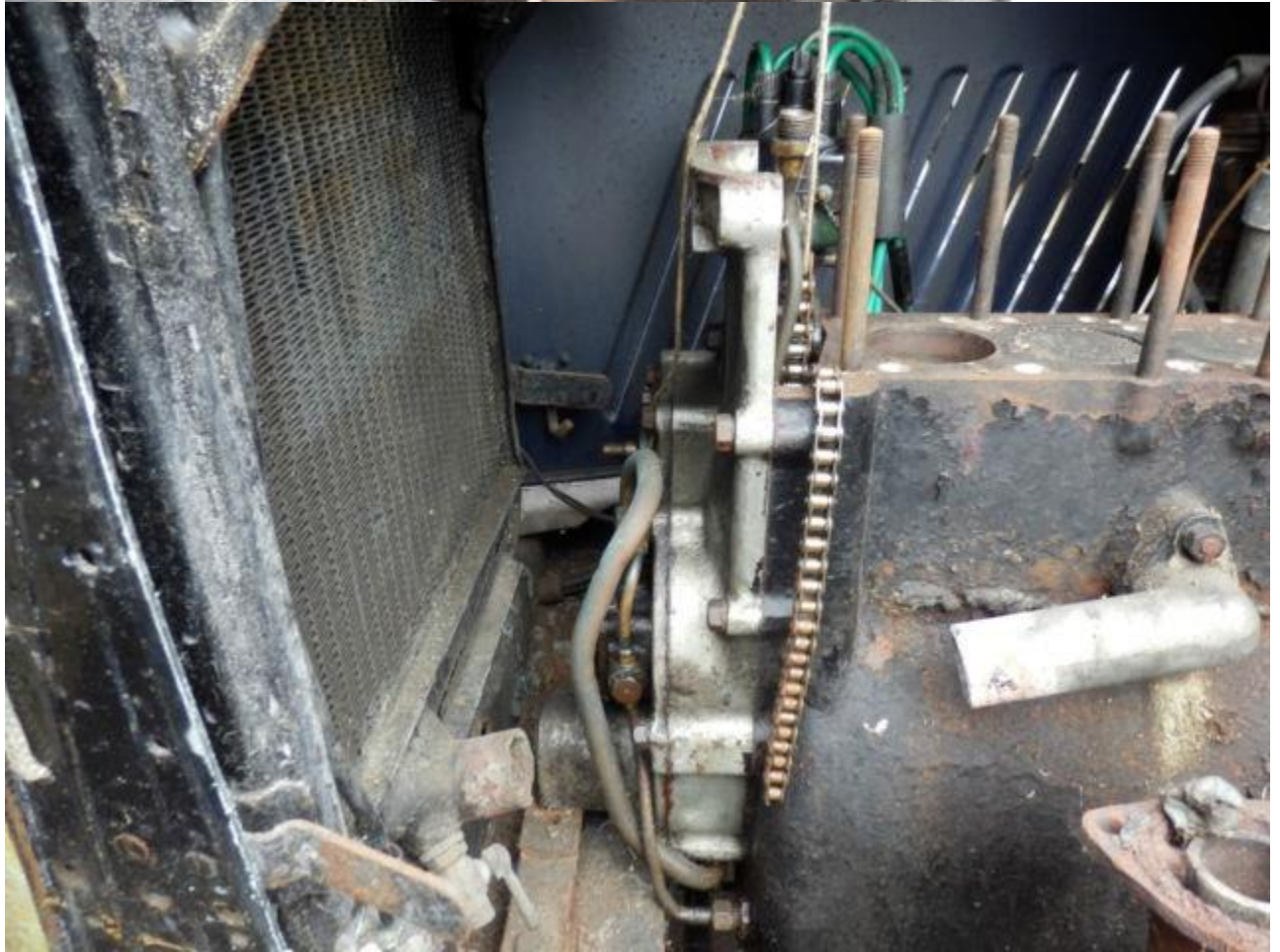
I am selling this Singer Nine Le Mans on behalf of the current owner who is unable to carry out the required work. It is for restoration and appears to be complete. A spare gear box will be included with the sale. It is not registered with the DVLA but there is an old style log book which should be of value when a new V5 registration document is applied for.

These iconic Singer sports cars of the nineteen thirties have become sought after, and make a most attractive alternative to the MG cars of the era.

Viewing can be arranged by ringing me, Barry Paine, on the following number: 01603 810598. The car is located in Essex.











1934 Singer Nine HP LE MANS SPORTS For Sale

Bonhams | Collectors' Motor Cars & Automobilia | 9th December 2013 | Oxford, United Kingdom

Registration no. BGJ 939

Chassis no. 62536

Engine no. 56340

FOOTNOTES

Coventry cycle manufacturer Singer first ventured into the world of powered transport in 1901, making tricycles and motorcycles. Tri-cars soon followed, with motor car production proper commencing in 1905 using proprietary engines. The first Singer-powered model - the 10hp - debuted at The Cycle & Motor Cycle Show in November 1912. Because it weighed less than 7cwt and was under 1,100cc in capacity (actually 1,096cc) the 10hp Singer was classed as a cyclecar, which explains the choice of venue. But unlike the majority of contemporary cyclecars, which were flimsy affairs of limited practicality, the new baby Singer was a proper light car and thus a development of immense significance. Priced at £185 at launch and produced for more than a decade, the Ten was an immense commercial success for Singer and is regarded as a landmark model in the history of the British motor industry.

By the beginning of the 1930s, Singer was in a secure financial position and the third largest UK car producer behind Morris and Austin. In 1932 the Coventry firm introduced one of its fondest remembered and most successful models: the Nine. The Singer Nine's immediate ancestor was the 8hp Junior, a successful high-quality light car powered by a 848cc four-cylinder overhead-camshaft engine. Built from 1932 to 1939, the Nine employed a 972cc 26.5bhp version of this motor – (first used for the Junior Special) – in an entirely new chassis. A four-speed freewheel gearbox was standard while both the Nine Sports and the more powerful and faster Nine Le Mans came with hydraulic brakes. The latter model had resulted from a successful venture into endurance racing, when a Nine Sports took 13th place in the 1933 Le Mans 24-Hour Race. But it was in trials events that the sporting Nines proved particularly effective, successfully challenging the previously dominant MGs. In its first season the Sports Nine won eight premier awards in the London-Exeter Trial; eleven in the London-Land's End; twelve in the London-Edinburgh; and four silver cups in the Scottish Six Days. A total of 495 awards had been taken in trials alone by the end of the 1934 season.

The ownership history of this particular Nine Le Mans can be traced back to 1976 when it was owned by Bob Francis of South Wirral, Merseyside. Changing hands in 1977, the car passed to Norman Dunn, who owned it for 20 years. Next owner Frank Wiseman of Bridgenorth, Shropshire kept the Singer from 1997 to 2010 when it was purchased by Robert Goodchild of Bromsgrove, Staffordshire. The current owner acquired 'BGJ 939' earlier this year.

Circa 1999/2000, during Frank Wiseman's ownership, the Singer was restored, at which time the engine was rebuilt and enlarged to 1,056cc. Finished in blue with matching leather interior, 'BGJ 939' is described as in generally excellent condition and is said to drive well. Retaining matching chassis/engine numbers, the car is offered with an original instruction book and repair manual, current road fund licence and V5C registration document.







Singer Lemans 2 Seater Sports Car For Sale

one of the last four 1934 production models, (reg. 1935). In very good order throughout although

not concours. Totally rebuilt including new body tub, new red leather upholstery and carpets, hood

and tonneau, rebuilt wheels, new tyres, much new chrome. Rebuilt engine and brakes (not gearbox). Includes spare front axle complete with drum & hub, spare gearbox (not rebuilt). Extensive history file. Executors sale of late Ronald Truscott who actually owned the car as a young

man and was successful in being able to locate and buy this much cherished car back in 2007 at the age of 87.

Price £19,750.

Tel. Mob.07840938916 or (01983) 840510. Isle of Wight

(Also available Brian James car transporter trailer offered for sale £1,495).











Sale Date: 23rd July 2014

1935 Singer Nine Le Mans Special Speed
Estimate: (£) 20,000 - 25,000 NOT SOLD

Reg Number: BXT 665
Chassis Number: 62802
Engine Number: 59608
Cc: 972
Body Colour: Light Blue
Trim Colour: Green
MOT ExpiryDate: Exempt

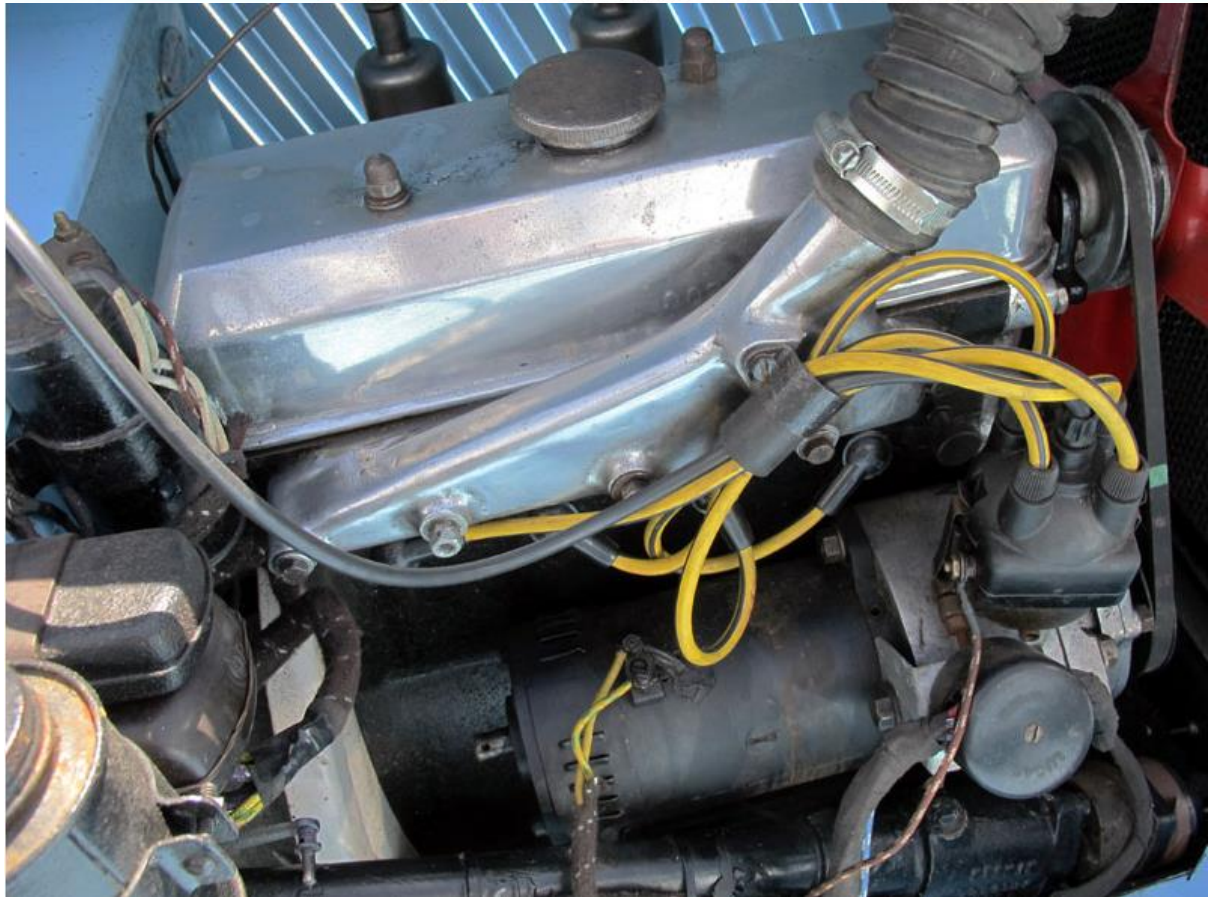
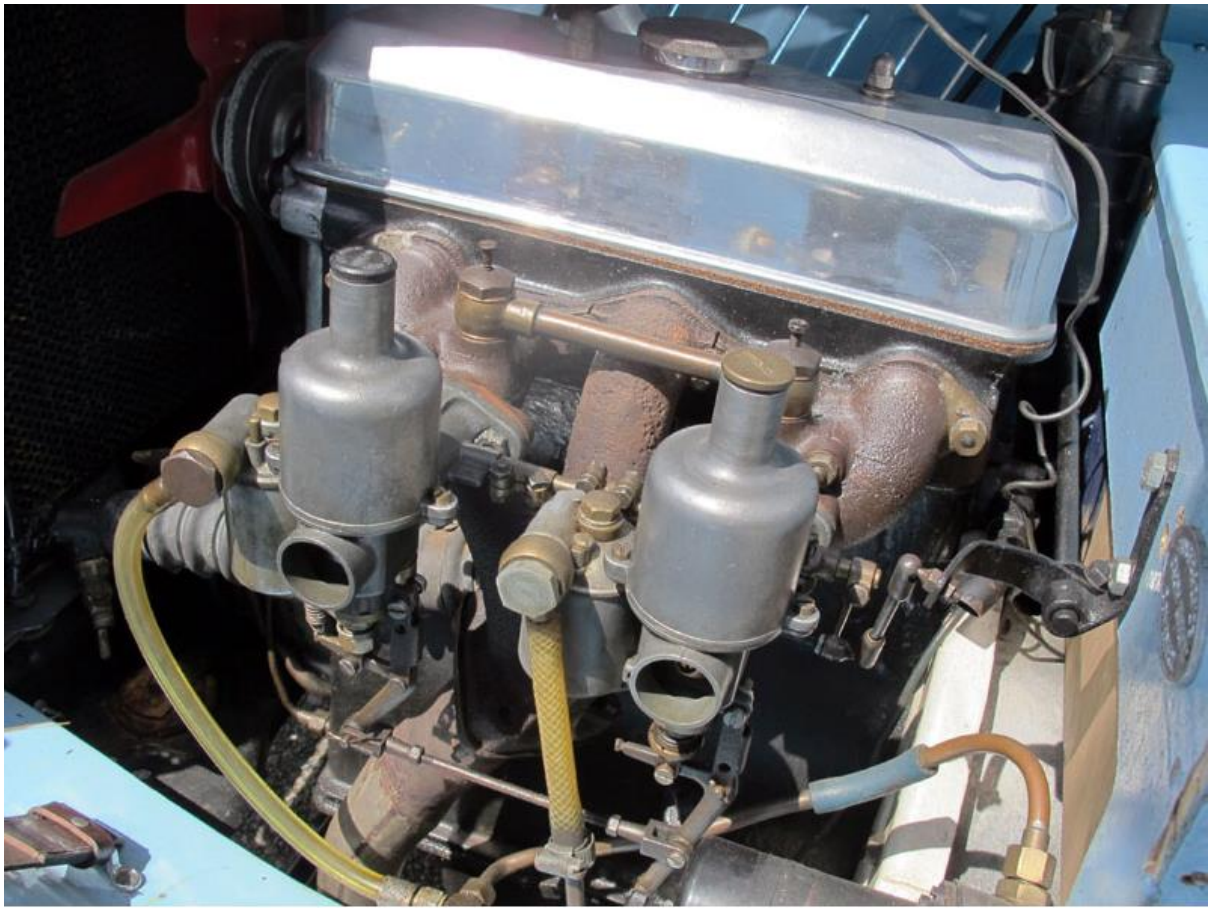
- See more at: <http://www.classic-auctions.com/Auctions/23-07-2014-ThePavilionGardens-1368/1935SingerNineLeMansSpecialSpeed-38347.aspx#sthash.uLhCNqrM.dpuf>



Its chassis card reveals that 'BXT 665' was delivered new to a London dealer on May 31, 1935 and to a Mr Petitor of Streatham, the following day. At that time it was finished in Carnation Red and rode on Ivory-coloured wheels. According to the accompanying continuation log book, the Singer had two Wiltshire-based owners in the '50s, the second of which, James Ashman, moved it to Devon, where he seems to have been stationed in quick succession at RAF Chivenor and RAF Hartland Point. In recent times the Le Mans has had a chassis-up restoration that included: an engine overhaul; respray; retrim; rechrome and rewire. It now features Pale Blue bodywork matched to Green trim and Green painted wire wheels. According to the vendor, this delightful and rare Special Speed is one of the most original Le Mans models known to the Singer club.

PLEASE NOTE: Although originally supplied as one, this vehicle no longer displays the features that make it a Special Speed model.







Manufacturer:	Singer	£22,500
Engine Size:	972	
Model:	Le Mans	
Colour:	Blue	
Reg. Date:	06/01/1934	
Reg:	BPB896	









Condition:	Used: An item that has been previously used. See the seller's listing for full details and description of ... Read more	Year:	1935
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Engine Size:	972	Manufacturer:	Singer
Transmission:	Manual	Model:	9 Le Mans Special Speed
Fuel:	Petrol	Doors:	2
Seats:	2	Colour:	Red
Drive Side:	Right-hand drive	Reg. Date:	13/07/1935
Type:	Sports/Convertible		

This is a 1935 Singer 9 Le Mans Special Speed - confirmed by Singer Owners Club - which I acquired 3 years ago with the intention of restoring but as is often the case have been unable to achieve due to various circumstances so rather than let it sit in the garage any longer taking up space I have decided to put it up for auction. The car is as I got it and has not had any work done. The RF60 buff logbook is with the car. I think all the bits are present with some new woodwork but some panels will need to be renewed. The frame is ok but will require some fettling. The chassis looks sound. There are six wheels and tyres. The engine has thrown a bearing and this will need re-metalling. Gearbox and clutch present. Instruments and seats are present. Exhaust is in bits but will serve as a pattern. Radiator has been re-cored. Windscreen frame present but no glass. Seats and hood frame present and old hood will serve as pattern for replacement. When finished these cars can be worth between 15k - 25k.



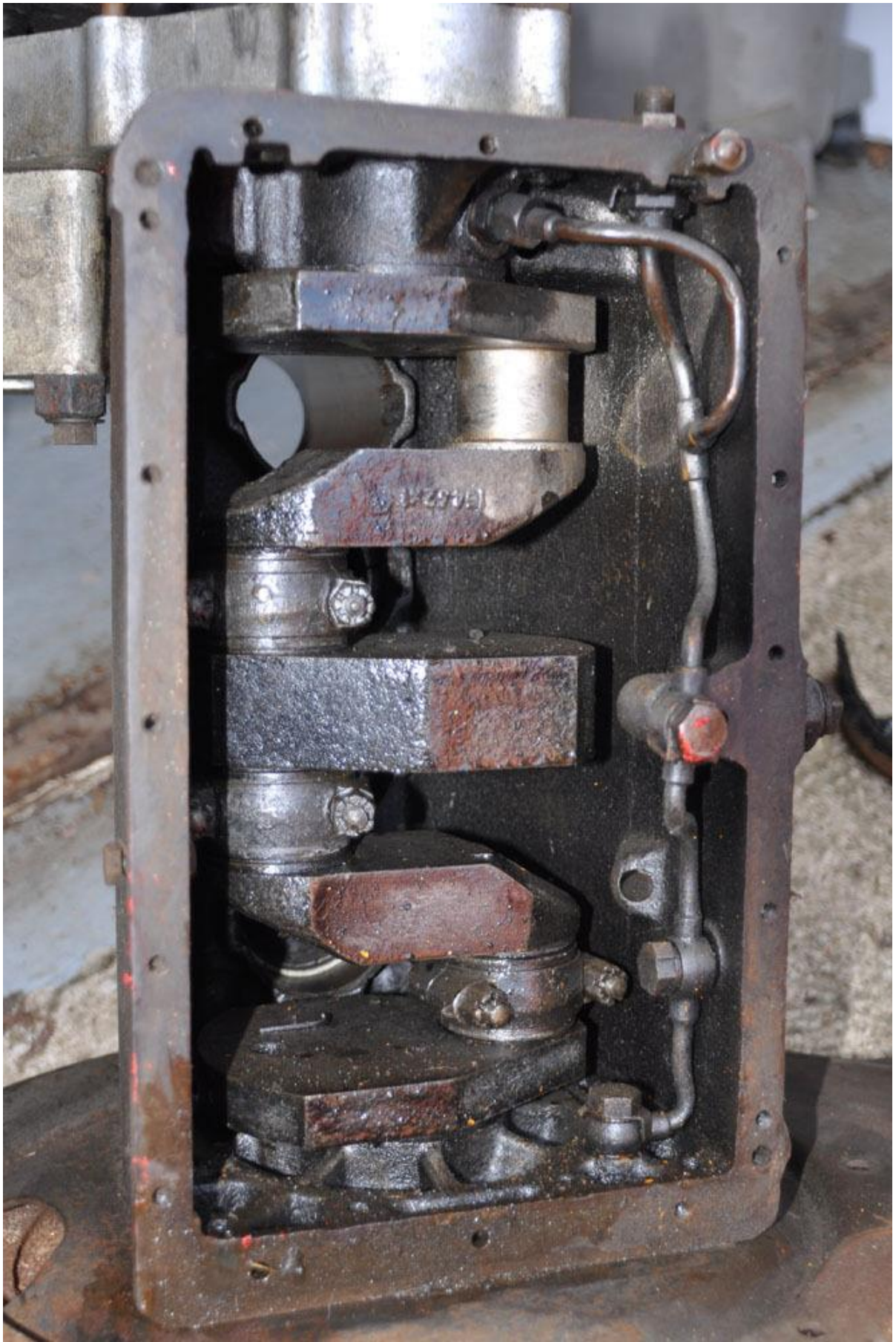
















1935 Singer Le Mans For Sale £ 24,000

It's chassis card reveals that "BXT 665" was delivered new to a London dealer on May 31, 1935, and to a Mr. Petitor of Streatham, the following day. At that time it was finished in carnation red and rode on ivory coloured wheels. According

to the accompanying continuation log book, the singer had 2 wiltshire based owners in the '50's, the second of which, James Ashman moved it to Devon. In recent times the car has had a chassis-up restoration that included:

an engine overhaul, respray, retrim, rechrome and rewire. It now features pale blue bodywork , matched to green trim and green painted wire wheels.

A absolutely superb example of the Le Mans Car

For more details or to view the car, don't hesitate to contact me [0151-3553458](tel:0151-3553458)

Make	Singer
Model	Le Mans
Price	£ 24,000 (approx. \$ 36,356 or CHF 34,513 or € 28,269)
Year	1935
Category	Sports/Coupe
Colour	Blue Light
Transmission	Manual
LHD / RHD	N/A
Convertible	No
Location	Ellesmere Port , Cheshire, United Kingdom
Private / Trade	Private
Car ID	275337
No of Views	36
Advert placed on	14th Sep, 2014







1934 Singer Nine Sports Le Mans 4 Seats Tourer For Sale

£ 19,485

Singer Nine Sports for sale in Belgium. Very original car example . 972cc four-cylinder engine, 2 carburettors, capacity 35 bhp at 4500 rpm, top-speed: 105 km/h, four-speed manual gearbox. Car in good all round condition. Paintwork needs to be refurbished. Wire wheels. Hood and leather seats in good condition. Original wooden dashboard. This Singer is delivered including side screens and a tonneau cover. A quite rare and unknown stylish for-seater sport car ! A lovely and pleasant car to drive, right for rallies, events, weddings or even daily driving. The car has been imported from UK's Lake District to Belgium in 2006.

Make	Singer
Model	Nine
Price	£ 19,485 (approx. \$ 29,516 or CHF 28,020 or € 22,950)
Year	1934
Category	Saloon/estate/mpv
Mileage	96,000 Miles (154,497 Kilometers)
Colour	Red
Transmission	Manual
LHD / RHD	RHD
Convertible	Yes
Location	Woluwe-Saint-Pierre , Belgium
Private / Trade	Private
Car ID	275546
No of Views	25
Advert placed on	16th Sep, 2014







Sussex Sports Cars 1933 Singer Nine Le Mans For Sale - ASK

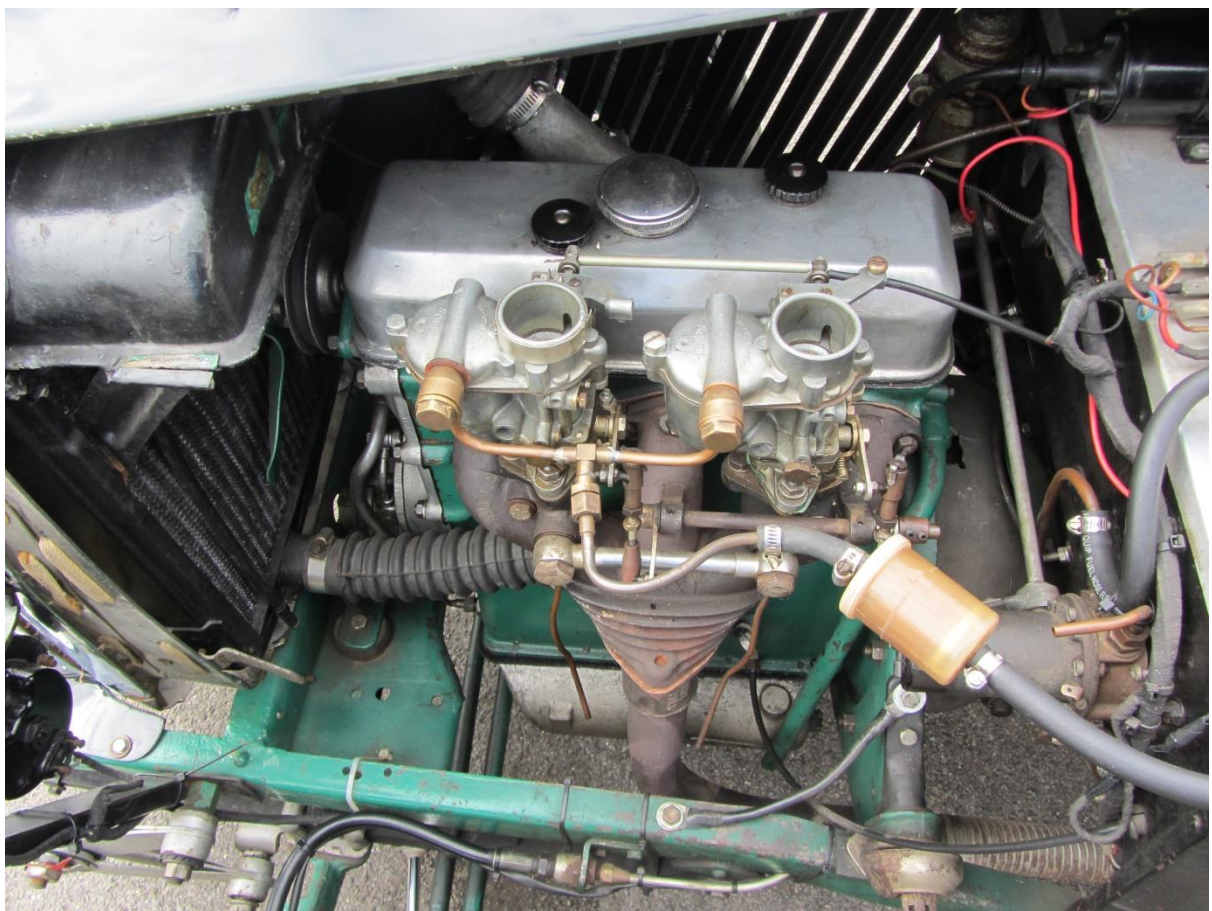


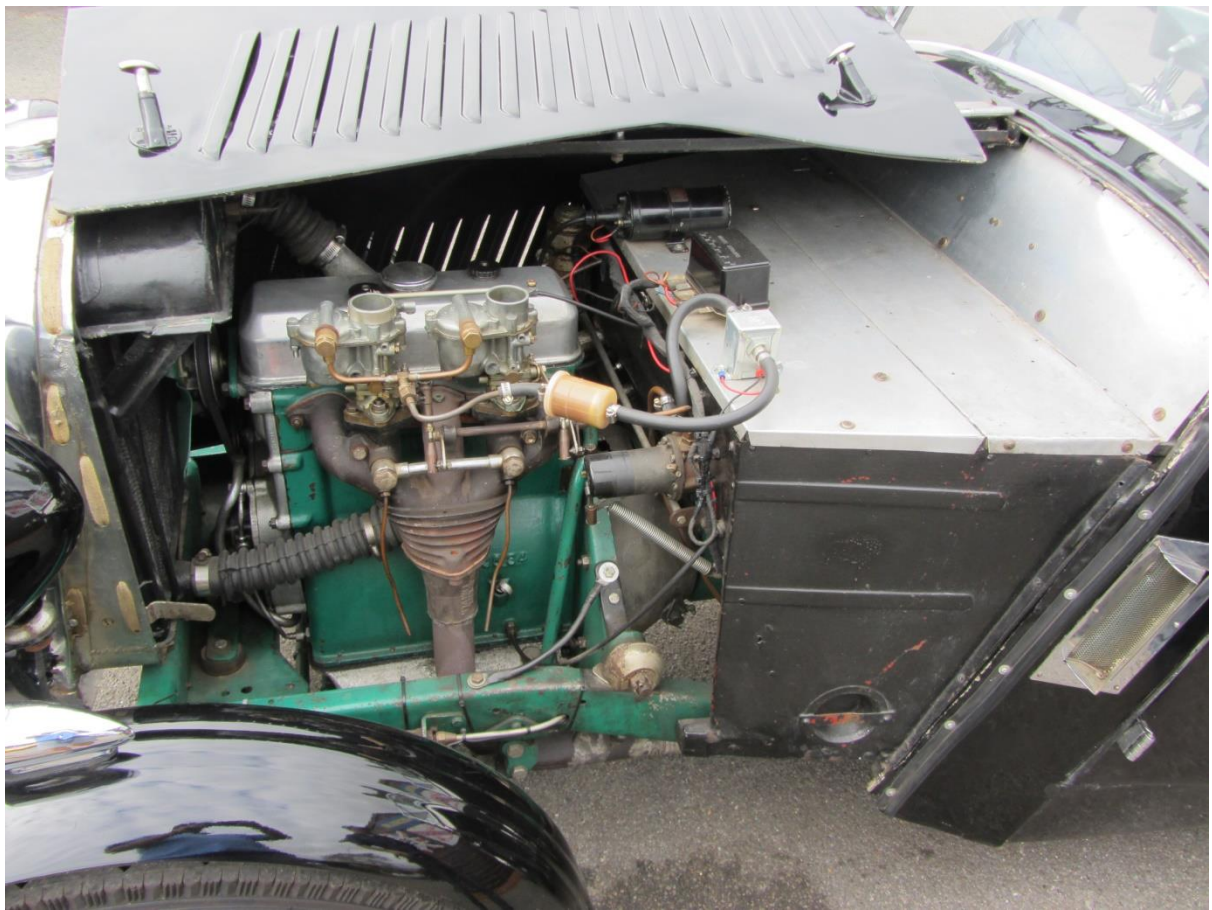




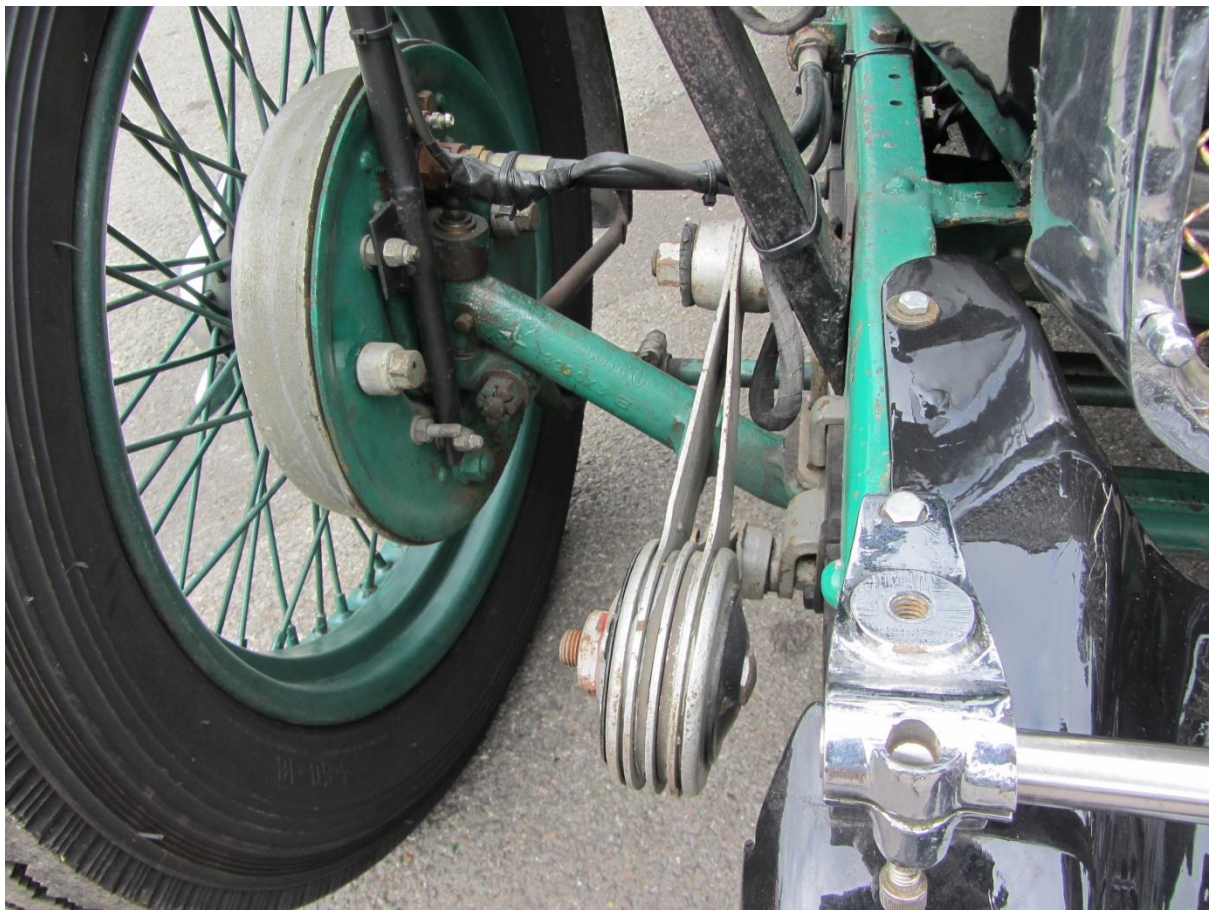














1935 Singer Nine For Sale

Historics At Brooklands 29th November 2014 Sale

The success of the Nine Sport at Le Mans led immediately to the introduction in 1933 of the first Le Mans model. This was the two-seater equivalent of the Nine Sports and it typified the British sports car of the 1930's. At a price of £215, an output of 34bhp and a top speed of over 70mph with the windshield lowered, it provided keen competition for its closest rivals, the J2 and P series MG's.

The Le Mans Speed model included high lift harmonic cams, a counterbalanced crankshaft and an extra large capacity ribbed oil sump for greater cooling capacity. Additional drive train modifications included a heavy-duty clutch and a closer ratio gearbox, with third gear reduced from 8.7:1 to 7.5:1. Body changes included the addition of an external mounted 12 gallon slab fuel tank, fitted with a quick action filler cap and twin rear mounted spare tyres to complete the competition look. The new upswept scuttle cowls also signaled that this was a machine that meant business on the road as well as the track. The first 60 cars were built with 'suicide' type doors. Of these, less than a handful of cars are known to still exist in their original configuration. This is one of those.

Owned for the last 24 years by the current owner, it was acquired from Mrs. Crates of Lamberhurst in Kent and prior to 1966, it spent its entire life in Leicester. The vendor has undertaken routine maintenance over most of his tenure however, in 2009, he orchestrated a full and comprehensive overhaul. This included an engine rebuild by the Singer Workshop, a steering box and gearbox rebuild, a full re-spray in the original colour of Royal Blue, re-wire and re-chrome by specialists Ashley Motors in Hampshire. The car has not been used since this program of works and comes with full weather equipment. This charming pre-war sports car is in good order throughout and represents the most desirable specification of the marque.









1935 Singer Nine Le Mans 'Speed

Registration	BYT 842	November 29, 2014 auction, Historics, Brooklands
Chassis Number	62688	
Engine Number	58220	
Odometer reading	30,505 miles	
Estimate	£22,000 - £28,000	

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£42,750.00

SINGER NINE LE MANS SPEED 900cc, 1935
Perfect Condition With Low Miles 30,000

Highland Cars (SouthWest) Limited
23-24 Market Street
Yeovil
Somerset
BA201JG



SINGER NINE LE MANS SPEED 900cc, 1935 Year
Perfect Condition With Low Miles 30,000
Interior & Exterior is in Great Condition , Must See
We Have 12 Classic Cars in Our Showroom









1935 Singer Le Mans For Sale

£ 48,818 (approx. \$ 73,951 or CHF 70,202 or € 57,500)



A Specially prepared Singer Nine was 13th in 1933 at Le Mans, from that moment became the model "Le Mans called ... The Singer Le Mans Speed specials impressed the circuits in the prewar years on the European mainland. The cars were even the mighty MG's the boss and were deployed at many rallies and races.

Singer Le Mans Speed special features a stunning four-cylinder engine with overhead camshaft and two carburetors. The engine is capable of speeds up to 6000 rpm. Compared to the standard Singer "Nine" motor which is provided with the Le Mans of a camshaft speed, a special crankshaft and a deep ribbed oil sump. The Le Mans was just like the "Nine" equipped with a four-speed gearbox, hydraulic drum brakes and friction dampers.

Very characteristic are the two rear door post, spare wheels, with fine braces are attached.

Green with beige leather interior. The car really shows all original details and features a wonderful additional headlights to the windshield frame.

For more information please contact Sjors Peters, by sales@lexclassics.nl or 0031-416-342474.

Lex Classics is for more than 16 years active in the international classic car business and we are specialist in trading English sport cars and exclusive classic cars. We have our own workshop with 4 specialist mechanics where we prepare and maintain classic cars. We sell all our classic cars with a detailed information file, with as much historical information as available.

Lex Classics is located in the south of the Netherlands, 1 hour from Amsterdam, 1,5 hours from Brussels and 1,5 hours from Dusseldorf. You are very welcome to visit us. If you need more information, detailed pictures or you would like to make an appointment, please contact Lex van Lammeren by mail sales@lexclassics.nl or by phone 0031-416-342474.

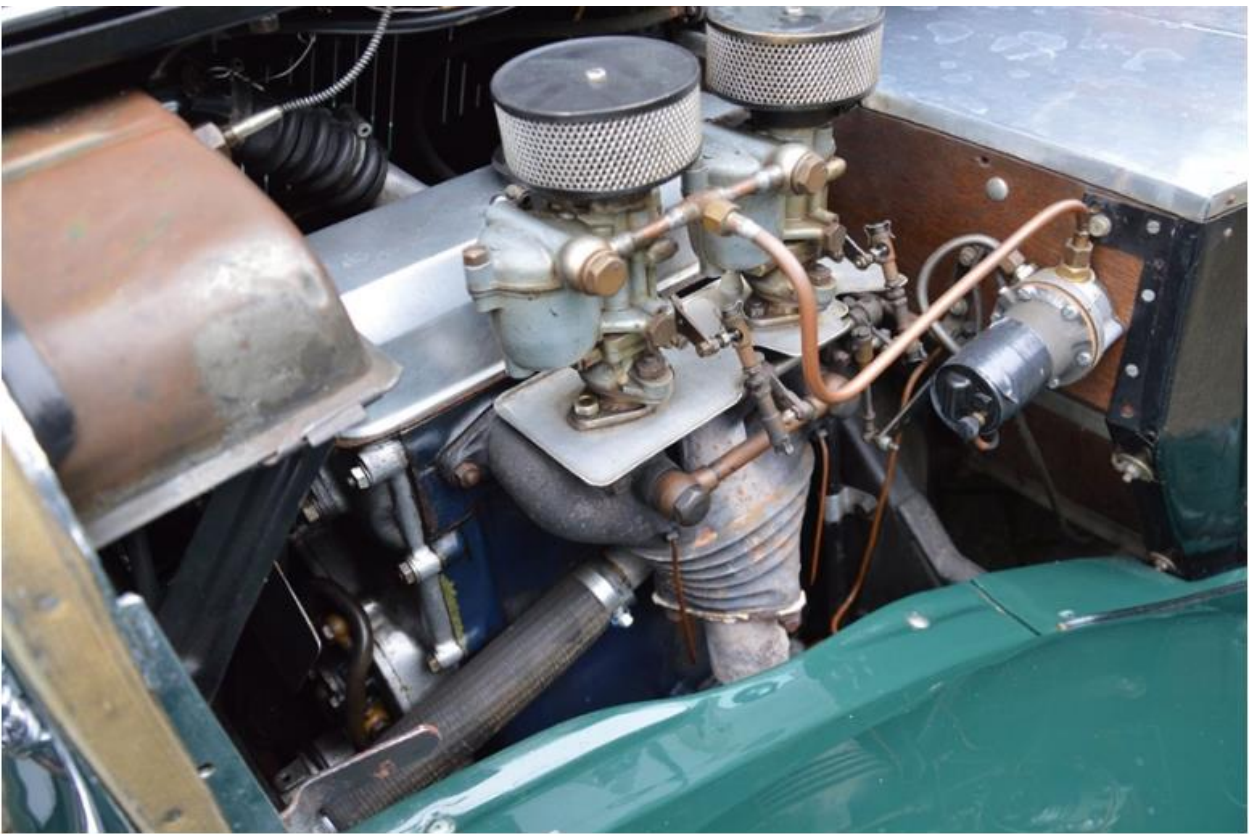
This Classic car is registered in The Netherlands, and is easy to register in every European country. We can also deliver classic cars with German Registration (H-Kenzeigen). Within Europe there are no import taxes. We can also help you with transport.

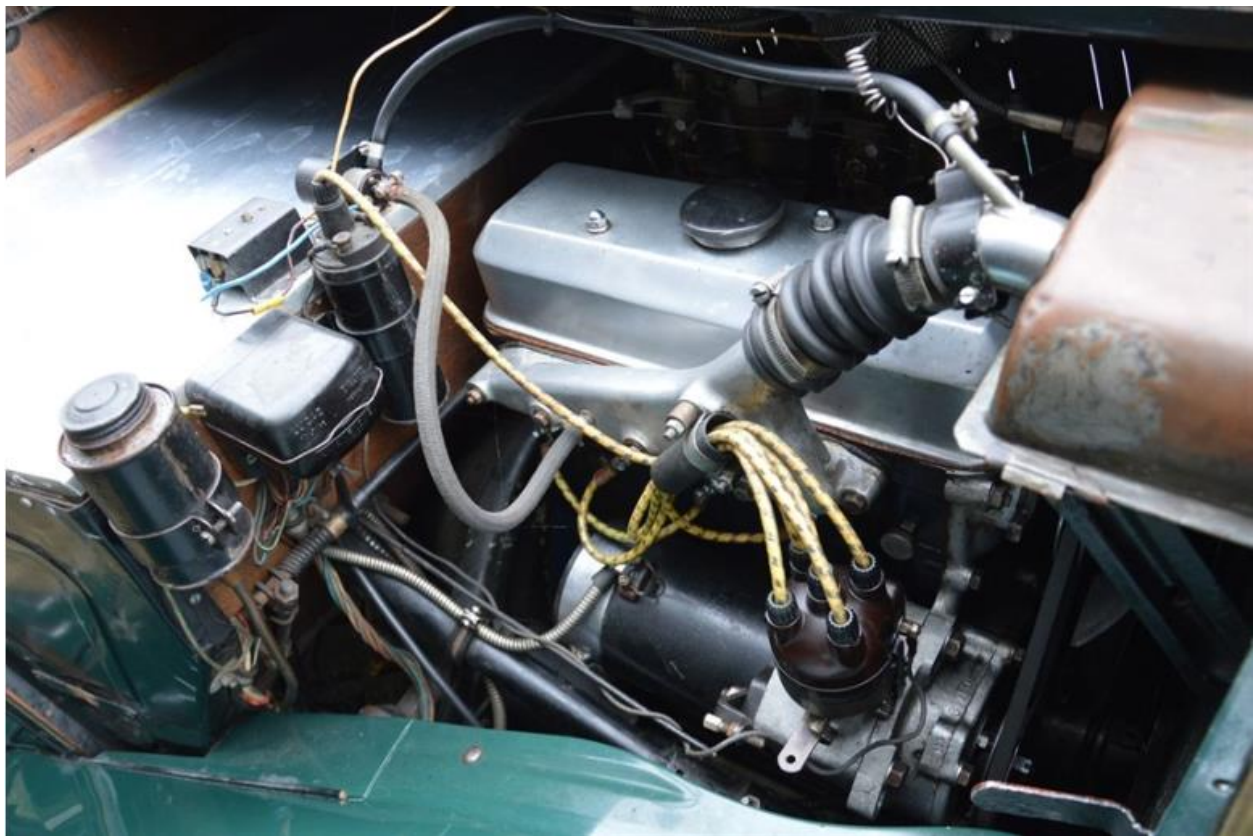
www.lexclassics.nl

Make Singer, Model Le Mans, Price £48,818 (approx. \$ 73,951 or CHF 70,202 or € 57,500)
Year 1935, Mileage 29,900 Miles (48,119 Kilometers)
Colour British Racing Green
Location 5145 Nj Waalwijk , Netherlands, Car ID 301429 Advert placed on 24th Feb, 2015









1934 Singer Le Mans For Sale £ 44,500

Very Rare & Sporty 1934 Singer Le Mans 2-seater sports. This fantastic & delightful little gem with its twin SU carburettors, Moss four-speed gearbox, semi elliptical suspension & all round friction shock absorbers makes her a delight to drive and she handles beautifully. This model being well known and highly thought of within the racing fraternity in the 1930's being very successful at both Le Mans and Brooklands producing a good 75 MPH makes her a lively little car. Totally restored in 2000 with a very extensive service history file. She is finished in two tone Blue with Blue leather interior twin spares and Le-Mans tank. Full weather equipment consisting of hood side screens and tonneau cover. Quite faultless and absolutely any inspection invited.







Location Salisbury , Wiltshire, United Kingdom
Advert placed on 19th Mar, 2015

A Piece of Singer History For Sale 26/03/2015

For sale BBY 403, 1935 9LM Speed Special and one of the Ruddy team cars.

In excellent condition but not been run for some time.

£30,000 ono

Clive Phillips 07968 778 027

1934 Singer 1.5 Litre Four Seater Sports Tourer Lot Entry: 0, HH Auctions

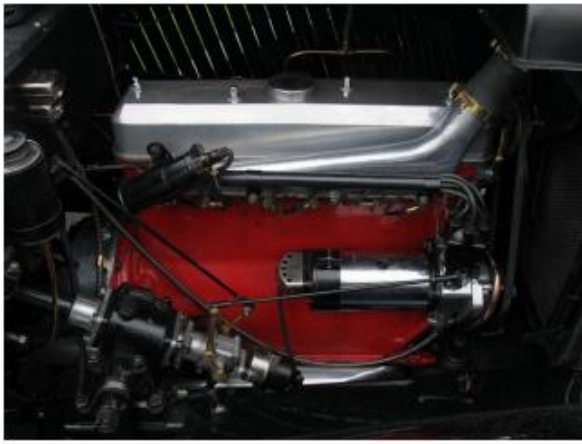
Lot Number: 0 Estimate: (£) 70,000 - 80,000 Auction Sales 15/04/2015

Reg Number: US 5285 , Chassis Number: R2014, Engine Number: M1789 Cc: 1496

Body Colour: Black Trim Colour: Brown







'Lost' Shropshire WW2 airfield identified with National Trust help

- 25 April 2015



A conservation charity has helped a woman identify a "lost" World War Two airfield where her father flew.

Elizabeth Halls, from Herefordshire, is making a tour of 60 aerodromes where her father, Flight Lieutenant Bryan Wild, landed Defiant planes. Mr Wild died in 2012 and Mrs Halls used his memoirs to identify the sites, one of which, named "Uppingdon", she had struggled to find. But the National Trust believes the site was at Uckington in Shropshire.

Six-month tour

Mrs Halls, from Stansbatch near Leominster, enlisted the help of an aviation historian to edit her father's memoirs, which have now been published.

She has embarked on a sponsored six-month tour of the airfields in a 1935 Singer Le Mans sports car, similar to one her father owned during the war, to raise money for the RAF Benevolent Fund.

While in Shropshire, she will also be visiting an old RAF airfield at High Ercall, where her father was stationed for two weeks in 1942.

"Dad talks about Uppingdon Airfield in his notes, but although there is a village of that name, I can't find any mention of an airfield," she said.

"I do know that it was next to Attingham Park, which is where the US base Atcham was, so it may be that my father is referring to Atcham, but I would love to find out for sure."

Bob Thurston, countryside parks and gardens manager at Attingham Park said he believed Mrs Halls was "almost certainly" referring to Uckington, at the south east edge of the Atcham airfield.

"One of the runways was on Uckington farm fields," he said.

"To confuse matters, there are also the villages of Uppington and Uffington nearby, though they had no airfield or airfield buildings associated with them."

Singer 1.5 Litre Four Seater Sports Tourer 1934, start bid £35000, end bid was £55,000

During the early to mid 1930s the rivalry between Singer and MG was notably intense with both marques distinguishing themselves at Le Mans and on countless trials held over the length and breadth of Britain.

Aimed at the expanding six-cylinder sportscar market, the Singer 1.5 Litre Sports Tourer was introduced in 1933. Discernibly larger than its MG K1 equivalent, the newcomer was styled in-house by Eric Neale. With its prominent radiator grille, cut-away doors, full-flowing wings and sloping tail, the Singer bore quite some resemblance to Lagonda's contemporaneous M45.

Based on a lowered version of its Fourteen sibling's ladder-frame chassis featuring all-round semi-elliptic leaf-sprung suspension and four-wheel Lockheed hydraulic 13-inch drum brakes, the 1.5 Litre Sports was powered by a 1493cc OHC six-cylinder engine allied to four-speed manual transmission. A spritely yet well-mannered car, it rode on 18-inch Rudge knock-off wire wheels and was capable of cruising at 60-70mph.

Priced at £295 but only available during 1933 and 1934, just 77 1.5 Litre Sports Four-Seater Tourers were made of which a mere 12 are known to have survived.

First registered in Glasgow on 23rd March 1934, chassis R2014 was purchased by the vendor, Geoff Gibson, from Paradise Garage some forty-five years later. Well-known in Singer circles, Mr Gibson subsequently treated the 1.5 Litre Sports to an extensive restoration. A former multiple concours award winner at shows around the country, 'US 5285' has since developed a beautiful patina. Pleasingly known to be a 'matching numbers' car, the four-seater is described as being in "very good overall" condition with regard to its engine, gearbox, electrical equipment, interior trim, bodywork and paintwork.

Offered for sale for the first time in thirty-four years, this rare Singer is worthy of close inspection.

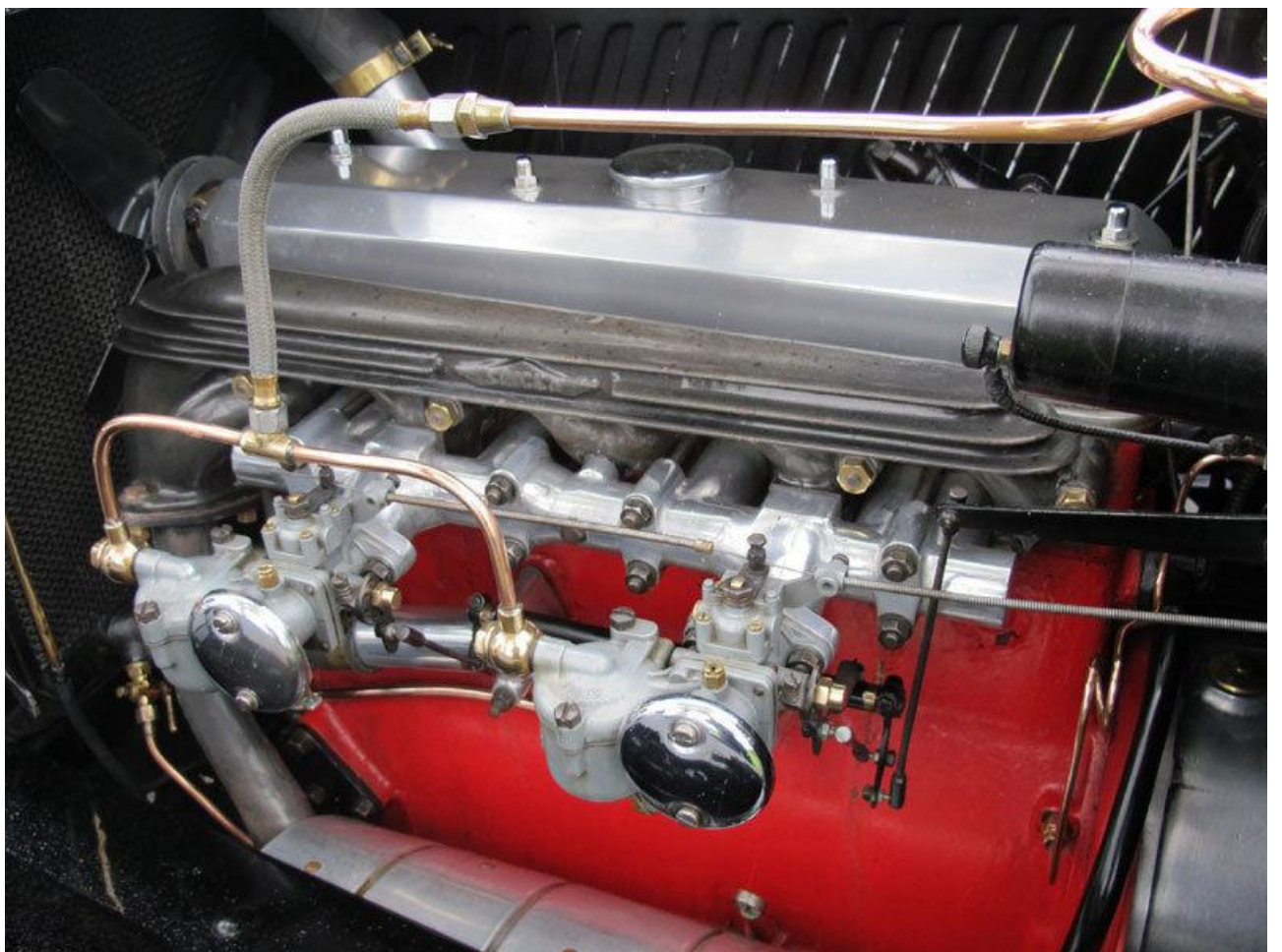
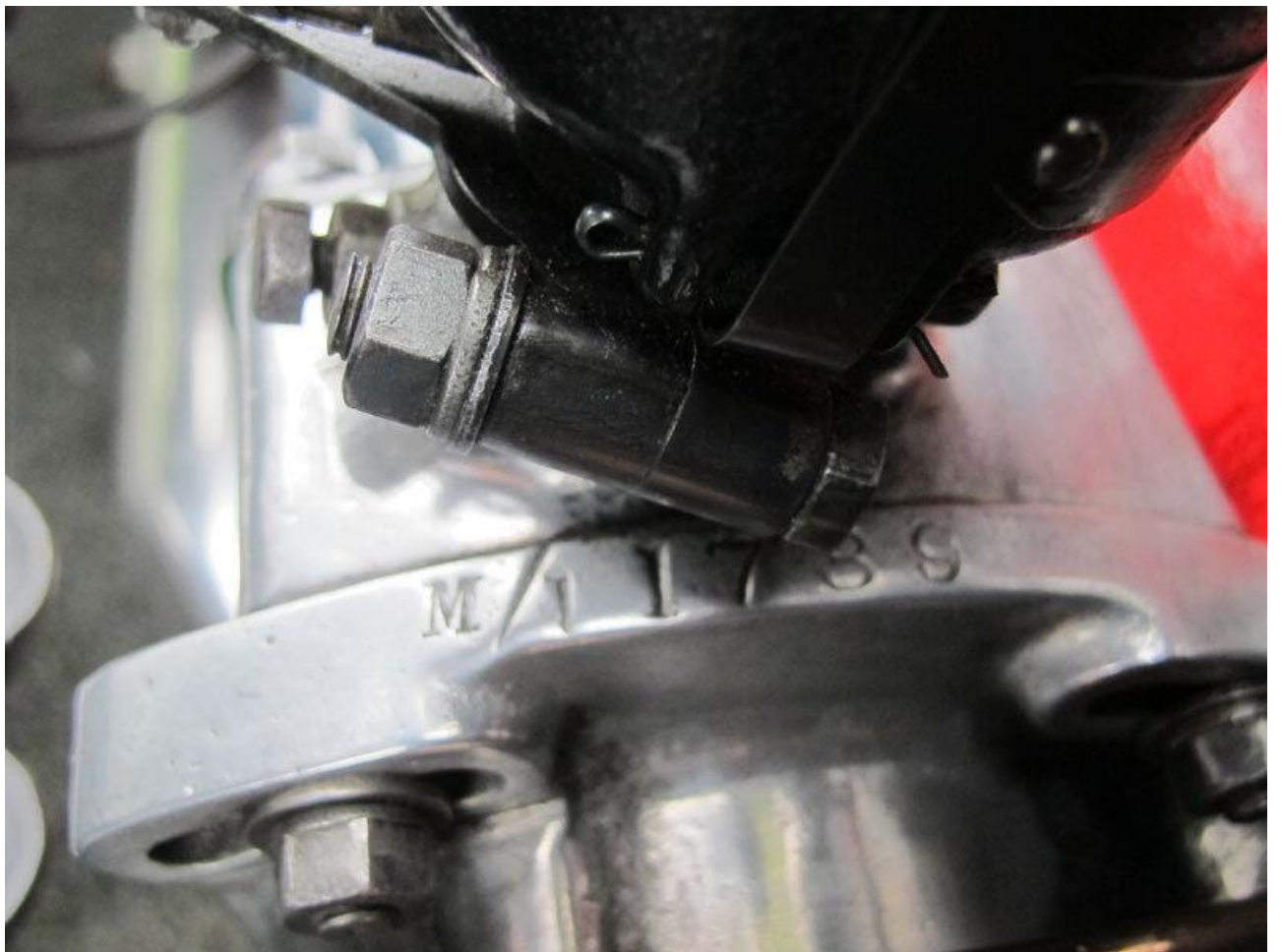
for enquiries please call Wayne on 07814 276275.

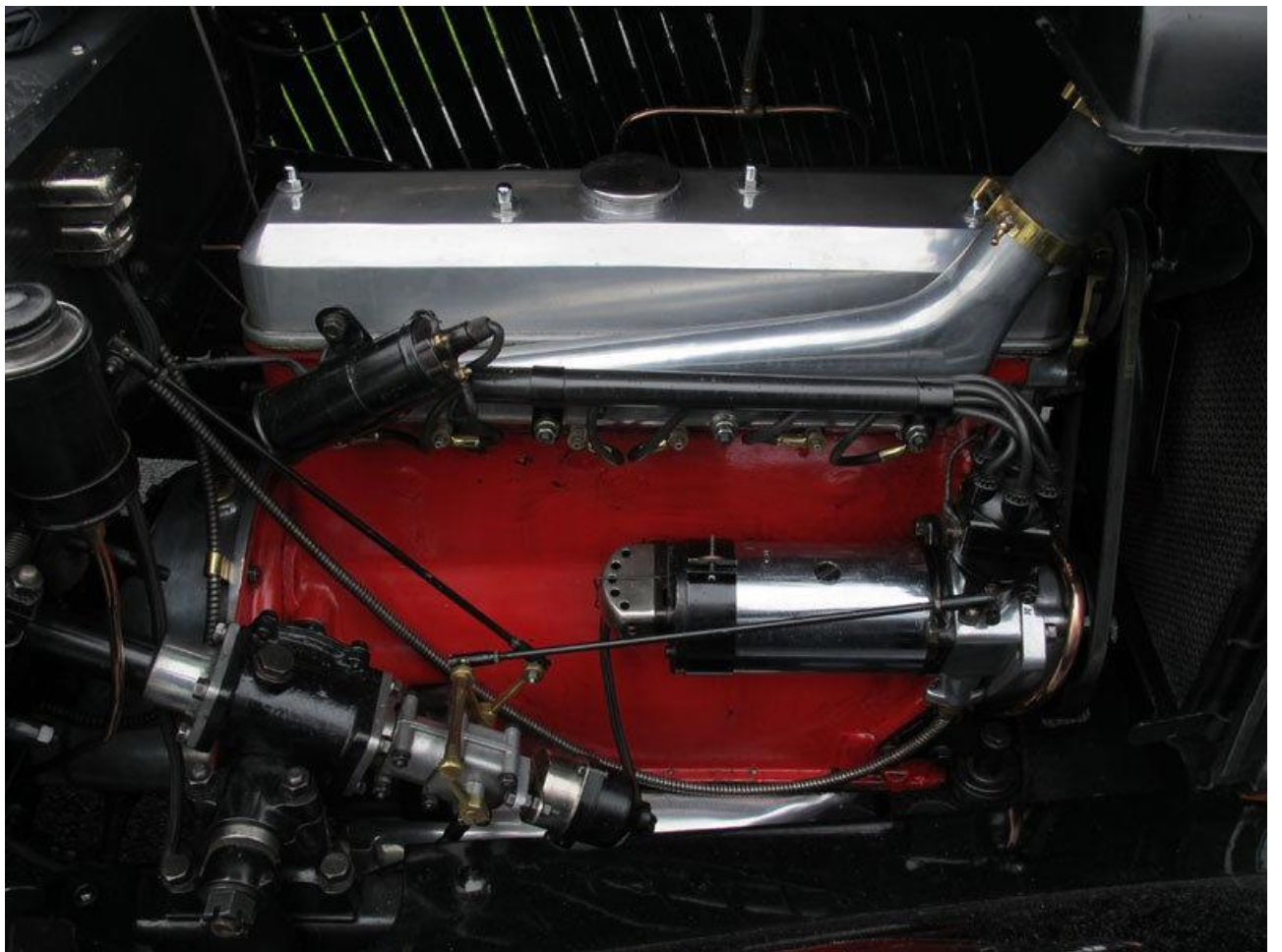












FOR SALE: 1933 SINGER NINE 4 Seater Sports UF 9975 – A1 Condition both mechanically and bodywork..
Chassis number 48462

The time has come to seek offers for our 1933 Singer Nine Sports after 36 years of ownership. Gifford and I completely restored "Ruby", as the car is known, in 1979 and got her on the road in time for the first Lustrum in Holland in May 1980. Since then there have been lots of upgrades and overhauls involving Ian Blackburn, Trevor Cornelius, John Parker, Robinsons Engineering and my local garage Ashley Motors. We have been to 4 Lustrums in all, have taken part in the Hexen Rally in Germany, toured Denmark, the Loire Valley and most SNDs in the last 35 years. At SND 1983 the car won the Regnis Trophy for best in Class 6.

The car is Old English White with red leather upholstery and red carpets. Excellent black hood and double duck tonneau with snug fitting side screens etc. The engine was totally overhauled by Robinsons of Ferndown four years ago and John Parker supplied an exchange gearbox in 2014. Recently I had the rear springs re tempered and the steering arm has been overhauled and refurbished. I am also including various spares, documents and tools pertinent to the car plus all restoration documentation.

She now drives as well as ever and is reliable and a comfortable ride, especially for touring with the benefit of two seats in the rear for luggage or passengers. She has always been stored in a heated, carpeted garage with dehumidifier and has provided thousands of hours of Happy Singer Motoring for us in the past. The odometer shows 26,000 miles since 1980.

There are genuine reasons for this sale and I will be pleased to answer any questions from prospective buyers.

See attached photos.

I am asking £21,000 as I feel she is a reliable, roadworthy and attractive classic pre war Singer sports car. Four photographs attached for reference.

Please contact Bill Payne 01425 278476 or email Billpayne1@sky.com







03.18.2015 - Beautiful England classic

SINGER 1 1/2 Le Mans, born in 1936.

The pre-war generation of vehicles is unique in terms of technology and design. And anyone who is engaged in a journey over a longer time, sooner or later end up with this beautiful pre-war classics. Consider also that there is a 79-year-old vehicle with our SINGER. (Note d editors:.. At the time I was born in 1966. This was already a beautiful SINGER Veteran). **Great car**, therefore We are pleased the more so to be able to present you with such a great and convincing SINGER Le Mans. A 1.5 liter engine model with a six-cylinder engine and three SU carburettors. In the years 1995 to 2000. This vehicle has been completely restored. And so this beautiful classic is still in very good condition. Everything is top original - just as you want it! The current owner had bought the vehicle in 2004; then once more in England. In 2010, the SINGER was then transferred to Switzerland and registered with the Road Traffic Office. Today the SINGER Le Mans is a Veteran badge go. The letze comprehensive examination was made by a specialist December 2014, just once more. **Great story** The magnificent this car is of course his story. Because this is known to the first delivery. On February 11, 1936 This SINGER was sold to Trevor Cornelius in England / Kent. Our Le Mans is a proven original model with the car number 64! Everything is registered and documented in the English registry. The

previous owner is also a member in the SINGER Owners Club in England and maintains exchanges with like-minded people. **A little history** The SINGER Le Mans cars were produced 1934-1937. Overall, only 70 units were produced during this time. It is estimated that only a few go in the street ... of the Le Mans model naturally even less! Come and visit us in Kriens and make yourself a picture of this car! Just nice to look at ...

























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