

# THE SINGER LEADING

● A FEW OUTSTANDING SINGER SUCCESSES

## SUNBAC EVENING TRIAL

Singers won Team Prize, and the only two first class awards in their class.

Singer holds Wellington-Auckland, Sydney-Melbourne and New Brighton (N.Z.) Beach Car Records.

## 33 LE MANS RACE

Singer 9—first unsupercharged British car (under 1000 c.c.) ever to qualify for Rudge-Whitworth Cup.

## BRISBANE TO SYDNEY (N.S.W.) RECORD

Singer 9 lowered this by 7 hours, covering 658 miles in 15 hrs. 32 mins.

## PUBLIC SCHOOLS TRIAL

Singer made best performance of the day.

## EIGHT CAR CLUB HALF-DAY TRIAL

Singer 9 made best performance of the day. Singers won Team Prize.

## ULSTER RALLY

Singer 9 second in 85 starters. First Prize Coachwork.

Two door closed car. Class up to 1500 c.c.



BARNSTAPLE TRIAL AUG 4-5



# THE SINGER LEADING

AS an entirely new type of sports car, the Singer made its debut in the Autumn of 1932. Since then its performance in the hands of private owners has made it known as "the most consistently successful sports car on the market."

In every national and international event in which Singer Sports Cars have featured, they have won for their owners a series of coveted awards—in many cases, the leading awards of the day. This catalogue has been designed not only to give you full particulars of an up-to-date series of Sports Cars but to enable you to visualise Singers operating with outstanding success over the most difficult courses it has been possible for trials organisers to find.

It proves that Singer cars will do everything you reasonably call upon them to do—and that they do it better than other cars.

The 1934 Singer Sports cars are the logical development of those models which quickly made for themselves such a name for reliability. They are attractive in every respect—in bodywork lines, colour schemes and performance.

The pages immediately following are ready proof of the inherent reliability of Singer cars under the stress of the severest conditions of trials work. They demonstrate that Singers definitely lead in regard to performance and reliability, and at the same time place the pleasures of sports car motoring into the hands of a wide section of the motoring public owing to their reasonable price.

(The Pre-Selected Clutchless Gear change can be fitted to any of these Sports models, if desired, at an extra charge of £10 10 0).

**SINGER & CO. LTD., COVENTRY**

Phone : Coventry 5071  
Cables : Singer Coventry

*The most consistently successful Sports Cars of the Season*



# OME SINGER SUCCESSES, NOVEMBER, 1932, TO NOVEMBER, 1933

**SHELL CUP TRIAL (1932).**—The only Singer entered won the Allday Cup for best performance in 1100 c.c. Class.

**LONDON — GLOUCESTER TRIAL (1932).**—Seven Singers entered, winning five Silver Cups and one Bronze Medal.

**LONDON—EXETER TRIAL.** Ten Singers entered. Eight Premier Awards. One Silver Medal.

**MONTE CARLO RALLY.** One Singer entered, taking third place of all cars in the strenuous Mont des Mules hill climb and being the first British car (small closed car class) in the Concours de Confort.

**COLMORE TROPHY TRIAL.** Singers won Committee Team Prize, Rhode Cup for best performance of the day, Seven First Class, Two Second Class Awards, and one Third Class Award.

**R.A.C. RALLY.** Eighteen Singers entered—all completed the course and gained R.A.C. Plaques, winning also the starting point prizes for putting up the best performance from the two starting points, London and Leamington, from which the greatest numbers of competitors started.

Singers took Second and Third places (106 starters), and made the fastest time in the acceleration and braking test in cars up to and including 10 h.p., taking Second Prize in the Coachwork Class for open-four-seaters up to 10 h.p., and First in the two-door, two-seater Coupe Class. Also won the Hastings Traders' Trophy.

**WYE VALLEY TRIAL.** Singer won the Premier Award.

**LONDON—LANDS END TRIAL.** 18 Singers entered, winning 11 Premier Awards, six Silver and one Bronze Medal. Also, Car Team Prize.

**SCOTTISH SIX DAYS' TRIAL.** Singers gained One-Make Team Prize, best performance in 850-1100 c.c. class, and four Silver Cups.

**LONDON—EDINBURGH TRIAL.** 16 Singers entered, gaining 12 Premier Awards, 2 Silver Medals and one Bronze Medal.

**SCOTTISH RALLY.** The eight Singers entered finished the 1,060 mile road course without loss of marks.

**SUNBAC INTER CLUB TEAM TRIAL.** Singer Team won Autocar Trophy, losing no marks. The runners up had a loss of 33 marks.

**INTERNATIONAL ALPINE TRIAL.** Singer 9 Sports four-seater Team finished as a complete team in second place, Class 5, amongst very severe competition.

**LONDON TO EDINBURGH TRIAL.** (Sixteen Singers entered). Twelve Premier Awards. Two Silver Awards. One Bronze Medal.

**PLYMOUTH MOTOR CLUB'S RELIABILITY TRIAL.** Singers won two First Class Awards.

**THE KINGSBRIDGE MOTOR CYCLE AND LIGHT CAR CLUB RELIABILITY TRIAL.**—Silver Challenge Cup won with Singer "Nine."

**BRIGHTON AND HOVE CLUB'S TWELVE-HOUR TRIAL.** Singers gained two First Class Awards.

**BROOKLANDS RELAY RACE.**—29 Teams entered. 10 Teams out of total completed the race in minimum time. Singer Team finished and took eighth place.

**PILGRIMAGE TO PLYMOUTH TRIAL.**—Singers won four First Class Awards.

**SWANSEA MOTOR TRIAL.**—Singer Sports won "Enoch" Cup and Replica (for cars not exceeding 10 h.p.)

**SCARBOROUGH TRIAL.**—Singer was first in cars up to £10 tax.

**LIVERPOOL M.G. £100 TRIAL.**—Singers second and fourth, and also won the Team Prize.

**HIGHLAND TWO-DAYS' TRIAL.**—One Singer entered, competing with 33 other drivers and gained one of the eight First Class Awards.

**BRIGHTON AND HOVE MOTOR CLUB'S TRIAL.**—Singers won Drewitt Trophy and Class B Team Award.

**C.M.C. BOXING-DAY TRIAL.**—Three Singers entered. Three First Class Awards.

**VICTORIAN (N.S.W.) LIGHT CAR CLUB TRIAL.**—Two Singers entered. Both obtained First Class Places. Winners of Ocean Grove Hill Climb.

**CHRISTCHURCH (N.Z.) HILL CLIMB CHAMPIONSHIPS.**—Open Class. Singers took First, Third, Fourth and Fifth places. Sports Class. Singers First and Second. Fastest time of day against all comers.

**CANTERBURY (N.Z.) AUTOMOBILE ASSOCIATION RELIABILITY TRIAL.**—Private Owner Class. Singer First. Open Class. Singer First, Second and Third.

**ULSTER AUTOMOBILE CLUB'S RELIABILITY TRIAL.**—(35 cars entered). Singer obtained Third and Fifth places.

**BRIGHTON AND HOVE MOTOR CAR CLUB'S RELIABILITY TRIAL.**—Singer won the only Premier Award—The Spring Cup.

**SWISS AUTOMOBILE CLUB'S OPENING EVENT.**—Singer won 1100 c.c. Class.

**SCOTTISH SPORTING CAR CLUB HALF-DAY TRIAL.**—Two Singers competed in a field of 45 Sports cars. Winners of one First Class Award and one Second Class Award. Third of all cars irrespective of size or type, in acceleration and braking test.

**EXETER MOTOR CLUB TRIAL.**—Challenge Cup won by Singer.

**MARCH HARE TRIAL.**—Bibbings Cup won by Singer.

**MALDEN AND DISTRICT CAR CLUB TRIAL.**—Singer won the Premier Award.



# FURTHER SINGER SUCCESSES

**LONDON TO BARNSTAPLE.**—(Twelve Singers entered), winning Drewitt Trophy and Replica. Nine First Class Awards. Two Second Class Awards. One Third Class Award.

**LIEGE—ROME—LIEGE TRIAL.**—(2160 miles). Singer won Motor Union Cup for Best Performance up to 1100 c.c.

**SWANSEA MOTOR CLUB RELIABILITY TRIAL.**—Singer won Kilminster Cup for Best Performance in 1100 c.c. Class.

**NELSON TRACK MEETING.**—Four Mile Handicap—Singer Second (from scratch) and Third. Five-mile Handicap—Singer First.

**NEW BRIGHTON (N.Z.) BEACH RACES.**—Eight-mile Handicap—Singers Second, Fourth and Fifth. Also fastest time from scratch. Sixteen Mile Handicap—Singer First. Singer conceded big handicaps to all other competitors.

**ABINGDON TO ABINGDON TRIAL.** In a field of thirty-five starters, five Singers obtained the following awards:—Watkinson Cup for best performance by member of visiting Club. Team Prize. Four First Class Awards (out of a total of seven).

**SCOTTISH SPORTING CLUB'S AUTUMN 100-MILES TRIAL.**—Singer obtained one of the nine First Class Awards, out of a field of 45.

**LIGHT CAR CLUB (N.S.W.) NEWCASTLE TRIAL.**—Singer gained Five Premier Awards. Outright Winner on Handicap, irrespective of Class. Winner of 800-1400 c.c. Class. Fastest time in Hill Climb. Fastest time in Acceleration. Fastest Aggregate Time.

**BLenheim TRACK MEETING.** Three-mile Handicap—Singer "Nine" First (from scratch) and Second. Five-mile Handicap—Singer First and Second.

**NORTH-WEST LONDON M.C. TRIAL.**—Out of three First Class Awards, Singer drivers took two.

**WESTON-SUPER-MARE M.C. TRIAL.** Singer took Second place.

**STROUD TEAM AND INDIVIDUAL ENTRY TRIAL.**—Singer obtained the only First Class Award (Car Section).

**GLOUCESTER M.C. GIBB CUP TRIAL.**—Singer took Box Trophy for best performance.

**ULSTER AUTOMOBILE CLUB TRIAL.**—Singer took first place out of 44 entries.

**SHELL CUP TRIAL (1933).** Ten First Class Awards were made of which Singer owners obtained seven.

A Magnificent List of Sweeping Victories clearly proving SINGER SUPERIORITY in Speed Events—over the roughest country—on the steepest hills. Singers are winning all over the world.

# PRAISE FROM OWNERS AND THE PRESS

"I am a very satisfied owner of a Singer 'Nine' Sports Coupe. I have just completed 3,000 miles, and may I congratulate you on producing one of the most fascinating, willing little cars I have ever driven."

S.S., NEWCASTLE

"The Singer 'Nine' Sports Four-Seater has been universally admired, both for its beauty of line and its exceptional engine. The owner is very well satisfied, and informs us that wherever he goes his car is surrounded by admirers."

DIAS & FILHOS, FUNCHAL, MADEIRA

"... It is definitely the best motor I have handled on a trials course." (Sports Four-Seater).

A. L., BIRMINGHAM

"... I went to Olympia with the object of purchasing my ideal sports car at a reasonable price, and I certainly found it in the Singer 'Nine' Sports Four-Seater. Springing, steering, acceleration and road-holding capabilities are as near perfection as can be expected, and in my opinion there was no other Sports Model at Olympia Show at anywhere near the price, to compete with this model.

"I am not a novice, having been an owner-driver motorist since 1905, and when I say that at the moment I also own a twelve cylinder motor-car of renowned make, and that this little Singer gives me equal pleasure to drive, then my opinion as a guide to motorists in search of a lively sports car, economical to run and economical to buy, can hardly be valueless, and I give it to you unsolicited, and you may use it in whatever manner you may think fit."

R.S.S., BOW, NORTH DEVON

"This little car (Singer 'Nine') has been a source of great delight since it came into my possession."

J.F.A., GLASGOW

"My 'Nine' Sports Four-Seater has behaved excellently in every way and it appears to be improving with every mile."

J.T.D.C., SLEAFORD

"The pulling power of the Singer amazed me. Hills that required low gear on the—negotiate in top at a speed of over 20 m.p.h. without gathering speed at first."

L. H. C., ORANGE, N.S.W.

"The Singer 'Nine' Coupe behaved faultlessly, and I once again congratulated myself upon having chosen a car that was capable of answering the demands of the most modern motorist."

*The Sketch*

"Collectively, the Singer 'Nines' were good, every one of the 29 entered making clean ascents (Nailsworth Ladder) ... and the battalion of Singer Le Mans 'Nines' looked smart and impressive."

*The Motor*

"We proved that 4000 r.p.m. can be kept up indefinitely, and that even on the long climb up Shap the radiator temperature never rose above 95 deg.C. Indeed, the  $1\frac{1}{2}$  Litre Singer is 'great sport.'"

*The Autocar*

"The Singer 'Nine' Sports gave a splendid account of themselves, drawing much favourable comment from the spectators."

*The Light Car*

"Some makes did conspicuously well, notably ... the 9 h.p. Singers, which were most impressive on the hill."

*Evening News*

"Within the 9 h.p. class is the Singer Sports, which has created an enviable reputation in trials for an ability to gain premier awards."

*The Motor*

"The outstanding performance of the (R.A.C.) Rally Singers was one of the sensations of the day."

*The Bystander*

"All the Singers made good climbs of Litton Slack. A. H. Langley made the best time with his Singer."

*The Autocar*

"The Singers beat dozens of cars three times as big and costly in the road test and the rest of its rivals of its own size for elegance, comfort and convenience."

*The Daily Telegraph*

"Outstandingly good were the new Singer 'Nine' Sports models, which sounded full of 'pep' and were definitely masters of the gradient."

*Motor Sport*

"On taking the wheel of the Singer Le Mans one immediately has that feeling of being at home which only comes when the driving seat, steering wheel, gear lever, body sides and all the rest come just where they should. In third ... the revs. came willingly ... and the needle showed 5,000 r.p.m., representing just on 61 m.p.h. Road holding is all that could be desired, also cornering and braking."

*The Light Car*

"The large cars, on the whole, were not so successful as the light cars, and the outstanding performers were a fleet of Singer 'Nines.'"

*Motor*



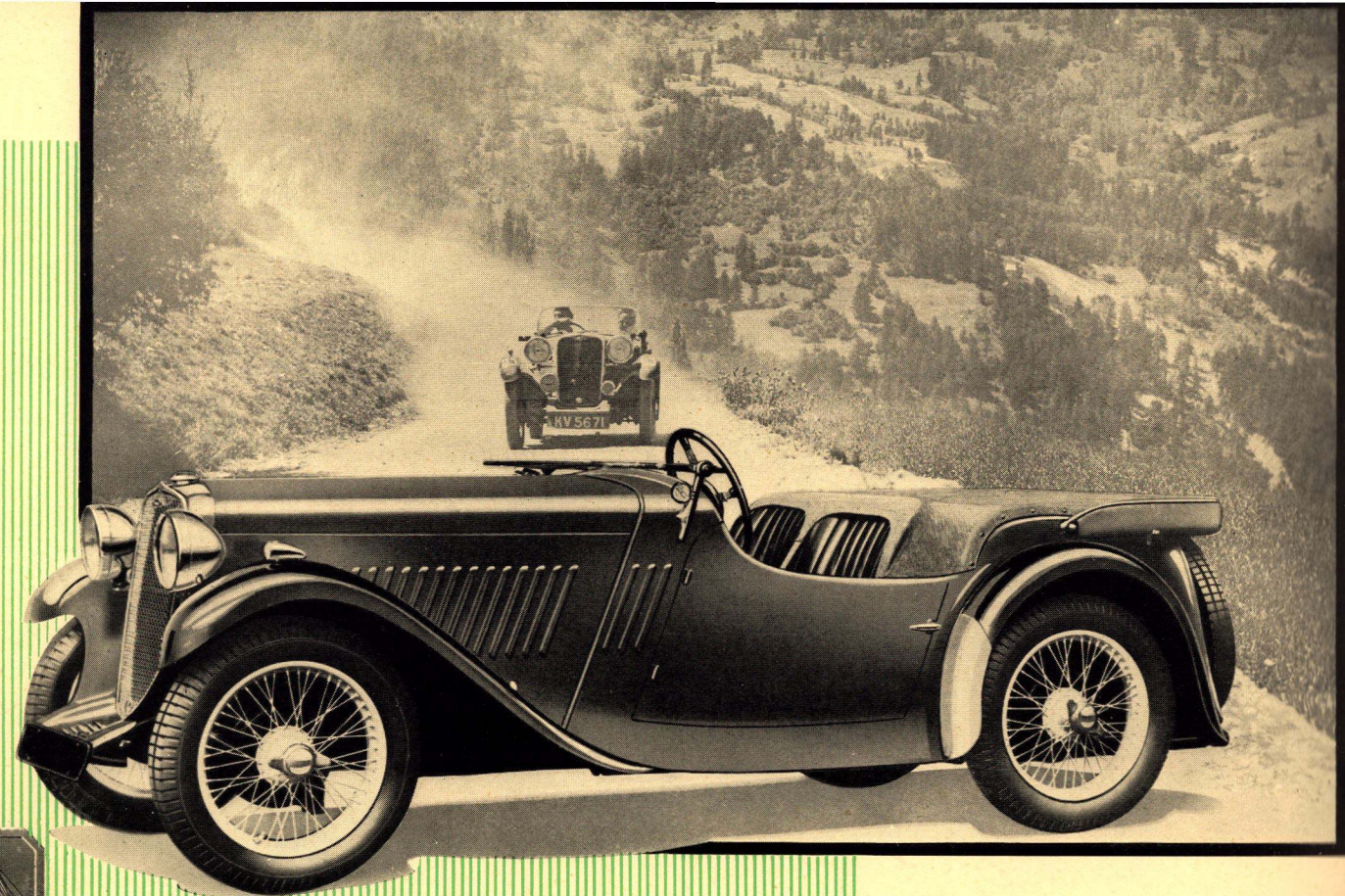
# Singer Nine Sports 4-Seater

ALTHOUGH the performance of this car is such as to commend it to purely sports enthusiasts, it has been very popular with the motorist who prefers an open car which at the same time has easily operated all-weather equipment giving complete protection from inclement weather.

It has generous accommodation in the rear seats, but when these are not required for use, they are concealed by a very neat and efficient tonneau cover.

Four-seater, two-door coachbuilt body with adjustable front seats having folding backs ; special furniture hide upholstery ; safety glass windscreen which folds flat ; electric windscreen wiper ; torpedo streamlined bonnet ; smart well-formed hood which folds flat with neat hood cover and tonneau cover ; metal framed side curtains with sturdy fixings ; storage compartment at rear ; exterior driving mirror ; pockets in doors ; scuttle ventilators. Tools clipped on a deck under the bonnet.

*(Full Chassis Specification on page 20)*



● Sports 4-str. £185

Background : One of the Alpine Team



# Singer Nine Sports Coupe

BASED essentially on the Sports 4-Seater chassis, this Coupe has become known as one of the prettiest cars on the road, as well as one capable of a high measure of performance which is borne out by its successes in various trials.

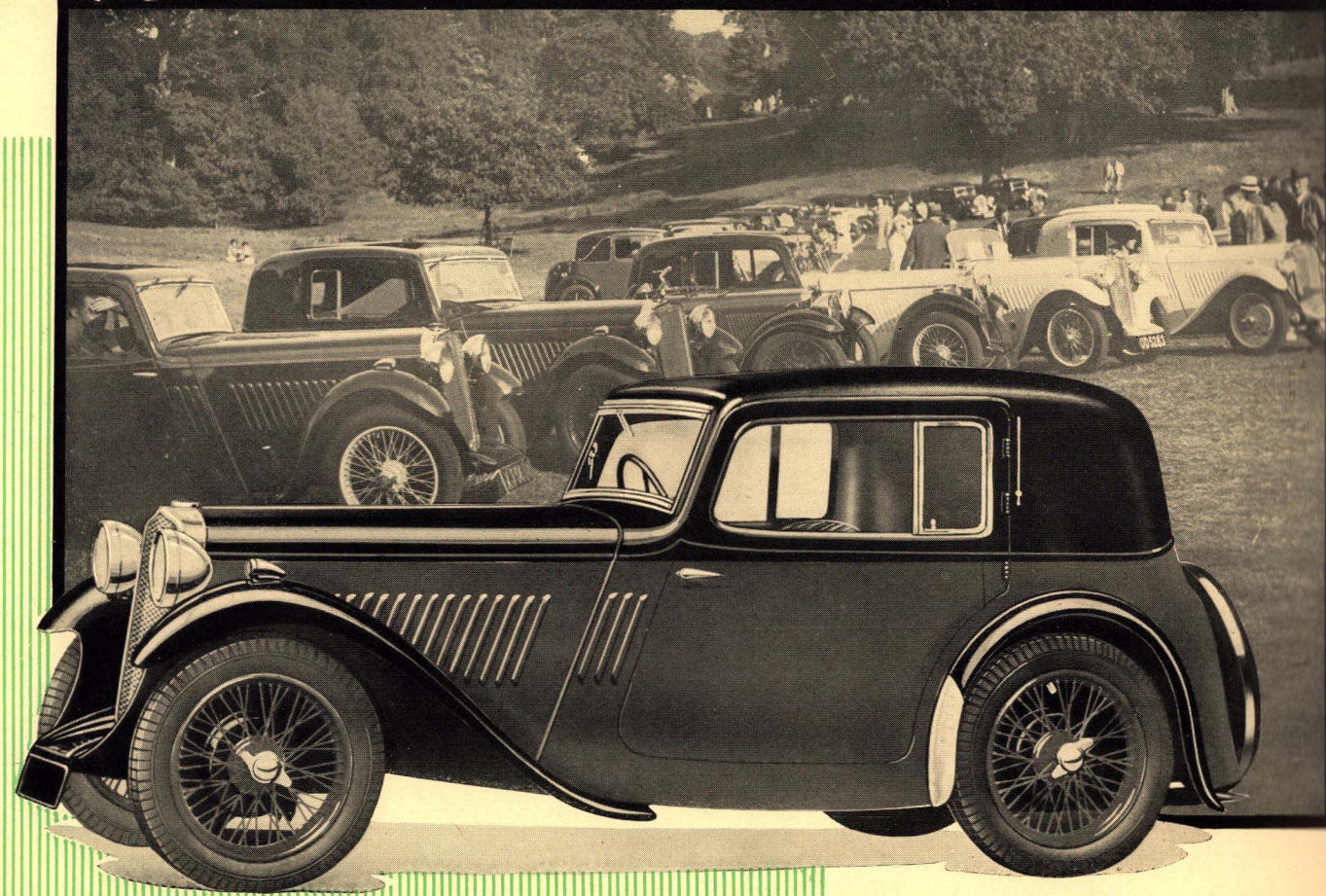
It has been particularly favoured by the judges in Coachwork Competitions, winning the First Prize in the 1933 Monte Carlo Rally (small closed car class). First Prize in the R.A.C. Hastings Rally, First Prize in the Eastbourne, Ramsgate and Torquay Concours d'Elegance.

*(Full Chassis Specification on page 20)*

It is finished in a series of attractive colour schemes.

Two-seater, two-door, fully streamlined coachbuilt body having sliding roof; hinged ventilators to windows; furniture hide upholstery; safety glass all round; winding windows; adjustable seats with folding backs; pile carpets and underfelt; door pockets; ash trays; roof lamp; glove boxes; electric windscreen wiper; interior driving mirror; real walnut cappings; spare wheel cover; traffic direction indicators.

20 x 199  
180 398.0  
70



• Sports Coupe . £199

*Background: The Singers which won the awards in the Torquay Concours*



# Singer Nine 4-Seater Sports Saloon

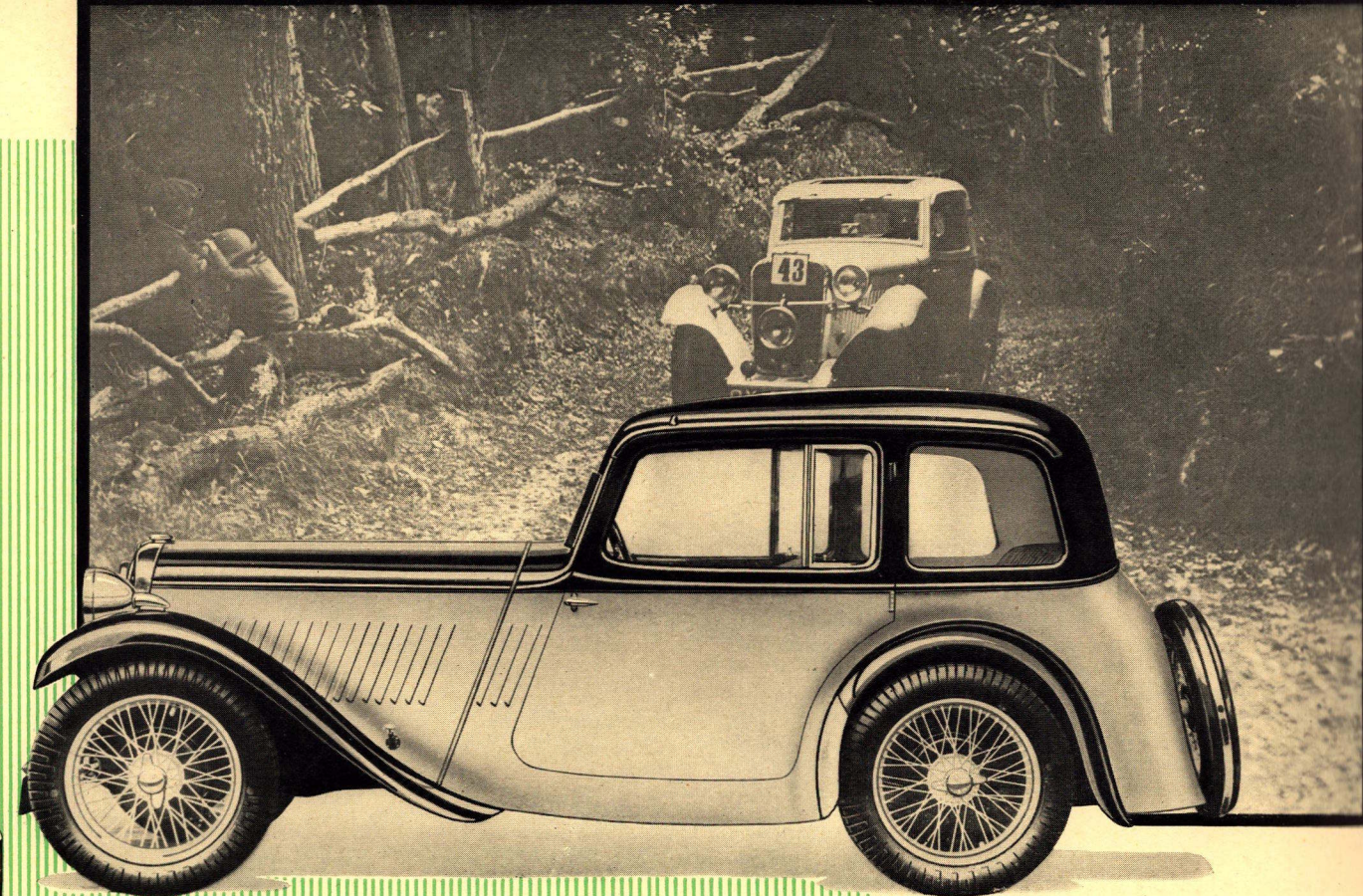
THIS is a further body type on the Sports 9 chassis, the complete car having the appearance and performance of a super sports model, with full saloon comfort for four, rear seats being well upholstered, whilst the rear lights obviate any feeling of being "closed-in."

This car will make a particular appeal to the family man who often wishes to carry four people, and at the same time obtain something better in way of performance

than is normal in low taxed saloon models in this price class.

The equipment is comprehensive, including, as it does, sliding roof, hinged ventilators to windows, furniture hide upholstery, safety glass throughout, wind-up windows, adjustable seats with folding backs, ash trays, pile carpets and underfelt, door pockets, roof lamp, glove boxes, electric windscreen wiper, interior driving mirror, real walnut cappings, spare wheel cover, traffic direction indicators.

*(Full Chassis Specification on page 20)*



● Sports Saloon £215

Background : A Sports Saloon in an open trial



# Singer Nine Le Mans 2-Seater

THE Singer Nine Sports made history at Le Mans in 1933 by being the first unsupercharged British car under 1000 c.c. ever to qualify for the Rudge 1000 Cup. This model is the logical development of the Sports 4-Seater, although it has a super-tuned high-speed twin carburettor engine, the crankshaft of which is fully counterbalanced and has machined webs. The high lift camshaft has harmonic cams, and the oil pump is of extra large capacity and is ribbed for cooling purposes.

The double dropped frame provides exceptionally low running position and low centre of gravity, and the close mesh gearbox gives maximum acceleration, the drive shaft being taken up by a heavy duty clutch.

The petrol supply is contained in a 12-gallon tank at the rear, which is fitted with a quick-action lever type fuel tap and a two-level tap, giving approximately 12 gallon reserve. Two spare wheels are carried inside the chassis frame at the rear in a special carrier designed for ready detachment.

The low bonnet line and maximum driving vision are maintained by carefully positioning the radiator. The radiator is a high efficiency block mounted in a cradle giving full insulation from shock.

The equipment of the two-door two-seater coachbuilt car, includes adjustable seat squabs, upswept scuttle flaps for both passenger and driver, acting as air deflectors when the windscreen is folded flat, pockets for gloves, glove box, scuttle ventilators, driving mirror, chromium-plated "grab" rail fitted to passenger's side of the cowl.

The windscreen is fitted with tandem wiper, the motor of which is mounted centrally to prevent obstruction to vision. The upholstery is in furniture hide, with separately adjustable pneumatic cushions, and the pile carpets are provided with underfelt.

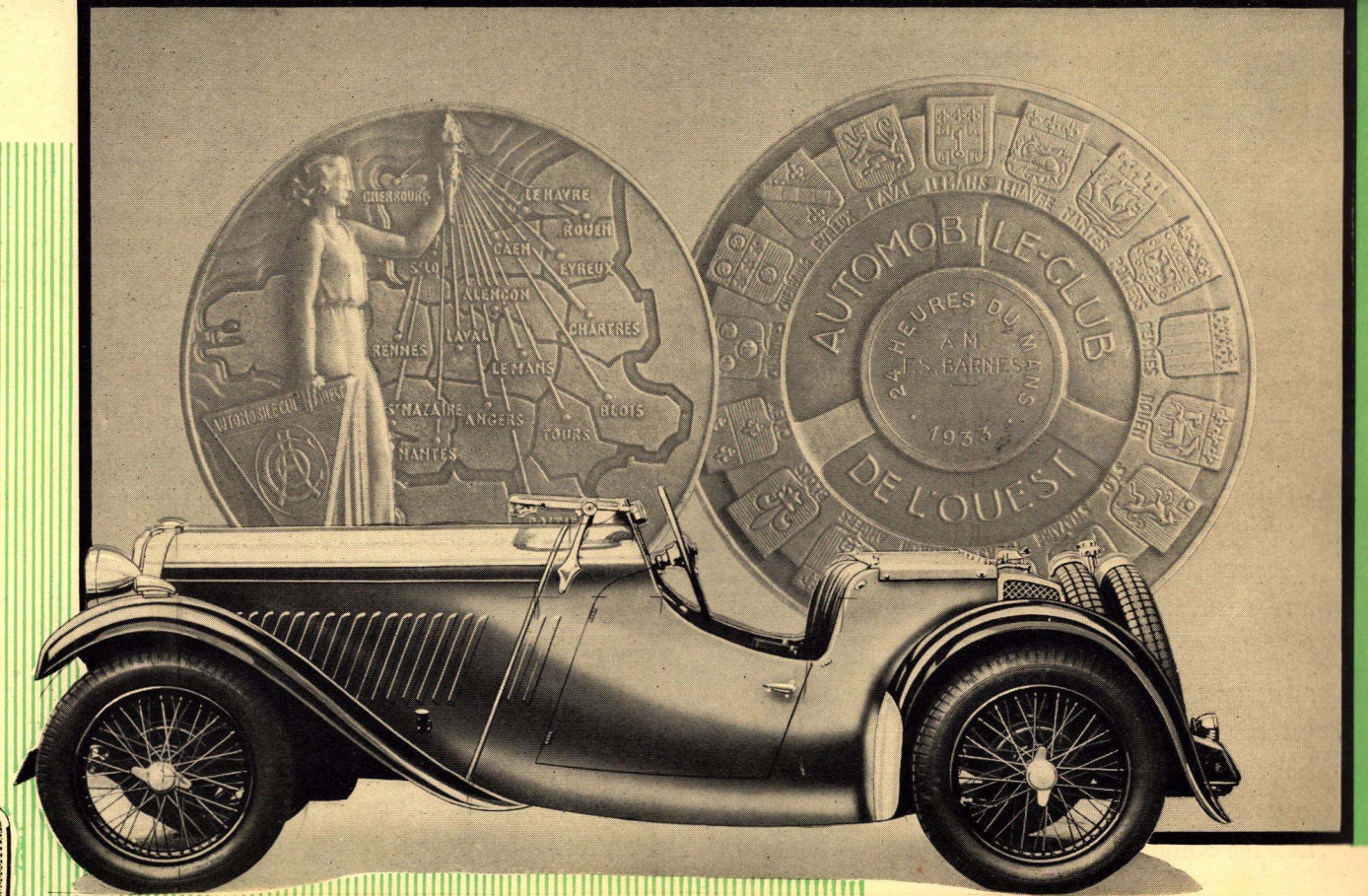
An adjustable seat squab is hinged for access to the hood compartment in which the quick-acting disappearing hood, together with side curtains, are stored completely out of sight when not in use.

A large luggage compartment with tonneau cover and a capacity of over 2 cubic feet is readily accessible, and two suit cases or one trunk made to fit this compartment are available as extras. The tools are carried on a deck underneath the bonnet.

## EXTRA EQUIPMENT AS REQUIRED

	£	s.	d.
Two Competition Tyres, 4.5 x 18, on Spare Wheels (replacing standard tyres on spare wheels)	1	0	0
1 Full-size Suitcase .. .. .	2	2	0
2 Half-size Suitcases .. .. .	2	10	0
1 Aric Duo Oil and Water Gauge .. .. .	2	10	0
1 Bonnet Strap with Fittings .. .. .	0	15	0
Route Card Holder and Competition Number Plates .. .. .	1	1	0
Lucas Road Light (Chromium-plated) .. .. .	2	17	6
Separate Badge Bar (Chromium-plated) .. .. .	0	10	0
Combined Chronometer and Stop Clock .. .. .	7	7	0
1 pair Alto Horns with Grille. (To replace standard equipment) .. .. .	1	5	0

(Full Chassis Specification on page 20)



Le Mans 9 2-str. £215

Background: The Le Mans Award



# Singer 1½ Litre Sports 4-Seater

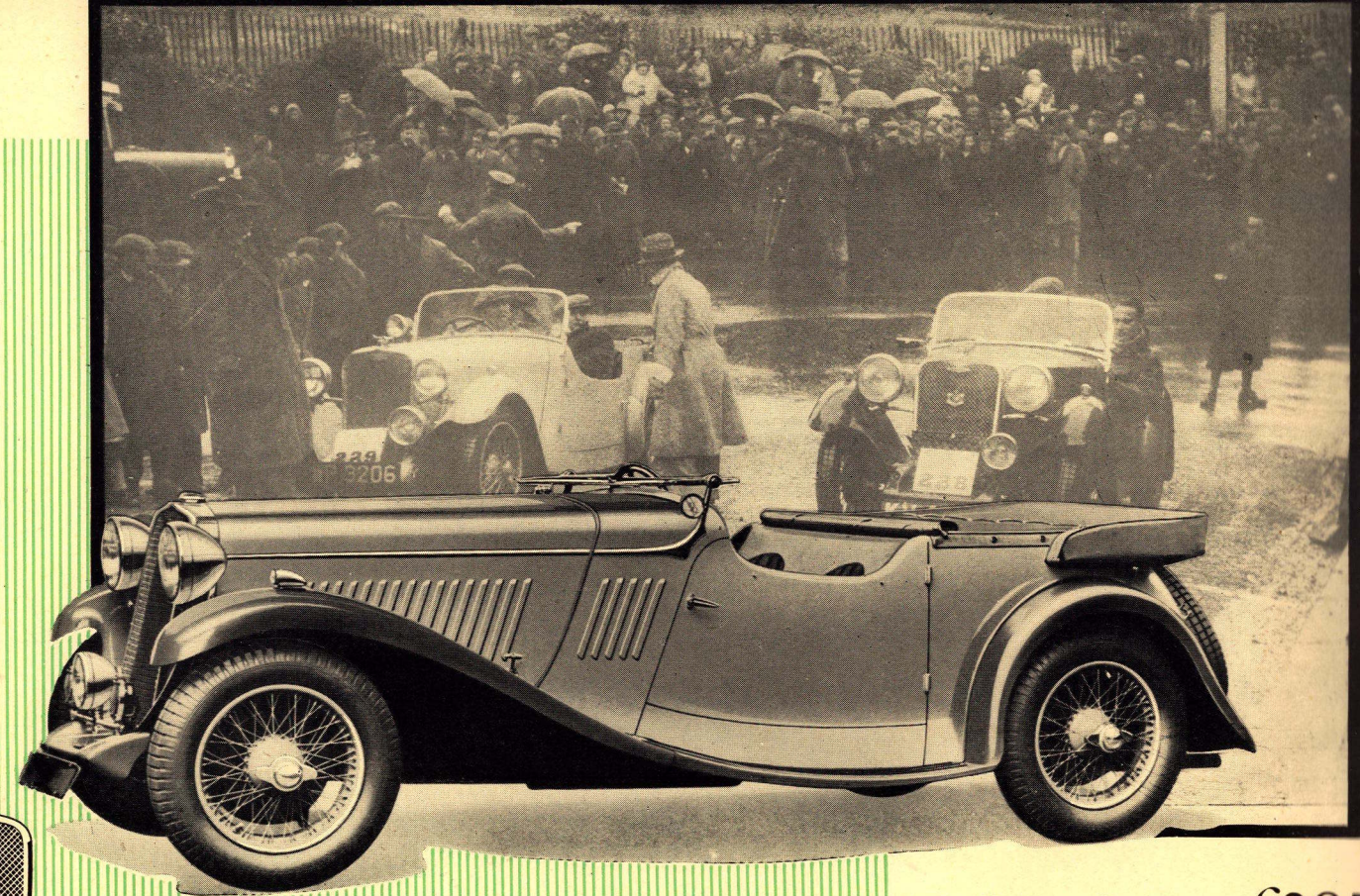
COMING within the 1500 c.c. class, and yet having full accommodation for four people in comfort, this car is an ideal competitions model and is eminently suitable for touring purposes. The two-door coach-built body, panelled with aluminium, has a low centre of gravity, good vision and smart streamlined appearance, with sweeping lines of wings and running boards.

Special furniture hide upholstery, sliding adjustable seats with folding backs and pneumatic cushions. Smart well-formed hood, folding flat with neat hood cover and tonneau cover. The body has ample head room with the hood up. Metal

framed side curtains with sturdy fixings and storage compartment at rear. Outside driving mirror. Pockets in doors. Scuttle ventilators.

Dual arm electric windscreen wiper. Long range, high powered biflex chromium-plated headlamps with special lenses and electric dip and switch control on steering wheel. Powerful Alto high-frequency tuned horns. Large high-intensity flat beam fog lamp, chromium-plated. Safety glass folding windscreen with curved top rail. Quick action lever type petrol tank filler cap. Tools are clipped on a deck under the bonnet. Spare wheel cover.

*(Full Chassis Specification on page 21)*



● 1½ Litre Sports £295

Background: Start of the hill climb, R.A.C. Rally.



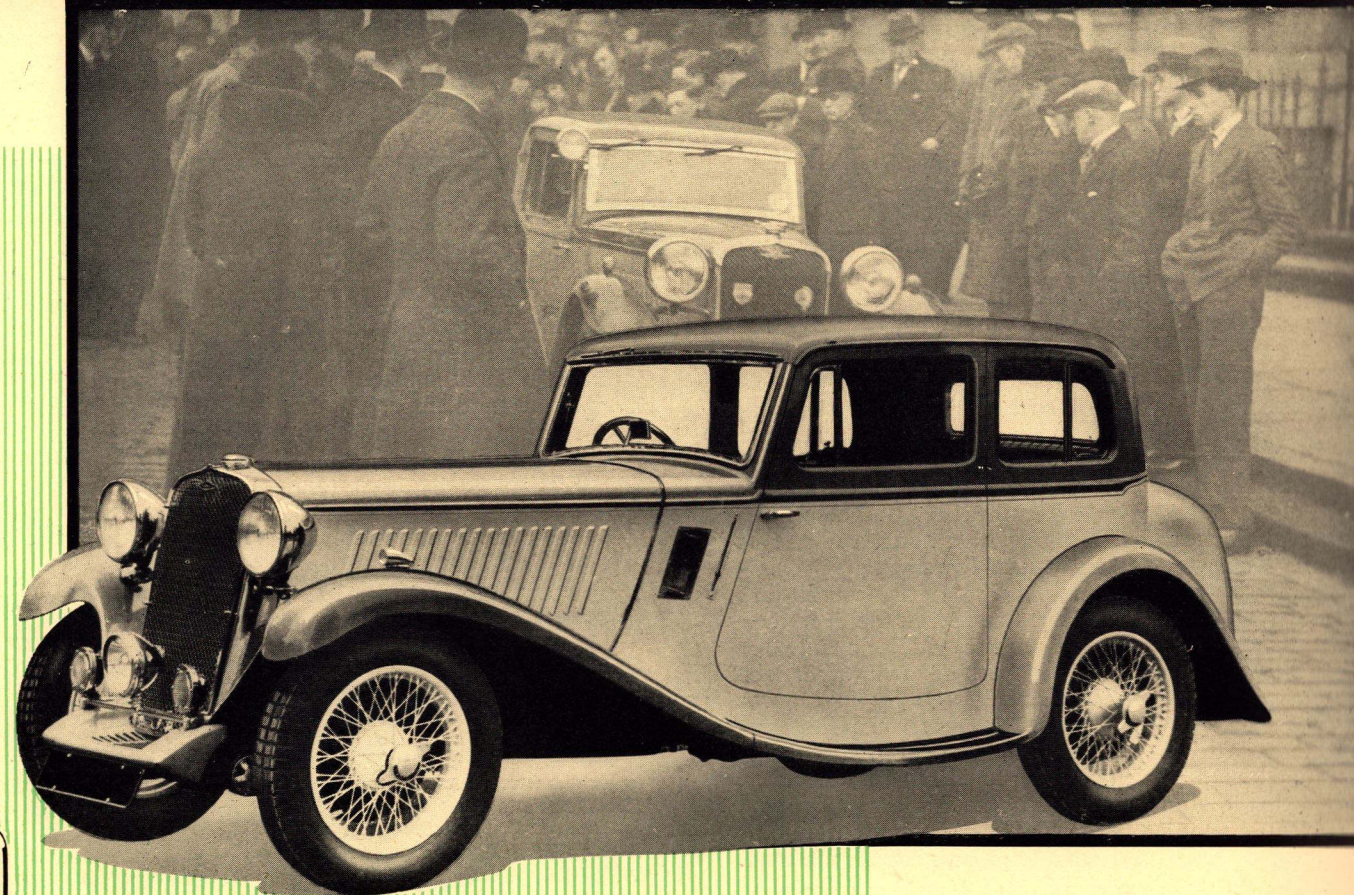
# Singer 1½ Litre Sports 4-Seater Saloon

THIS car was successful in the first Rally and Reliability Trial in which it took part, winning in the Ulster Rally the first prize in the Two-door Closed Car Class (up to 1500 c.c.) in the Concours d'Elegance.

Based essentially on the 1½ Litre Sports 4-Seater, the low lines of its fully streamlined body are suggestive of high speed which is demonstrated by its performance. Although it is a fully coachbuilt, full four-seater, it has equipment similar to the open model. It is fitted with a large

luggage compartment at the rear, sliding roof, hinged ventilators and winding windows. The windscreen opens, and safety glass is fitted throughout. The bucket seats in front slide on Leveroll fittings and the two separate seats at the rear have side and centre armrests. It has furniture hide upholstery with pneumatic cushions, spare wheel cover and traffic direction indicators. Three ash-trays, scuttle ventilators, interior driving mirror, pile carpets and underfelt, roof lamp, rear blind, real walnut cappings, etc.

*(Full Chassis Specification on page 21)*



● 1½ Litre Saloon £325

*Background : Universal admiration  
of the Singer Sports*



# The 1½ Litre Le Mans 2-Seater

**T**HIS model combines a modified Singer 1½ Litre Six-cylinder Sports engine in a short wheelbase, double dropped frame chassis specially lightened, yet strengthened, to give the high power-to-weight ratio necessary for present-day competition and speed work.

Its super-tuned, high-speed engine has twin carburettors, fully balanced crankshaft with machined webs, special high lift camshaft with harmonic cams, and a large capacity oil sump ribbed for cooling.

The petrol supply is contained in a 12-gallon tank at the rear, which is fitted with a quick-action lever type filler cap and a two-level tap, giving approximately 1½-gallon reserve. Two spare wheels are carried inside the chassis frame at the rear in a special carrier designed for ready detachment.

The windscreen is fitted with tandem wiper, the motor of which is mounted centrally to prevent obstruction to vision. The upholstery is in furniture hide, with separately adjustable pneumatic cushions, and the pile carpets are provided with underfelt. Other equipment includes pockets in doors, glove box, scuttle ventilators, driving mirror, and chromium-plated "grab" rail fitted to passenger's scuttle cowl.

The adjustable seat squab is hinged for access to the hood compartment in which the quick-acting disappearing hood, together with side curtains, are stored completely out of sight when not in use.

The large luggage compartment with tonneau cover and a capacity of over 2 cubic feet is readily accessible and two suit cases or one trunk made to fit this compartment are available as extras. The tools are carried on a deck underneath the bonnet.

Other equipment is listed on page 22, and includes long beam headlamps, flat beam road lamp and dash reading oil sump thermometer.

(Full Chassis Specification on page 22)

## EXTRA EQUIPMENT AS REQUIRED £ s. d.

Two Competition Tyres 4.75 x 19, replacing standard tyres on spare wheels .. ..	1	10	0
1 Full-size Suitcase .. ..	2	2	0
2 Half-size Suitcases .. ..	2	10	0
1 Bonnet Strap with Fittings .. ..	0	15	0
Route Card Holder and Competition Plates ..	1	1	0
Separate Badge Bar (Chromium-plated) ..	0	10	0
Combined Chronometer and Stop Clock ..	7	7	0

## ● Singer Le Mans 1½ Litre Special Mark 11 Chassis

This follows the main lines of the Le Mans 1½ Litre specification with the following modifications:

**ENGINE.** Cylinder head—special high compression with larger diameter valves and special cooling lay-out.

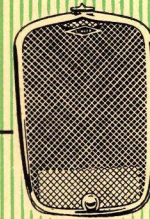
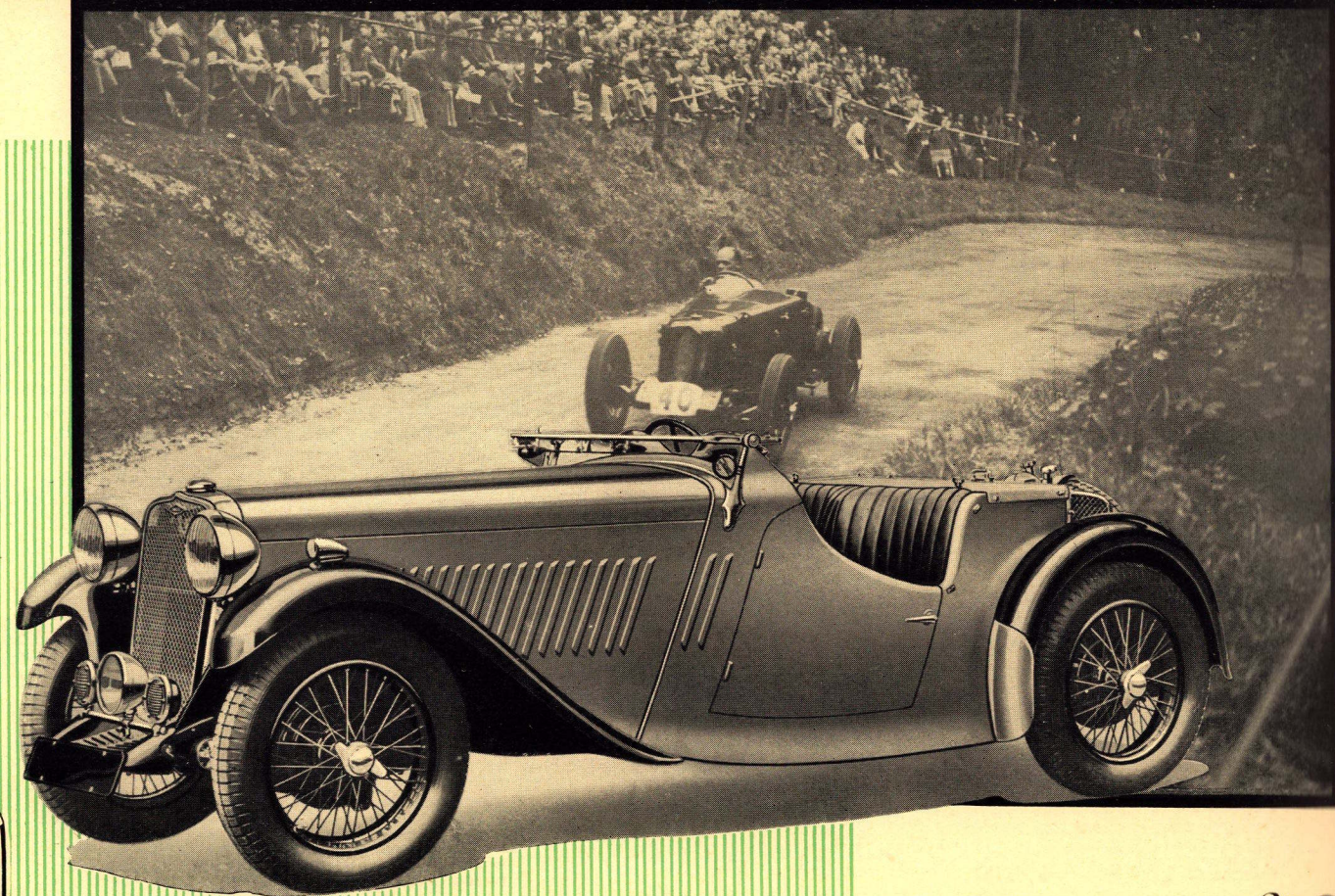
**IGNITION.** Coil or magneto. Three carburettors. External exhaust system to competition regulations.

**BRAKES.** Larger diameter racing type.

**WHEELS.** Larger section racing rims. Triple spoked to carry suitable racing tyres.

**COMPLETE TWO-SEATER** as above with Le Mans type body to A1 specification .. .. £595 ex Works

(Chassis Price £500 ex-works).



● Le Mans 1½ Litre £28

Background: The 1½ Litre on the Shelsley Walsh Hill Climb



# Singer Nine Sports Chassis Specification

**ENGINE** (With Vibro-Damper Mounting). Bore 60 m.m.; Stroke 86 m.m.; 972 c.c.; R.A.C. rating 8.93; Tax £9. Four cylinders. Overhead valves. Overhead camshaft. Detachable combustion head carries the valves. Pistons of special aluminium alloy, drilled for oil saving in conjunction with a patented design scraper ring. The gudgeon pins are fitted with pads. **ENGINE LUBRICATION**.—Full forced feed through a filter in the sump. The oil filler cap is airtight, and a breather conveys oil fumes away from the body. **IGNITION**.—H.T. coil and distributor with automatic ignition advance. **CARBURETTER**.—Twin carburetters and hot spot manifold. **COOLING**.—By thermo-syphon and fan. Cooling system capacity, 16 pints.

**CLUTCH**. Single dry plate, solid centre heavy duty clutch to give rapid take-up of drive.

**GEARBOX**. "Perm-Mesh" mounted as a unit with the engine. Central remote control change lever. Gear ratios: 5.57—1; 8.86—1; 12.82—1; 22.7—1; Reverse 31.5—1.

**PROPELLER SHAFT**. Open type with Hardy-Spicer mechanical universal joints.

**REAR AXLE**. Semi-floating type with spiral bevel drive and spur gear differential.

**FRONT AXLE**. High Tensile steel stamping. Steering connections of ball and socket type.

**STEERING**. Patented type worm and nut, rigidly anchored to the frame. Self-centring action. Brooklands patent spring steering wheel.

**BRAKES**. Lockheed hydraulic operate in large diameter drums. Foot brake operates on all four wheels. Handbrake operates independently on rear wheels.

**FRAME**. Downswept pressed steel, with specially designed cross members. Low centre of gravity.

**SUSPENSION**. Wide, long, semi-elliptic springs with Hartford friction shock absorbers all round. Silent-bloc bushes.

**WHEELS AND TYRES**. Five racing "knock-on" wheels with self-locking hubs and five 4.5×18 in. low pressure tyres.

**ELECTRICAL EQUIPMENT**. 12-volt, 51 ampere hour battery located under driver's seat. Starter motor with solenoid starter switch, large output dynamo, distributor, ignition coil, electric dip and switch headlamps, sports sidelamps, stop tail lamp, ammeter, concealed illumination to instrument panel, ignition warning light, high-frequency horn.

**PETROL SUPPLY**. A seven-gallon tank is fitted at rear for safety. Fuel fed by electric pressure pump incorporating a filter.

**CHASSIS LUBRICATION**. A large number of oiling points has been eliminated by fitting Silent-bloc bushes. Lubrication to other parts of the chassis by Tecalemit high pressure grease gun to nipples in accessible positions.

**CHASSIS DIMENSIONS**. Wheelbase 7 ft. 8 ins. Track, 3 ft. 9 ins. Ground Clearance, 8 ins.

**CHASSIS EQUIPMENT**. Dash reading electric fuel gauge, large dial speedometer directly driven from gearbox, large dial combined clock and revolution counter, oil pressure gauge, dip and switch headlights, side and rear lamps, stop light, concealed lights, finger tip control. Stone guard to radiator, sports silencing system, full kit of tools.

## THE LE MANS 2-SEATER

The chassis specification is substantially the same as above, with the additions and refinements given on page 12 and the following: six wheels and tyres, heavy duty shock absorbers, special racing type handbrake, twin tuned high frequency horns, two dash lamps, manual as well as automatic ignition advance, dash reading radiator thermometer. Gear ratios: 5.57—1; 7.52—1; 12.42—1; 23.0—1. Reverse 31.5—1.

# Singer 1½ Litre Chassis Specification

**ENGINE**. (With Vibro-Damper Mounting). Bore 59 m.m.; Stroke 91 m.m.; 1493 c.c. R.A.C. Rating 12.95. Tax £13. Six cylinders. Overhead valves. Overhead camshaft. Balanced disc type crankshaft with four large bearings and damper. Detachable combustion head carries the valves. Camshaft driven by Duplex roller chain having automatic tensioning device. Pistons of special aluminium alloy, drilled for oil saving in conjunction with a patented design scraper ring. Gudgeon pins fitted with pads. **COOLING SYSTEM**.—By Thermo-syphon and fan. Capacity 24 pints. Special high efficiency radiator with stoneguard front. **IGNITION**.—H.T. coil and distributor. Automatic advance and by lever on steering column. **CARBURETTER**.—Two carburetters with hot-spot manifold. **ENGINE LUBRICATION**.—Full forced feed through a filter in the sump. Oil pressure gauge on the instrument board. The oil filler cap is airtight and a breather conveys fumes away from the body.

**CLUTCH**. Heavy duty single dry plate, designed to give rapid take-up of drive.

**GEARBOX**. "Perm-Mesh" mounted as a unit with the engine. Central remote control gear lever. Gear ratios: Top 5.66—1; Silent third 7.18—1; Silent second 11.57—1; First 21.05—1; Reverse 28.58—1.

**PROPELLER SHAFT**. Open type with Hardy-Spicer mechanical universal joints.

**REAR AXLE**. Semi-floating with spiral bevel drive and bevel gear differential.

**FRONT AXLE**. High tensile steel stamping. Ball and socket steering connections.

**STEERING**. New type (patented) worm and nut, rigidly anchored to frame. Self-centring action. 18 in. diameter Brooklands patent steering wheel.

**BRAKES**. Lockheed hydraulic operate in 13 in. drums and give the maximum efficiency with progressive action. Foot brakes operate on all four wheels. Central, racing type, hand brake operates independently on rear wheels.

**FRAME**. Downswept pressed steel with specially designed cross members. Low centre of gravity.

**SUSPENSION**. Wide, long, semi-elliptic springs with Hartford heavy duty shock absorbers. Springs fitted with Silentbloc bushes.

**WHEELS AND TYRES**. Five "knock-on" racing road wheels with quick-action self-locking hubs and special wing nuts—18×3.25 rims and 18×5.25 tyres.

**ELECTRICAL EQUIPMENT**. 12-volt, 51 ampere hour battery located under the driver's seat; starter motor with solenoid starter switch, dashboard control; large output dynamo, distributor, ignition coil, long range high powered Biflex headlamps with special lenses and electric dip and switch mechanism; sports side lamps; stop tail lamp; concealed lighting to instrument board; ignition warning light; high frequency twin tuned horns; high intensity flat beam fog lamp.

**PETROL SUPPLY**. 10-gallon tank fitted at the rear for safety. Quick-action self-locking lever type filler cap. Fuel feed by electric petrol pump incorporating filter.

**CHASSIS LUBRICATION**. A large number of oiling points has been eliminated by fitting Silentbloc bushes. Lubrication to other parts of chassis by high pressure grease gun to nipples accessibly placed.

**CHASSIS DIMENSIONS**. Wheelbase, 9 ft. 0½ ins. Track, 4 ft. 4 ins. Ground clearance, 7½ ins.

**CHASSIS EQUIPMENT**. Brooklands instruments incorporating trip speedometer, revolution counter and clock, oil gauge, electric petrol gauge, ammeter, all on a centrally placed instrument panel with concealed lighting. Dash reading radiator thermometer. High frequency tuned horns. Sports side lamps. Stop light. Finger tip control on steering wheel centre to ignition, throttle, head and side lamps and horns. High intensity, flat beam fog lamp. Dual arm electric windscreen wiper. Sports silencing system. Full kit of tools. Number plates.



# Singer 1½ Litre Le Mans Chassis Specification

**ENGINE.** (With Vibro-Damper Mounting). Bore 59 m.m., stroke 91 m.m., 1493 c.c., R.A.C. rating 12.95; Tax £13. Six cylinders, overhead valves operated by overhead camshaft driven by duplex chain; balanced disc type crankshaft with four large bearings and vibration damper mounted at the front end; detachable combustion head, specially treated to assist gas flow; valve rocker gear of special design; pistons of high tensile aluminium alloy, with special design scraper ring for conserving oil. **COOLING SYSTEM** by centrifugal water pump and fan; water capacity, 20 pints. **IGNITION.**—Special type high-tension coil and distributor for efficient working at high speeds. Auto and manual control. **CARBURETTORS.**—Two carburettors with hot spot manifold. **ENGINE LUBRICATION.**—Full forced feed through a filter in the sump. Sump is of extra large capacity and of cast aluminium alloy with cooling fins and adaptor for oil sump thermometer. The oil filler cap is airtight and separate breather tube conveys fumes away.

**CLUTCH:** Heavy duty single dry plate to give rapid take-up of drive.

**GEARBOX.** “Perm-Mesh” mounted as a unit with the engine. Central remote control change lever. Gear ratios: 5.22—1; 6.65—1; 10.68—1; 19.43—1; Reverse 26.4—1, or 4.77—1; 6.07—1; 9.75—1; 17.75—1; Reverse 24.1—1.

**PROPELLER SHAFT.** Open type with Hardy-Spicer mechanical universal joints.

**REAR AXLE.** Semi-floating with bevel drive and bevel gear differential.

**FRONT AXLE.** High tensile steel stamping. Steering connections of ball and socket type.

**STEERING.** Patented type worm and nut, rigidly anchored to the frame. Self-centring action. Brooklands patent spring steering wheel.

**BRAKES.** Lockheed hydraulic operate in large diameter drums. Foot brake operates on all four wheels. Handbrake operates independently on rear wheels. Handbrake is of special racing type.

**FRAME.** Double dropped downswept pressed steel, with specially designed cross members. Low centre of gravity.

**SUSPENSION.** Wide, long, semi-elliptic springs with Hartford friction heavy duty shock absorbers. Silentbloc bushes.

**WHEELS AND TYRES.** Six racing type “knock-on” wheels with self-locking hubs and special wing nuts. Six 4.75 × 19 in. tyres.

**ELECTRICAL EQUIPMENT.** 12-volt, 51 ampere hour battery located under the driver's seat; starter motor with solenoid starter switch, dashboard control; large output dynamo; distributor; ignition coil; long range, high powered biflex headlamps with special lenses and electric dip and switch mechanism; sports side-lamps; stop tail lamp; two dash lamps; ammeter; ignition warning light; high frequency twin tuned horns; high intensity flat beam fog lamp.

**PETROL SUPPLY.** 12-gallon tank at rear with two level tap giving 1½ gallon reserve. Quick-action self-locking lever filler cap; electric pressure pump with filter.

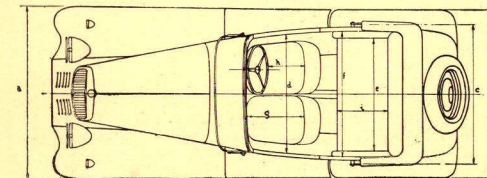
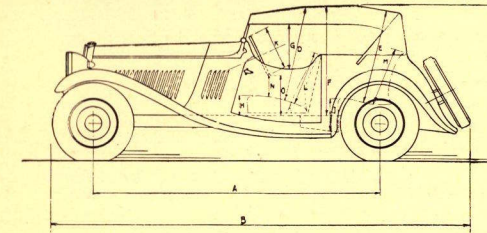
**CHASSIS LUBRICATION.** A large number of oiling points has been eliminated by fitting Silentbloc bushes. Lubrication to other parts of the chassis by Tecalemit high-pressure grease gun to nipples in accessible positions.

**CHASSIS DIMENSIONS.** Wheelbase, 7 ft. 8 ins. Track, 3 ft. 9 ins. Ground clearance, 6½ ins.

**CHASSIS EQUIPMENT.** Large dial trip speedometer, large dial revolution counter and clock combined, dash reading radiator thermometer, combined dash reading oil sump thermometer and oil pressure gauge, tandem electric windscreen wiper, full kit of tools, number plates.

# SINGER SPORTS CARS

## COACHWORK DIMENSIONS



Key Letter	DESCRIPTION	NINE				1½ LITRE		
		4-Str.	Coupe	Sports Saloon	Le Mans	4-Str.	Coupe	Le Mans
A	Wheelbase .. .. .	92"	92"	92"	92"	108½"	108½"	92"
B	Overall Length .. .. .	140"	140"	145"	134"	161"	168"	134"
C	Total Height (unladen) .. .. .	57"	56"	59½"	51"	61"	62"	52"
D	Height from Cushion to Roof (Front) .. .. .	36"	35"	40"	34"	35½"	36"	34"
E	Height from Cushion to Roof (Rear) .. .. .	33"	—	33"	—	34½"	35"	—
F	Height from Floor to Roof (Maximum) .. .. .	45"	35"	40"	37"	49"	49"	37"
G	Depth of Windows (Maximum) .. .. .	20½"	12½"	14"	16"	18"	13½"	16"
H	Height of Front Cushion .. .. .	5"	5"	5"	6"	7"	7"	6"
I	Height of Rear Cushion .. .. .	15"	—	17"	—	18"	18"	—
J	Height of Rear Cushion .. .. .	17"	17"	17"	17"	18"	18"	17"
K	Diameter of Steering Wheel .. .. .	19"	16"	21"	18"	19"	18"	18"
L	Height of Front Squab .. .. .	18"	—	19"	—	17"	23"	—
M	Height of Rear Squab .. .. .	7"	7"	7"	7"	7"	7"	7"
N	Distance between Cushion and Wheel .. .. .	10½"	10½"	11½"	12"	12½"	12½"	12"
O	Height of Wheel from Floor .. .. .	—	—	—	—	—	—	—
a	Width over Front Wings .. .. .	56"	56"	56"	56"	66"	66"	56"
b	Width over Rear Wings .. .. .	53"	53"	53"	53"	62"	62"	53"
c	Track .. .. .	45"	45"	45"	45"	52"	52"	45"
d	Width over Front Seats .. .. .	41"	41"	40"	40"	46½"	42"	40"
e	Width over Rear Cushion .. .. .	35½"	—	36"	—	41"	37½"	—
f	Maximum Interior Width .. .. .	41"	43"	43"	40"	46"	48"	40"
g	Depth of Front Cushion .. .. .	18½"	18½"	18½"	21"	22"	22"	21"
h	Distance between Wheel and Squab .. .. .	13"	13"	13"	14"	13"	13"	14"
i	Depth of Rear Cushion .. .. .	18"	—	16"	—	18"	19"	—

## COLOUR SCHEMES

	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, 2, 3, 4, 5, apply to Coupes and Sports Saloons only).



# Guarantee :::

**W**E warrant that in the manufacture of new Vehicles we have taken all precautions which are usual and reasonable to secure excellence of materials and workmanship and we undertake that if any defect is disclosed in any part of a new vehicle within six months of the date of delivery of such vehicle we will (provided such defective part is returned to our Works Carriage paid) examine the part alleged to be defective and if on such examination the fault is due to defective materials or workmanship for which we are responsible we will repair or replace the defective part free of charge.

It must be clearly understood that this Guarantee is given only on the understanding that the vehicle has been purchased by the owner as a new vehicle, for which the Company's List Price has been paid.

The foregoing Warranty which does not apply to cars used for racing purposes is limited to new vehicles manufactured by us and is in lieu of any Warranty (or Condition) implied by Common Law Statute or otherwise as to the quality or fitness for their purpose of any goods manufactured replaced or repaired by us every such implied Warranty (or Condition) being in all cases excluded and our liability under the terms of this Warranty is strictly limited to the replacement or repair and despatch to the sender carriage forward of the part replaced or repaired. We shall not be responsible for any other liability expenses damages or loss which may occur consequent upon any defective material or workmanship of any description.

The Warranty shall not apply to any defects caused by or arising in the following circumstances and in which instances all other warranties (or Conditions) implied by Common Law Statute or otherwise are also expressly excluded :—

- (a) Defects caused by wear and tear, accident, misuse or neglect.
- (b) Defects in any Vehicle which has been altered in any manner whatsoever or upon which the identification numbers have been altered or removed.

This Warranty shall be construed as including and shall be limited in its application to :—

- (a) New Vehicles or Goods manufactured by us and which are bought direct from us or from one of our duly authorised Dealers.
- (b) Replacements supplied by us direct.

and all other Warranties (or Conditions) implied by Common Law Statute or otherwise are excluded.

We give no Warranty of any description in respect of any Secondhand Vehicles or goods sold by us or by our authorised Dealers or by any other person nor shall any Warranty (or Condition) be implied whether arising by Common Law Statute or otherwise.

All Agreements and quotations by us to supply goods execute repairs or make replacements shall be deemed to include the above Warranty and the exclusion of all implied Warranties and/or Conditions.

We do not warrant the specialities of other manufacturers fitted to our vehicles such as tyres electrical fittings lamps and horns. We endeavour to secure the best quality in these articles and the makers whose names usually appear thereon are generally willing to replace any defective part. We shall be pleased at all times to furnish the maker's name and address.

## Conditions of Warranty

**I**F a defective part be found in any vehicle or goods it must be sent to us carriage paid and accompanied by an intimation from the sender in writing that he desires to have it repaired or replaced free of charge under this Warranty. The Sender must also furnish us at the same time with :—

- (a) The number of the Car.
- (b) The name of the Dealer if any from whom the car was purchased.
- (c) The date of the purchase of the car or the date when the repairs were executed or replacements made as the case may be.

The Sender shall accept our decision as final and conclusive on all claims for replacement of or repairs to defective material and/or workmanship and to the exchange of defective parts.

If these Conditions are not strictly complied with the goods received by us will lie at the risk of the Sender and this Warranty shall not be enforceable.

We shall not be responsible for the cost of any labour involved in connection with the removal or replacement of any defective part from or to the vehicle.

## Repairs and Replacements

**A**LL parts sent for repair or replacement must be forwarded carriage paid and bear the sender's name and address; the car number and year of manufacture should also be given. The foregoing Warranty is given by us in respect of all repairs to Vehicles or parts of Vehicles executed by us or replacements supplied by us direct but for three months only and subject nevertheless to the reservations limitations and conditions therein contained and all other conditions or warranties implied by Common Law Statute or otherwise are excluded. We shall not be responsible for any other liability expenses damages or loss which may occur consequent upon any defective material or workmanship of any description in connection with any replacements supplied or repairs executed by us.

We accept no responsibility whatsoever for any replacements or parts which are not fitted by us to a Vehicle even if such replacements or parts are supplied by us. Cars which are sent for repair will only be driven by our employees at the risk and responsibility of the owners and repairs of Cars are undertaken only on the assumption that the owners give us authority to drive the cars on their behalf.

The designs of all vehicles and components colour combinations prices and specifications are subject to revision without notice.

Singer chassis and vehicles are sold subject only to the terms of the Guarantee and to the Company's current conditions of sale.

All prices are quoted at works.



**S**INGER Models other than  
Sports Cars are dealt with in  
a separate catalogue in full colour.  
Please obtain one from any Dealer,  
or direct from Singer & Co., Ltd.,  
Coventry.