



Singer 'Nine'
Le Mans 2-Str
Identification Notes
and
Production Guide

Singer 9 Le Mans 2-Seater Identification Notes - By John Horne

1933 Experimental. Based on 1933 Sports straight frame. Lift off scuttle. These cars were prototypes for the Le Mans, but were used in the 1934 Relay Race at Brooklands.

1933 LM Type 1. Doors hinged at rear. Bench seating. Double Dropped Frame. Spare wheels inside rear chrome cross member. Detachable external radiator grille. Steel bonnet. Transverse drag link. Fabricated, balanced crankshaft. Twin Solex carburettors. Finned exhaust manifold. Coil ignition with auto and manual control. Alloy finned sump. Alloy rocker cover.

1934 LM Type 2. Doors hinged at front. Windscreen and body at instrument panel 1½" wider. Early in this type a forged balanced crankshaft was introduced.

1934 LM Type 3. Bucket seats introduced. Inset detachable radiator grille. Twin SU carburettors and Scintilla Vertex magneto introduced. Engine known as 'Special Speed' and number has prefix SS.

1934 LM Type 3A. Body to LM Type 3, but engine to Type 1/2 specification.

1935 LM Special Speed (SSM) (a). Running boards introduced. Alloy bonnet with single centre hinge. Non-detachable radiator grille. Spare wheels fore and aft of chromed rear cross member. Engine to Type 3 specification, ie, Special Speed. Un-finned exhaust manifold.

1936 LM Special Speed (SSM) (b). Special Speed engine based on Bantam type castings, but no 'SS' prefix. Reverted to coil ignition. Underslung frame of Bantam type introduced. C/R gearbox discontinued. Steel, triple hinge bonnet. Starter motor on left side. Steering changed to fore and aft drag link.

1937 LM Special Speed (SSM) (c). Change of coring to strengthen cylinder block and head, otherwise the same car as 1936.

1935 LM 9 hp TT Car & Replicas. Four Works Team cars for the 1935 TT races were built on dropped, under-slung frames with pressed steel tubular cross-members. They were very light, with special high compression, domed, alloy pistons and twin SU carbs, giving a top speed of over 90 mph. Replicas of the TT cars were advertised for sale, but none were ever built.



ASCO

AN OUTLINE GUIDE TO SINGER 9 LE MANS 2 SEATER TYPES

SERIES	Allocated Chassis Numbers & Totals	1933	1934	1935	1936	1937
EXPERIMENTAL	not known		STRAIGHT FRAME			
LM TYPE 1	60001-60350 (350) 62501-62652 (152)		DOUBLE DROPPED FRAME (DDF)			
LM TYPE 2			DDF			
LM TYPE 3				DDF		
LM TYPE 3A				DDF		
LM (SSM)	(a) 62661-62861 (197) (b) 5201-5700 (500) (c) 19201-19255 (55) (19)*		 (a)  (b)  (c)	DDF	UNDERSLUNG FRAME (C)	
1935 LM 9 HP WORKS TEAM TT CARS	62796-62799 (4)					
SERIES TOTALS =	857	LM = Le Mans / LM(SSM) = Le Mans Special Speed Model / ★ = estimated				
NOTE :-	Between Oct.1935 & Oct.1937 the LM(SSM) series was in interspersed among sports cars and coupés. The numbers encircled are the total production figures for periods (b) and (c).					

The **Chassis Number** was stamped on an oval alloy plate bearing the words 'Singer & Company Ltd Coventry' and 'Car No', and affixed to the engine bulkhead. The number is also stamped on the r/h front chassis dumb iron. For the 1933 to 1935 models it is on the top face, and for the 1936 and 1937 models on the outer side face.

To find the **Engine Number**, look down on the right side of the engine from above and just in front of the distributor, and you will see it stamped on top of the alloy timing cover. The number is also stamped on the left side of the block on a machined surface at the rear and towards the top of the joint with the bell housing.

LE MANS

1933
1934
1935



SINGER

SPORTS CARS

The cars that win the awards