



Singer 'Nine' Sports

**Identification Notes
and
Production Guide**

Singer 9 Sports 4-Seater Identification Notes - By John Horne

1933 Model. This was built on the 1933 Saloon chassis, generally known as the 'Straight Frame', as apart from the slight curve of the front dumb-irons, it was quite level until it bent upwards and over the rear axle. It had a detachable external radiator grille, much the same as the later LM 2-seater, but a few inches higher. The instrument panel sloped at an angle under the top of the scuttle, and the front wings were of the 'helmet' type. It was fitted with twin Zenith carburettors, and had an unusual dynamo with a single field coil and offset armature. The rear axle casing had raised welded edges along the top and bottom of the axle tubes. From around July 33 the helmet wings were replaced by wings that swept back to the front doors as for 1934.



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1934 Model. The swept front wings were retained. Twin Solex carbs replaced the Zenith, and the rear axle casing was a smooth fabrication with no ribs. The rear axle ratio was changed to 5.57:1 from 5.25:1. The first 750 models used same chassis as 1933, but in mid '34 this was changed to a 'Double Drop Frame', which swept down behind the front axle, lowering the overall height by some 3 inches. It had a detachable, inset radiator grille, and some front wings had an additional skirt on the outside edge.



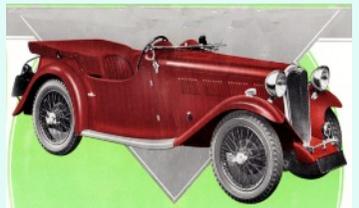
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1935 Model. This was the only 4-Seater to be given the Le Mans name, and its title was '**LM 9 Sports Four Seater**'. The main identifying feature is the swept rear body with the spare wheel inset and an alloy cover, which gave it the nick-name 'Long-tail'. It also had running boards, a non-detachable radiator grille and an alloy bonnet with single centre hinge. The 'Speed' engine and gearbox could also be fitted as an alternative.



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1936 and 1937 Models. Apart from some internal changes to the engine for 1937, these models were identical, the main identifying feature being the return to the 1934 style body, with a short tail and spare wheel mounted on it in an upright position, but the running boards of 1935 were retained. There was a radical change in the chassis, which was the Bantam type, underslung at the rear, with outboard rear springs, and the steering gear was changed to a fore and aft drag link. The bonnet reverted to the steel, triple-hinge design of 1933/4. In around April-May of 1937 the chassis numbers were changed from a four-digit block to a block containing five digits. The engine changes involved new coring in the cylinder head and strengthening the top face of the block, the extra thickness of metal necessitating higher compression height pistons. These changes were also applied to the Bantam Sports Coupé.





AN OUTLINE GUIDE TO SINGER 9 SPORTS 4 SEATER PRODUCTION

SERIES	ALLOCATED CHASSIS NUMBERS AND TOTALS	1932	1933	1934	1935	1936	1937
1933 MODEL	44001-53500(9500) <u>791</u>	STRAIGHT FRAME					
1934 MODEL	49501-50500 (1000) <u>750</u> 61001-62500 (1500) <u>225</u>		STRAIGHT FRAME DDF				
1935 MODEL	63001-63950 (950) <u>631</u>			DOUBLE DROPPED FRAME			
1936 and 1937 MODEL	5201-5700(500) <u>230</u> 19201-19255(55) <u>19</u>				UNDERSLUNG FRAME		5 DIGIT CHASSIS NOS

NOTES Bracketed figures indicate allocated production
 Underlined figures are estimated Sports 4 Seater production
 Estimated total of Sports 4 seaters - 2646

1933 Chassis Nos. include 'g' Saloon models & Coupés
 1934-35 " " " Coupés
 1936-37 " " " Le Mans & Coupés

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 rh 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

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