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# **Singer Roadster**

## **Identification Notes**

### **and**

## **Production Guide**

# Singer Roadster Identification Notes - from the Bill Haverly archive



9R

**R Model - 9 hp - 1939-40.** Based on Singer Bantam chassis and engine, with SU carburettor and 3-speed gearbox. Girling mechanical brakes. Rear body styling similar to 1935 Long-tail Le Mans but without built in spare wheel. Transverse steering drag link, Easiclean wheels. No bumper bars, (front bumper optional for 1940). Passenger grab handle follows curve of scuttle. Horn push at right hand end of dash, trafficator switch in centre. Ignition & lighting switch between instrument dials.



9A

**A Model - 9 hp - 1946-49.** Based on 1940 Light 10 hp chassis, steering box at front with fore and aft drag link. 3-speed gearbox, Girling mechanical brakes. Chromed bumper bars front and rear. 4 inch longer body giving more roomy interior. Passenger grab handle shorter, inverted arc with two mounting flanges. Horn push & trafficator switch on steering wheel centre. Ignition & Lighting switch in centre of dash.



4A

**4A Model - 9 hp - 1949-51.** Solex carburettor. 4-Speed gearbox with remote gear change lever. Girling mechanical brakes. Celluloid panels in side-screens. No side ventilation flaps in scuttle. Short type inverted grab handle. Horn push & trafficator switch on steering wheel. Ignition & Lighting switch in centre of dash. Panel light switch central between instrument dials, with Ignition warning lamp above.



4AB (Early)

**4AB Model - 9 hp - 1950-52.** Independent Front Suspension. Shorter radiator grille with front apron. Slotted disc wheels. Girling hydraulic front brakes. Contoured front seats with taller backs. (a) To Chassis 7100 - Horn push & trafficator switch on steering wheel. Dipper switch at right hand end of dash. (b) From Chassis 7101 - Horn push central above Ign switch. (c) Early models, hole for starting handle in front apron. Blade type bumpers, oblong rear number plate fitting in pressed recess with one Lucas "D" lamp. (d) Later models 'C' section bumpers. Hole for starting handle in front bumper. Rear end styled as on 4AD, with rear lamps stalk-mounted on rear wings, square number plate.



4AB (Early)



4AB (Late) -  
4AC & 4AD



4AC

**4AC Model - 1951-52.** Outwardly similar to the late 4AB and 4AD, but with a 1200 cc reduced bore SM1500 engine.



4AD

**4AD Model 1951-55 & 4ADT 1952-55.** 1497cc SM1500 engine. Twin Solex carbs on 4ADT. 'C' section bumpers with hole for starting handle in front. Rear end restyled with square number plate and rear lamps stalk-mounted on rear wings. (a) To Chassis No 1785 - Horn push above Ignition switch. (b) Chassis 1786-2555 - Horn push on right hand of scuttle. Trafficator switch in centre of scuttle. Dip switch on floor. (c) Chassis 2556-3439 - Main beam warning light above lighting switch. SM badge in centre of steering wheel.

Series	Chassis Numbers	1939	1940	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956
9	J2630R - 26800R	J	J											
R	J27601R - 27962R													
9	A101Q - 533Q													
A	A534R - 1547R													
	A1548S - 2600S													
	4A2601S-2667S													
9	4A2668T-5955T													
4A	4A5956U-6722U													
	4A6723-7000U (not used)													
9	4AB7001U-7650U													
4AB	4AB7651V-8001V													
1200	4AC 1U - 13V													
4AC	4AD1U-428U													
	4AD427V-1964V													
SM	4AD1965W-2869W													
1500	4AD2870X-3333X													
4AD	4AD3334Y-3439Y													
	4AD3440Z													
4AD	Among 4AD Production													
SMX	E1X - 5X													

Key: Chassis numbers/Suffix letter & Series total [ ] 5 / LHD cars in these series have an 'L' prefix... / Estimated...\*

**Total chassis production 11943, of which the Singer Sales Ledgers show 10550 were built up into Roadsters in the UK and 1393 exported in CKD form to be fitted with locally built bodywork around the world.**

**The New Singer Roadster** - These photos from the June and July 1939 Popular Motoring magazines make a good connection with Bill's Roadster Notes, as it was in a taped interview between Bill Haverly and Norman Riddihough, Singer's pre-war Advertising Manager, that (WO) Meek was mentioned as the individual who most likely conceived the idea of making a four seater semi-sports car using components from other Singer models.



**THE SINGER  
ROADSTER  
in the  
MAKING**

by

**W. O. Meek**

Birmingham Works Manager, Singer Motors, Ltd.

*This picture courtesy of  
Coventry Museum History  
& Culture / Damien Kimberley*



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