

Chamois Spotlight - Part 20 - from Graham Smith

We are pleased to introduce to you our Singer Chamois, which we purchased in March this year. We had been without a Chamois for a few years, but decided last year to keep a lookout for a nice example that didn't need too much work doing on it.



I didn't fancy another restoration project!

It was one of Barry's e-bulletins that alerted us to the advert for a Chamois on the Car and Classic website. It was just what we were looking for, so we contacted the seller, Ian Ridewood, in Wellington, Somerset. To cut a long story short, Gill and I drove down to Somerset, and after viewing the car and taking it for a

test drive, agreed to buy it. After considering several options on how to get the car home, we decided to transport it from Somerset to West Yorkshire, which avoided any possible breakdown problems driving it the 170 miles home (it had only driven 100 miles in the previous 12 months), and we wouldn't need to obtain vehicle 'tax' until we got it home. Ian had kindly offered to MoT the car, to give us confidence in its roadworthiness.

So, a bit more about the car! It is a 1969 Chamois Saloon, in Golden Sand metallic paint. It is one of the now quite rare four-headlight Singer Chamois models introduced a year earlier, when a facelift was given to the Imp range. It has been lovingly restored by Ian, who acquired it in 2011, after it had been lying in a garage since 1992, when the original lady owner gave up driving. It has done around 60,000 miles, and we are the third owners of the car. Ian was kind enough to pass on all the documents that came to him with the car, including a full service and repair history dating back to its purchase when new, together with its original sales brochure and handbook. It still has the original engine (it carries the same number as the car body), which bills show was reconditioned in the 1980s.

Ian had originally intended to restore the car to keep himself, having had earlier experience restoring Imps, and it is evident in the quality of the painstaking work he put into the repairs to the body, and mechanicals, that no expense was spared. He has given us a photographic



record of the before, during and after work being carried out. The car has been restored to original specification, apart for a few enhancements to the engine, which has been fitted with a Sport camshaft and a sport exhaust. After completing the restoration, Ian found he wasn't using the car enough and needed a new project. He said he was happy to see it go to someone who would get pleasure out of driving it.

I can't believe how fortunate we have been to get a car in such lovely condition. My main worry is how I'm going to be able to keep it like that. I've been doing a few checks to get to know the car and taking it on short runs at first. Recently, it has been on a

long run without any problems on that trip. We are very much looking forward to taking the Chamois to the ASCO SNCR in Northumberland in July, so hopefully members attending the event will be able to see the car there.

I will, of course, be able to write in future issues of the Mascot about any work I carry out on the Chamois. I have included a couple of photos, including one taken by Gill showing a ceremonial handing over of the keys in Somerset in front of the car, me on the left, Ian, the seller, on the right.

Graham.

