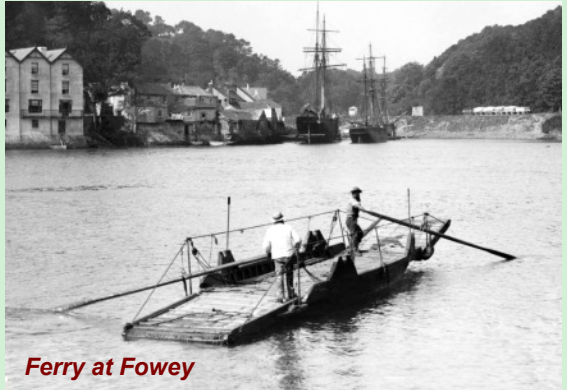


President's Patois - from John Horne.

I had a nice Christmas card from Tony Rayner the other day, all the way from the New World, and it brought back a traumatic memory. The card shows a 1934 Singer Le Mans coming off the Ferry at Dartmouth (see page 31 - Ed), whereas my experience was the crossing to Fowey (pronounced Foy) in Cornwall, which was much smaller and not much better than a raft - no railings and just big enough for one car. This picture from Wikipedia shows the ferry in 1889, when it was man-powered.

I watched as it made it's way across the river, saw it come to rest on the slipway and I just sat there and looked at it. Had it had been salvaged from the harbour they used to invade Normandy? - it certainly seemed so. The raft was floating only about 12 inches above the water, but the ferryman seemed confident and waved me forward, so I drove down the steep slope, put the front wheels onto the ferry, only to feel it sink deeper into the water. The ferryman waved me on, still seeming confident, so I kept going, when he waved me to stop. The whole contraption, which I can only describe as being a lash up, wobbled, and I thought it could quite easily capsize, the only thing seeming to prevent it from doing so being the tug-boat which was strapped to the side of it. Well we did get to the Fowey side with a flood tide splashing over the raft and facing against it most of the time. Needless to say, I didn't go that way again, despite passing though that part of the world several times.



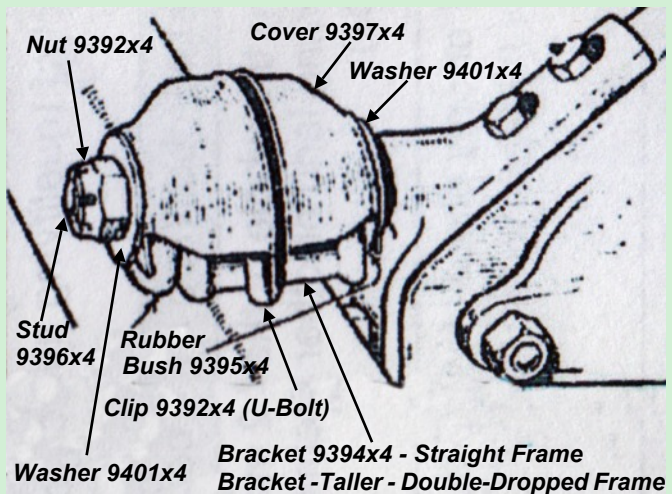
The raft was floating only about 12 inches above the water, but the ferryman seemed confident and waved me forward, so I drove down the steep slope, put the front wheels onto the ferry, only to feel it sink deeper into the water. The ferryman waved me on, still seeming confident, so I kept going, when he waved me to stop. The whole contraption, which I can only describe as being a lash up, wobbled, and I thought it could quite easily capsize, the only thing seeming to prevent it from doing so being the tug-boat which was strapped to the side of it. Well we did get to the Fowey side with a flood tide splashing over the raft and facing against it most of the time. Needless to say, I didn't go that way again, despite passing though that part of the world several times.

* * * * *

Singer 9 Rear Engine Mountings - 1933 to 1937

It's some time since I started looking into the vagueness of Singer parts lists and terminology of various components. Singer rear engine mounts happen to be one, and you may recall I raised the matter of different types of mounting rubbers in my May-June 2016 Patois.

We start with the 1933 Part 2 Catalogue, which covers only the straight frame models, but due to the vagueness some conjecture is needed in certain areas.



(Continued overleaf...)

Bracket 9394x4. This has to be the metal block that forms the housing for the rubber bushes. These Brackets come in two types and materials, and I've had them in aluminium and iron. There are also two heights, the shorter for use on the straight chassis, and the taller for use on the double dropped chassis up to the advent of the 1936 season. I have seen short type used with a spacer fitted to the double dropped frame (DDF), presumably to use them up.



Clip 9393x4. I have always called these U-bolts, which clamp the Bracket to the chassis. The U bolts pass through the chassis top to bottom and secure the Bracket to the chassis with Nuts and Lock-Nuts.

Stiffeners. There are two types. The first is a flanged insert to the inside of the chassis to form a Box shape and prevent the frame from distorting when the U-bolts are tightened. Later type **Stiffeners** are two steel tubes in the channel of the frame which the U-bolt passes through and out at the bottom of the frame.

Rubber Bush 9395x4. These are the original pattern bush which fits the shorter Brackets up to the 1935 season. The bore is off-centre and the 'D' shaped flange fits against the top of the chassis to ensure correct orientation of the bore. There are two bushes to each housing. This has to be the Bush replicated by Hardwicks to original drawings, which fits all Straight Frame models.



Straight Frame type



ASCO Type

Rubber bush 9395x4, with concentric bore (as made by ASCO). This type was used on the early Bantam cars and vans up to chassis no 9351 and all Singer 9 Sports and LMs 1936/7. The bushes made by ASCO will fit all Nine HP Models from 1933/37.

Cover 9397x4 - There are two to each housing, one each side covering the Bushes, with the makers name on it (a bought in component).

Washer 9392x4. There are two of these for each mounting. They are thick walled and fit against the outer ends of the Rubber Bushes. This is to give even compression of the bushes when tightening the castellated Nut 9391x4.

Stud 9396x4. This is the stud on which the Rubber Bushes and Bracket are fitted. It is screwed into a casting secured to the engine back plate. The stud looks as though it is shouldered, but the 'shoulder' is in fact a thin steel sleeve which is not listed. The sleeve is slipped over the stud, covering some of the thread. The Washer butts against the 'shoulder' formed by the sleeve, which prevents the castellated nut from being over-tightened .

There are no Brackets on the 1936/7 underslung chassis. On the Sports they were integral with the frame, the bushes fitting one inside the channel and one outside. The Bantam later went to a type of engine mounting much the same as the 9 Roadster.

My thanks to Viv Littlewood and John Bramwell for help with this article. **John H.**