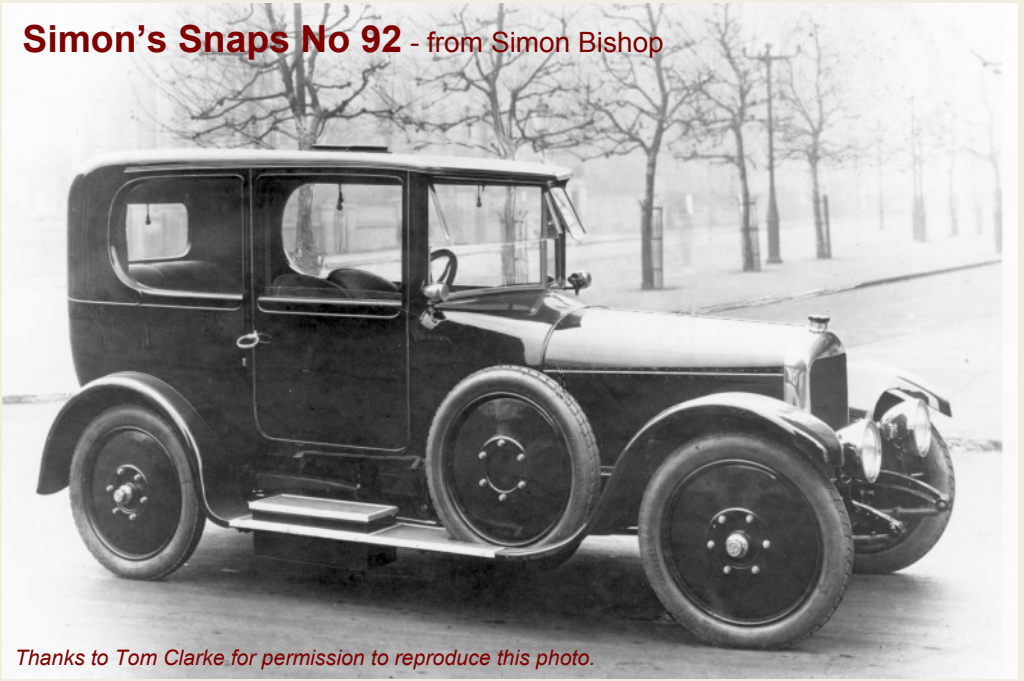
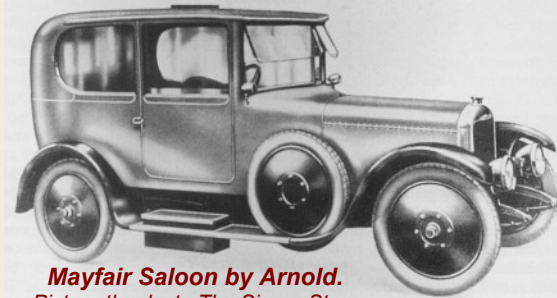


Simon's Snaps No 92 - from Simon Bishop



Thanks to Tom Clarke for permission to reproduce this photo.

Readers of the Automobile would have seen the interesting article by Tom Clarke in the January issue about Corsica Coachworks. Amongst the pictures was a Corsica bodied Singer. The photograph looked familiar to me, and sure enough when I turned to page 89 of the Singer Story, I could see what looked to me like an identical car - but it was attributed to Arnold coach-builders.



Mayfair Saloon by Arnold.

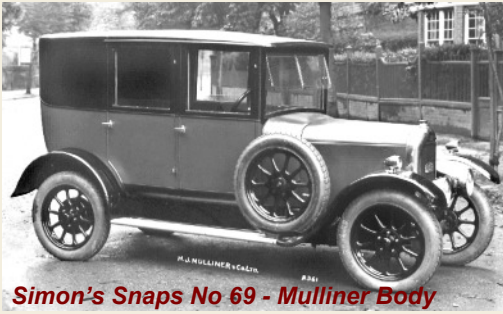
Picture thanks to The Singer Story

Tom Clarke is a well known authority on coach-builders, and I had been in correspondence with him in the past regarding the As-U-Dryv bodywork. I therefore thought I would take him to task on this, and sent him a scan of page 89 of Kevin Atkinson's book. Tom agreed the bodywork was almost identical, but his trained eye noticed that the bonnet profile at the scuttle and the

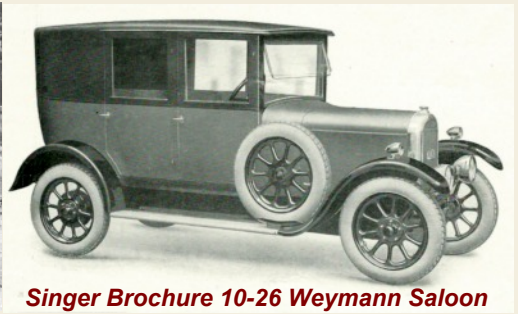
side hinge are different. He told me he was increasingly finding evidence of coach-builders building standard designs for chassis manufacturers, and asked if Singer did that.

You may recall Simon's Snaps No 69 in the March-April 2013 MASCOT, which showed a Weymann bodied Ten built by H.J.Mulliner. That looked almost identical to the illustration in the Singer brochure, except that the Mulliner body has a split opening windscreen. This led me to comment at the time that Singer may have farmed out their specialised coachwork. The Corsica bodied 15 HP you see in the main picture, when compared with the Arnold bodied car in Kevin Atkinson's excellent book, would support that theory.

Further to that, Tom Clarke's opinion is that the 15 HP 6-cylinder four-seater illustrated in the same brochure, could be a James Young body fitted with a Gwynne head (hood).



Simon's Snaps No 69 - Mulliner Body

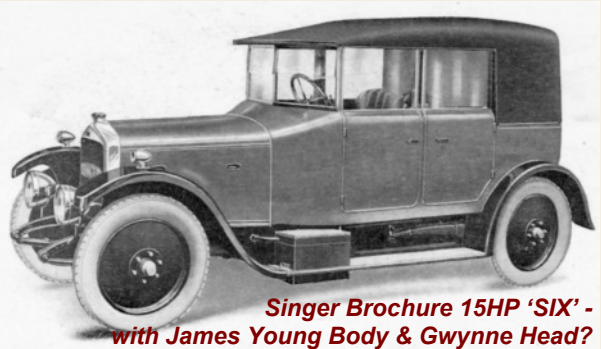


Singer Brochure 10-26 Weymann Saloon

This folding head was a combination of a leather covering over a lightweight, but more rigid, extruded metal head-work, which was first fitted to Gwynne and Albert cars, and was all the rage in the early 1920s, as it effectually countered the drumming noises usually associated with a modern, high-speed-engined chassis.

The Gwynne head also has an automatic action whereby the pillar between the front and rear doors is lifted with the framework when closed, and folds into the head-work when down.

I think its also worth noting that the 'Corsica', 'Mayfair' and 'James Young' bodies all have 'Vee-shaped' windscreens, whilst the 'Mulliner' and 'Weymann' are flat. It would be interesting to see if other similar examples could be found.



**Singer Brochure 15HP 'SIX' -
with James Young Body & Gwynne Head?**

Simon.