

Letters. From Ian Boyle in Glasgow - by e-mail, 15 July 2017

Hi Mike, Thank you for such a warm welcome to the club. Ronnie Johnston was in touch the day after I signed up, with a prompt phone call and welcome too, with which I was greatly impressed. The reason I found the club was out of sheer frustration in sourcing parts and finding good advice for the wee car, so consequently I came across your site. You certainly have a very organised set



up going on, and I'm looking forward to speaking to some of the members for some much sought after knowledge on the Vogue.

I found the car in 2012 after a long search for what I thought was manageable and within budget. The wee Vogue appeared on the Car and Classic site looking a wee bit shabby and neglected, but I saw what I thought was potential and dived in. Speaking to the guy who found it, he told me to

best of his knowledge it was in storage for approximately 25 years. Then he was told to recover it from a garden and either scrap or sell it. So with the help of a friend I went down to just outside Manchester, paid for and brought it back to Glasgow, then spent the next 3 years stripping, replacing, painting and getting it on the road. I know the paint job may be frowned upon by some due to it not being wholly original, but it's what I wanted to do so I'll live with that.



Additionally, I found the car had been sprayed copiously underneath over the years with engine oil, which resulted, believe it or not, in practically zero rust. All floor pans intact with only a sill replacement o/s and few other bits on the front valance and at the quarter rear windows. I was very blessed with a total gem.

This is just a small summary of what I had to do, but I'm sure you get the picture. I also found a British legion book in the car. Chances are some old soldier owned it originally - just a guess. Fortunately the guy selling it had the the V5 as he had to register it in his name before sale, and I'm the third owner. The car has



It's done nearly 56,000 miles, of which I've contributed maybe a few hundred. There's not much more to say, but it's been a great journey, not without challenge but well worth it in my opinion. If you have any questions I'll be glad to answer them, and I have enclosed a few photos taken from the photo time line album I made during the work, which is still in progress as there are still a few flaws.

Thanks again and regards, **lan**.

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Dear lan. Many thanks for the story of your fantastic reclamation job - another superb Singer saved - well done indeed! Thanks also for the pictures - it's hard to believe the top and bottom pictures are of the same car - and not only because of your new colour scheme, which I think suites the car perfectly. There was in fact a two-tone option off the line, so its not at all out of place, although the production version top colour was only down as far as the window line.

Well done again, and best wishes, **Mike**.

From Ivor Casperd via ASCO Website, 14 August 2017

Dear ASCO. Please excuse me for bothering you. My grandfather may have owned a Singer tourer car, reg no RK 2329, and we are very keen to trace this car, if it still exists, or any ownership records for it, to assist with family photo albums.

Many thanks. Yours sincerely, **Ivor**.

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Dear Ivor. Thank you for your query via our website. Unfortunately there is no record of RK 2329 at the DVLA, nor in our club records, so unless the car has been exported or is lying in a barn or somewhere waiting to be discovered - or for its owner to get around to restoring it - it is unlikely to have survived. However, our Number Plate specialist, Chris Hayward, tells me RK was issued by Croydon CBC, running until its replacement by VB in June 1927, but there are no intervening dates listed in his book. This suggests that at an average of about 185 per month, RK 2329 would be reached in about January 1924. Your grandfather's car was therefore probably a Singer Ten similar to the one in this picture from Colin Borley's book, *The Singer Ten Light Car*, and if you have a picture of RK2329 you can send, I will put your query in our next club magazine - it might just ring a bell with someone. I look forward to hearing from you again soon.



Best wishes, **Mike Hyman**, Webmaster, for the Association of Singer Car Owners

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Hi Mike. Very many thanks for your informative and helpful reply. Please see the attached photo of RK2329, taken on a weekend camping trip and decidedly untidy. If you would be good enough to show this in your magazine, that would be great. However, I realise this is not going to be an easy car to find. It is interesting that RK were the old letters for Croydon, Surrey, which fits well, as Henry Walter Casperd lived at nearby Wallington for many years. My thanks again and best regards,

Ivor.



Dear Ivor. Many thanks for the picture of RK 2329, and for the further prints you have sent from negatives you have found. However, with its side lamps mounted on the front wings instead of up by the windscreen, it looks more like a 10/26, which was introduced at the 1924 Motor Show for the 1925 season, although to be a 10/26 it should have a rear door on the left side. So to be certain I am sending them to our Vintage Registrar, Simon Bishop, who I'm sure will be able to spot the differences. Best wishes, **Mike.**

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From Simon Bishop, ASCO Vintage Registrar - 20 August 2017

Hi Ivor. Thank you for the excellent pictures you sent to Mike. After careful examination I am sure this is a Ten rather than a 10/26, although as Mike says, one would expect to

see the sidelights on the scuttle at the base of the windscreen, whereas on RK 2329 they are on the front wings which is typical of the 10/26 for 1925.

However, there are several other things that have brought me to the conclusion it is a Ten HP from 1924.

The wheel hubs can be clearly seen on your pictures.

On the 10/26 they are separate, nickel plated caps which protrude through the wheel, whereas on your grandfather's car they appear to be painted caps retained by the wheel nuts. The shapes of the front and rear wings are typical of the earlier Ten, as is the 2-door body and vertical windscreen. Also, I can just see the petrol filler protruding through the dashboard to the left of the driver, whereas if it was a 10/26, this would be either under or protruding through the bonnet.

Other small things I would expect to see if it was a 10/26 are some air vents at the bottom of the scuttle, also the bulb horn would be through the windscreen support and be clearly visible outside the car.

Hence my conclusion that this is one of the last of the Tens with the smaller 1096 cc engine, as opposed to the 1308 cc of the 10/26, and I would think it was registered in mid 1924.

I hope the above is helpful and thanks very much for sending the photos.

Regards, **Simon.**

