JAGUAR

NOTWITHSTANDING the fact that varying tastes and the march of invention preclude the possibility of a car ever being produced to which the term "perfect" or "ideal" can be applied, SS Cars Ltd. have, ever since the introduction of their first model, striven for perfection with such intensity of purpose that each succeeding year has seen their products advancing nearer to the "ideal."

Continual research into the means of effecting improvements in manufacturing processes has resulted in the discovery and adoption of methods of greatly increased efficiency, whilst the closest collaboration with suppliers of material has made possible many important purchasing economies of which the full benefit is passed on to SS owners.

In the new SS "Jaguar" models introduced for 1936 there is evidence in abundance of the SS Company's policy of making perfection their aim—for no more satisfying cars, from every point of view, than those offered on the new 2½ Litre and 1½ Litre chassis can be imagined. The new 2½ Litre chassis is, without doubt, destined for the highest honours, and its specification bears witness to the determination of its designers to ensure the highest degree of performance. Performance, moreover, which is attained with such effortless smoothness, uncanny silence and perfect tractability that driving in traffic is rendered a pleasure.

The entirely new engine of the 2½ Litre "Jaguar" models is of the overhead valve type, incorporating Weslake patents, and by special arrangement its manufacture has been entrusted to the Standard Motor Co. Ltd., who have installed special plant for its production. Chiefly remarkable for the power developed, which is more than 40 h.p. per litre, a standard of efficiency comparable with that of engines designed for racing purposes, this high power output—over 100 b.h.p. is delivered with a complete absence of roughness. Indeed, the smoothness with which this powerful engine does its work brings an added fascination to driving and is typical of the pitch of refinement to which the modern sports car has been brought by SS.

Although the road-holding qualities of the SS have always been of an exceptionally high order, the new 2½ Litre and 1½ Litre chassis are marked by changes in frame design that result in even better road adhesion, which, together with still further improved riding qualities, render the SS probably the safest, and certainly the most luxurious fast car on the road.

SS CARS LIMITED : HOLBROOK LANE : COVENTRY

Specification

ENGINE. Six-cylinder, O.H.V. 73 m/m. bore × 106 m/m. stroke; 2663·7 c.c. Treasury rating 19 h.p., £15 Tax. Overhead valves push rod operated. Exceptionally stiff seven-bearing counter-weighted crankshaft. Aluminium invar strut pistons. Chromium iron cylinder block with exceptionally long water jackets. Light alloy connecting rods. All-machined combustion chambers and ports. Detachable head. Cooling by centrifugal pump and automatic bye-pass thermostat. Completely submerged high volume oil pump. Singly dry plate light action clutch. Large capacity heavily-finned aluminium sump.

FRAME. Low underslung frame, cross braced for extreme rigidity. Main members are box section fore and aft of cruciform members and are outswept to take full width of body without overhang.

TRANSMISSION. Four-speed gearbox with synchro-mesh on second, third and top. Improved method of engagement ensures "finger tip" control by easy-to-hand gear lever. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive.

GEAR RATIOS. First, 15·30; Second, 8·98; Third, 5·83; Top, 4·25.

SUSPENSION. Long flat road springs of low periodicity ensuring smooth and steady road-holding with maximum comfort at all speeds. Rear ends of front springs in special sliding trunnion mountings ensuring lateral stability when cornering at high speeds. Luvax double-action hydraulic shock absorbers, front and rear, mounted on "Silentbloc" bushes.

BRAKES. Large diameter Girling brakes, 13" × 1¾" effective surface, fully compensated with rod operation throughout. Heavily-finned special alloy brake drums, 15" diameter.

STEERING. Burman Douglas worm and nut steering. Light yet positive at all speeds and incorporating Bluemel Douglas spring-blade steering wheel adjustable for height and rake.

PETROL SUPPLY. From 14-gallon rear tank. S.U. electric petrol pump. Twin carburetters.

WHEELS AND TYRES. Dunlop centre-lock splined hub type racing wheels. 18" diameter rims fitted with Dunlop 5·50 × 18 tyres.

ELECTRICAL EQUIPMENT. Lucas de Luxe throughout. 12-volt set, with ventilated dynamo providing 17-amp. charging rate, thus ensuring instantaneous starting. Large type head lamps with dip and switch control above steering wheel. Streamlined wing lamps. Stop light. Reverse light. Two interior lights. Special diffused illumination for instrument panel. Lucas blended note horns.

BODY. All panelled body of extreme strength on frame of first quality selected ash.

DOORS. Four wide doors, flush fitting and of generous width, with self-aligning chromium plated hinges incorporating Enots grease nipples. Positive action silent travel locks.

AXLES. Semi-floating rear axle with one-piece steel casing. Four pinion differential. Front axle "H" section with reversed Elliot stub axles.

SLIDING ROOF. Quick-action, self-aligning, single control operation. Perfectly flush fitting, preserving an unbroken roof line. Very large opening.

WINDOW LIGHTS. Safety glass winding type.

WINDSCREEN. Special screen of new and improved design. Positively leak-proof, opening from bottom by single-action winder which can be operated whilst driving.

UPHOLSTERY AND CARPETING. Finest quality Vaumol leather hide throughout in a range of colours to tone with exterior colour scheme. Floors thickly carpeted, over felt underlay, in colours to harmonize with general colour scheme.

SEATING. Comfort of the most luxurious order is provided by deeply-sprung seats with form fitting back rests. The one-piece rear seat may be divided by heavily-padded folding arm rest which, when not required, can be folded back into recess in back rest, thus affording accommodation for three passengers in rear compartment. Foot-wells of greatly increased width provide ample leg room. Both front seats are quickly adjustable by means of special slide rails.

WINGS. Deep valances afford maximum protection. Front wings are of high domed helmet type.

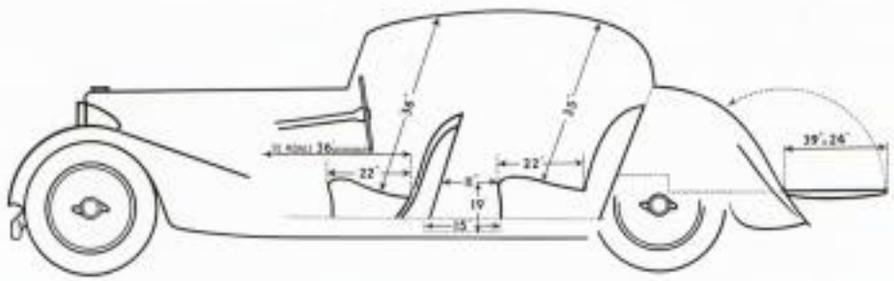
INSTRUMENTS. 100 m.p.h. 5" trip speedometer, 5" rev. counter incorporating 8-day clock, ammeter, electric petrol gauge, oil pressure gauge, radiator thermometer, self-cancelling built-in trafficators, cigar lighter. All instruments with silvered dials. Twin-blade electric screen wiper operated by concealed silent motor.

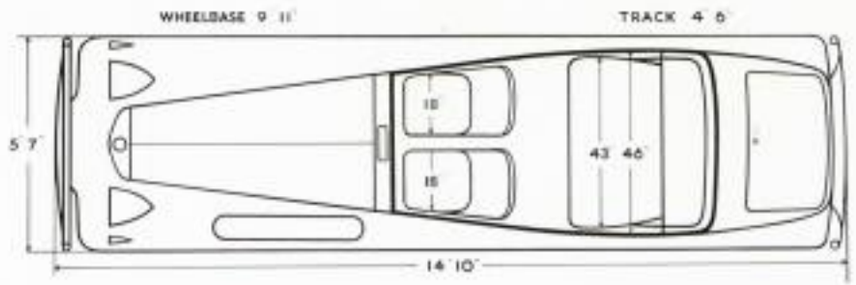
SPARE WHEEL AND COVER. Spare wheel with metal cover is carried on rigidly-mounted bracket and is recessed into well on near side front wing.

LUGGAGE ACCOMMODATION. Ample accommodation for luggage is provided in the capacious locker in the tail. Locker lid may be lowered to form platform for additional luggage.

TOOLS. A very complete kit of tools is provided and is housed in specially shaped soundproof compartment in the locker lid.

EASY JACKING. Any wheel may be raised clear of the ground in 15 seconds by means of the "easy lift" jack supplied. Conveniently placed jack slots obviate any need for placing the jack under the axles.





THE 2½ LITRE JAGUAR 4-DOOR SALOON

With all the luxurious comfort and dignified appearance of a fine town carriage, the performance of this magnificent SS on the open road is of such a character as to satisfy the most fastidious. Unbelievably silent, the specially designed O.H.V. engine delivers its power with a silky smoothness that brings a new meaning to the phrase "high performance." So flexible that speeds from little more than walking pace up to 90 m.p.h. can be accomplished in top gear, the 2½ Litre SS will afford the utmost delight to all who appreciate a spirited performance without loss of refinement.

£385

Specification

ENGINE. Six-cylinder, O.H.V. 73 m/m. bore × 106 m/m. stroke; 2663·7 c.c. Treasury rating 19 h.p., £15 Tax. Overhead valves push rod operated. Exceptionally stiff seven-bearing counter-weighted crankshaft. Aluminium invar strut pistons. Chromium iron cylinder block with exceptionally long water jackets. Light alloy connecting rods. All-machined combustion chambers and ports. Detachable head. Cooling by centrifugal pump and automatic bye-pass thermostat. Completely submerged high volume oil pump. Single dry plate light action clutch. Large capacity heavily-finned aluminium sump.

FRAME. Low underslung frame, cross braced for extreme rigidity. Main members are box section fore and aft of cruciform members and are outswept to take full width of body without overhang.

TRANSMISSION. Four-speed gearbox with synchro-mesh on second, third and top. Improved method of engagement ensures "finger tip" control by easy-to-hand gear lever. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive.

GEAR RATIOS. First, 15·30; Second, 8·98; Third, 5·83; Top, 4·25.

SUSPENSION. Long flat road springs of low periodicity ensuring smooth and steady road-holding with maximum comfort at all speeds. Rear ends of front springs in special sliding trunnion mountings ensuring lateral stability when cornering at high speeds. Luvax hydraulic shock absorbers, front and rear, mounted on "Silentbloc" bushes.

BRAKES. Large diameter Girling brakes, 13" × 1½" effective surface, fully compensated, with rod operation throughout. Heavily-finned special alloy brake drums, 15" diameter.

STEERING. Burman Douglas worm and nut steering. Light yet positive at all speeds and incorporating Bluemel Douglas spring-blade steering wheel adjustable for height and rake.

PETROL SUPPLY. From 14-gallon rear tank. S.U. electric petrol pump. Twin carburetters.

WHEELS AND TYRES. Dunlop centre-lock splined hub type racing wheels. 18" diameter rims fitted with Dunlop 5·50 × 18 tyres.

ELECTRICAL EQUIPMENT. Lucas de Luxe throughout, 12-volt set, with ventilated dynamo providing 17-amp. charging rate, thus ensuring instantaneous starting. Large type head lamps with dip and switch control above steering wheel. Streamlined wing lamps. Stop light. Reverse light. Special diffused illumination for instrument panel. Lucas blended note horns.

BODY. All panelled body of extreme strength on frame of first quality selected ash.

AXLES. Semi-floating rear axle with one-piece steel casing. Four pinion differential. Front axle "H" section with reversed Elliot stub axles.

WINDSCREEN. Heavily chromium plated frame. Screen opens upwards from bottom and may also be folded flat.

SEATING. Comfort of the most luxurious order is provided by deeply sprung seats with form fitting back rests. The rear seats are constructed as two armchairs divided by shaped arm rest heavily padded with special cushion rubber. (The arm rest is fixed and may be omitted if desired, but the axle shaft tunnel renders a one-piece cushion impracticable.) Footwells are exceptionally wide and provide ample leg room.

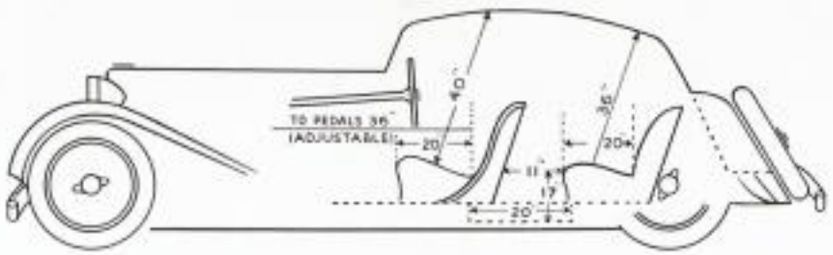
UPHOLSTERY AND CARPETS. Upholstery is of finest quality Celstra hide throughout in a range of colours to tone with exterior colour scheme. Floors are thickly carpeted, over felt underlay, in a range of colours to tone with exterior colour scheme.

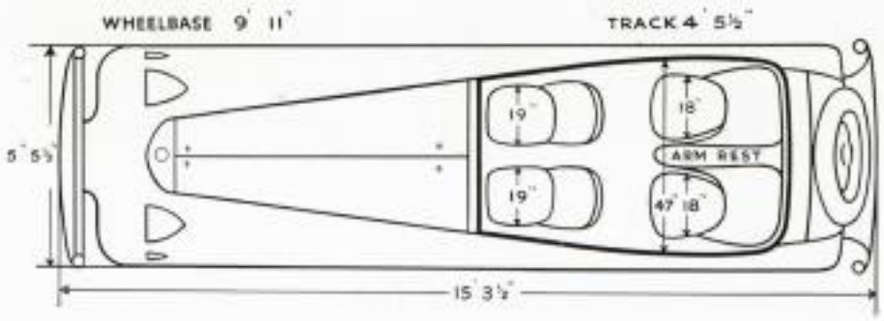
ALL-WEATHER EQUIPMENT. Rigid side curtains are secured in position by special rattle-free clamps. The centre panel of the offside curtain is hinged to open for signalling purposes. A two-piece tonneau cover with zip fastener is supplied which can be separated in order that either rear compartment only or complete interior may be covered.

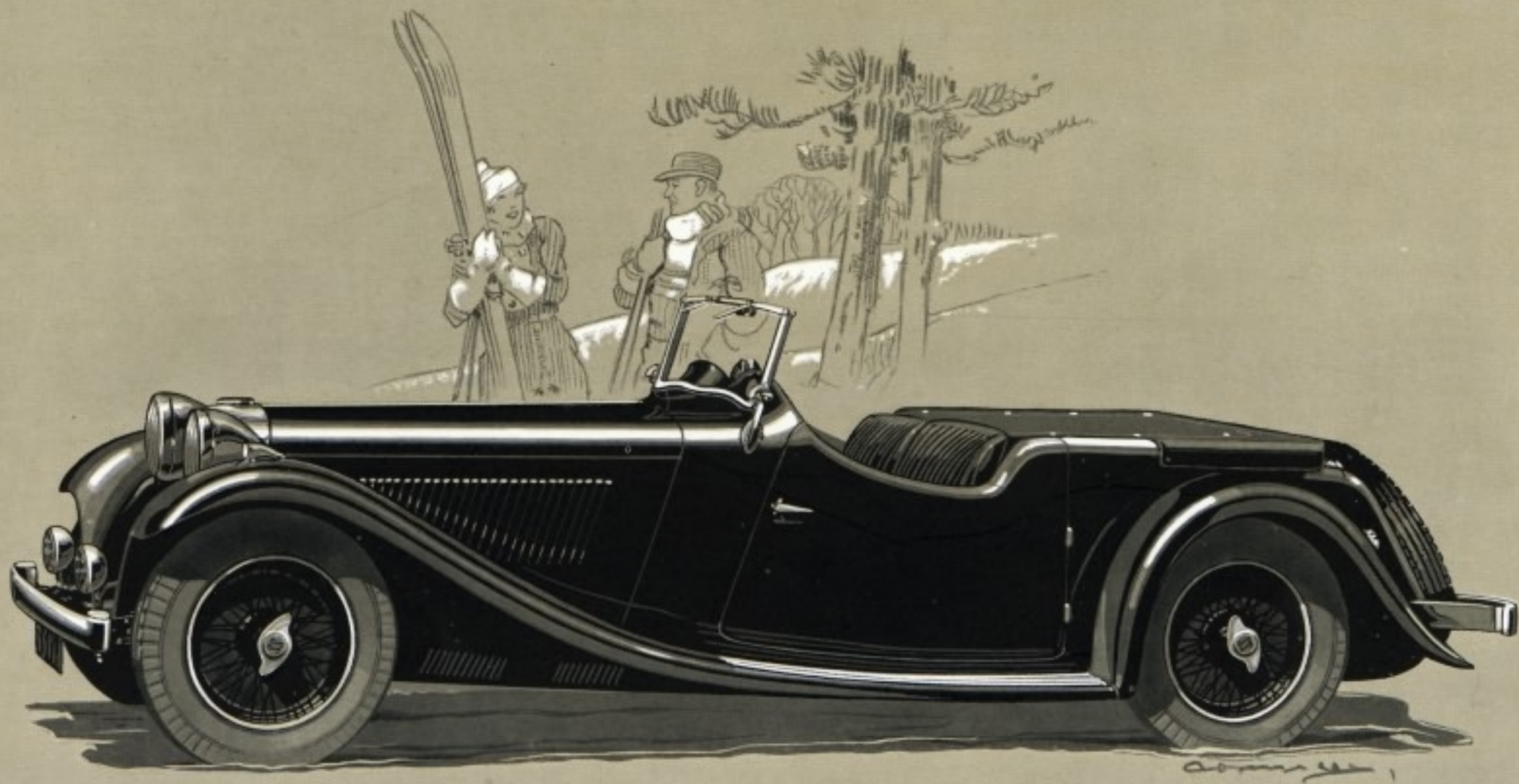
INSTRUMENTS. 100 m.p.h. 5" trip speedometer; 5" rev. counter incorporating 8-day clock; electric petrol gauge; oil pressure gauge; radiator thermometer; ammeter; twin-blade electrically driven screen wiper. All instruments have silvered dials.

EASY JACKING. Any wheel may be raised clear of the ground in 15 seconds by means of the "easy lift" jack supplied. Conveniently placed jack slots, front and rear, obviate any need for placing jack under the axles.

TRUNK. Leather grained with heavily chromium plated security catches, key lock and strap buckles. There is accommodation for suit cases, and all-weather equipment is carried in special compartment in trunk lid.







THE 2½ LITRE JAGUAR OPEN TOURER

For those who prefer an open car, the lithe grace of the SS Jaguar 2½ Litre Tourer will make instant appeal. Here is a car in which incredibly long distances can be covered at sustained high speeds with effortless ease. Superb road-holding, light yet positive steering, and brakes of the highest efficiency allow full advantage to be taken of the magnificent performance of which this SS is capable. Though essentially a car for the open road, such is the extraordinary flexibilityof the powerful engine that all but the densest traffic can be negotiated in top gear—with abundant power in reserve for rapid acceleration.

£375

Specification

ENGINE. Four-cylinder, 12 h.p., 69·5 m/m. bore × 106 m/m. stroke; 1608·5 c.c. Side-by-side valves. Three-bearing crankshaft. Harmonic cams. Aluminium pistons, chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. Submerged oil pump. Coil ignition. Single dry plate light action clutch.

FRAME. Low underslung frame, cross-braced for extreme rigidity. Main members are box section fore and aft of cruciform members and are outswept to take full width of body without overhang.

TRANSMISSION. Four-speed gearbox with synchro-mesh on second, third and top. Improved method of engagement ensures "finger tip" control by easy-to-hand gear lever. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive.

GEAR RATIOS. First, 19·18; Second, 11·80; Third, 7·06; Top, 4·86.

SUSPENSION. Long flat road springs of low periodicity. Increased front spring track. Rear springs mounted within chassis main members. Luvax double-action hydraulic shock absorbers front and rear.

BRAKES. Large diameter Girling brakes, 12" × 1¼" effective surface, fully compensated with rod action throughout. Heavily-finned special alloy brake drums, 14" diameter.

STEERING. Burman Douglas worm and nut steering. Light yet positive at all speeds. Incorporating Bluemel Douglas spring-blade steering wheel adjustable for height and rake.

PETROL SUPPLY. A.C. mechanical petrol pump from 8-gallon rear tank. Single down-draught carburetter.

WHEELS AND TYRES. Dunlop centre lock splined hub type racing wheels. 18" diameter rims fitted with Dunlop 4·75 × 18 tyres.

ELECTRICAL EQUIPMENT. Lucas de Luxe throughout, 12-volt set, with ventilated dynamo providing 17-amp. charging rate, thus ensuring instantaneous starting. Large type head lamps with dip and switch control above steering wheel. Streamlined wing lamps. Stop light. Reverse light. Two interior lights. Special diffused illumination for instrument panel. Lucas blended note horns.

AXLES. Semi-floating rear axle with one-piece steel casing. Four pinion differential. Front axle "H" section with reversed Elliot stub axles.

BODY. All panelled body of extreme strength on frame of first quality selected ash.

DOORS. Four wide doors, flush fitting and of generous width, with self-aligning chromium plated hinges incorporating Enots grease nipples. Positive action silent travel locks.

SLIDING ROOF. Quick action, self-aligning, single control operation. Perfectly flush fitting, preserving an unbroken roof line. Very large opening.

WINDOW LIGHTS. Safety glass winding type.

WINDSCREEN. Special screen of new and improved design. Positively leakproof, opening from bottom by single action winder which can be operated by one hand whilst driving.

UPHOLSTERY AND CARPETING. Finest quality Vaumol leather hide throughout in a range of colours to tone with exterior colour scheme. Floor thickly carpeted, over felt underlay, in colours to harmonize with general colour scheme.

SEATING. Comfort of the most luxurious order is provided by deeply-sprung seats with form fitting back rests. The one-piece rear seat may be divided with heavily padded folding arm rest, which, when not required, can be folded back into recess in back rest, thus affording accommodation for three passengers. Footwells of greatly increased width provide ample leg room. Both front seats are quickly adjustable by means of special slide rails.

WINGS. Deep valances afford maximum protection. Front wings are of high domed helmet type.

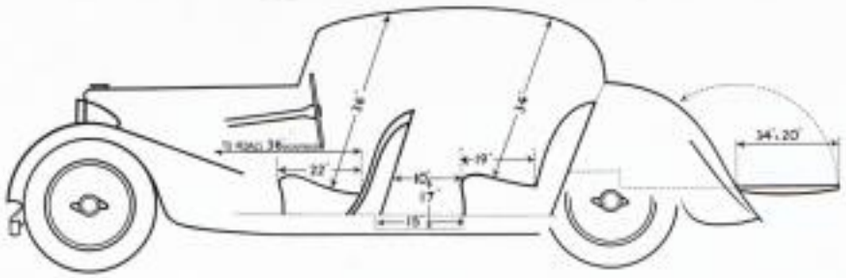
INSTRUMENTS. 5" trip speedometer, 5" rev. counter, incorporating 8-day clock, ammeter, electric petrol gauge, oil pressure gauge, radiator thermometer, self-cancelling built-in trafficators. All instruments with silvered dials.

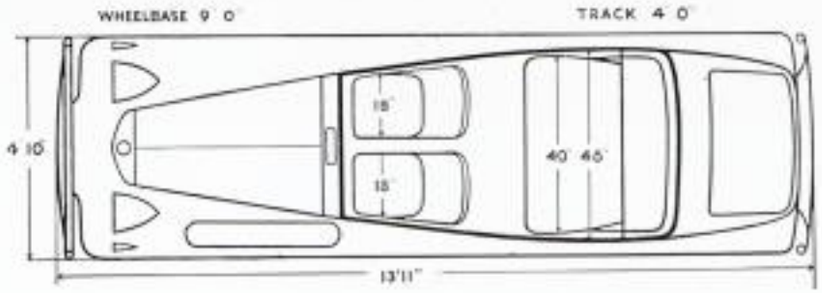
SPARE WHEEL COVER. Spare wheel with metal cover is carried on rigidly mounted bracket and is recessed into well on near side front wing.

LUGGAGE ACCOMMODATION. Ample accommodation for luggage is provided in the capacious compartment in the tail. The locker lid may be lowered to form platform for additional luggage.

TOOLS. A complete kit of tools is provided and is housed in specially shaped soundproof compartment in locker lid.

EASY JACKING. Any wheel may be raised clear of the ground in 15 seconds by means of the "easy lift" jack supplied. Conveniently placed jack slots obviate any need for placing jack under the axles.





THE 1½ LITRE JAGUAR 4-DOOR SALOON

£295

Although smaller than the 2½ Litre Saloon, this model is so perfectly proportioned as to bear the closest resemblance to the larger car. Full accommodation is provided in an interior characterised by that high degree of comfort which is so marked a feature of every SS. Refinements usually associated only with larger and more expensive cars are incorporated in this model, which, with its "big car performance" is definitely in the forefront of moderately powered cars. As in the 2½ Litre model, the one piece rear back rest is furnished with a heavily padded central arm rest, which may be folded back to permit of a third passenger being carried in the rear compartment.

Specification

ENGINE. Six-cylinder, O.H.V. 73 m/m. bore × 106 m/m. stroke; 2663·7 c.c. Treasury rating 19 h.p., £15 Tax. Overhead valves push rod operated. Exceptionally stiff seven-bearing counter-weighted crankshaft. Aluminium invar strut pistons. Chromium iron cylinder block with exceptionally long water jackets. Light alloy connecting rods. All-machined combustion chambers and ports. Detachable head. Cooling by centrifugal pump. Automatic bye-pass thermostat. Completely submerged high volume oil pump. Single dry plate light action clutch. Large capacity heavily-finned aluminium sump. Coil ignition.

FRAME. Low underslung frame, cross-braced for extreme rigidity. Main members are box section fore and aft of cruciform members.

TRANSMISSION. Four-speed gearbox with synchro-mesh on second, third and top. Improved method of engagement ensures "finger tip" control by easy-to-hand gear lever. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive.

GEAR RATIOS. First, 15·30; Second, 8·98; Third, 5·83; Top, 4·25.

BRAKES. Large diameter Girling brakes, 13" × 1¾" effective surface, fully compensated with rod operation throughout. Heavily-finned special alloy brake drums, 15" diameter. Hand brake lever of quick-release racing type.

STEERING. Burman Douglas worm and nut steering. Light yet positive at all speeds. Flexible spring-blade steering wheel.

PETROL SUPPLY. From 18-gallon rear tank. S.U. electric petrol pump. Twin carburetters.

WHEELS AND TYRES. Dunlop centre-lock splined hub type racing wheels. 18" diameter rims fitted with 5·25 × 18 Sports type Dunlop tyres.

ELECTRICAL EQUIPMENT. Lucas de Luxe throughout. 12-volt set, with ventilated dynamo providing 17-amp. charging rate, thus ensuring instantaneous starting. Large type head lamps fitted with stone guards. Dip and switch control above steering wheel. Streamlined wing lamps. Stop light. Reverse light. Special diffused illumination for instrument panel. Lucas blended note horns.

RADIATOR. Honeycomb type, fitted with chromium plated stone guard. Quick release filler cap.

WINGS. Front and rear wings are sharply flared to offer minimum wind resistance.

BONNET. Heavily louvred top and sides. Quick action security fasteners.

BODY. Scientifically constructed to combine strength with lightness. Accommodation is provided for two persons with provision for luggage behind the seats.

SUSPENSION. Long flat road springs of low periodicity ensuring smooth and steady road-holding with maximum comfort at all speeds. Rear ends of front springs in special sliding trunnion mountings ensuring lateral stability when cornering at high speeds. Luvax "finger tip" hydraulic shock absorbers instantly adjustable from driving seat.

UPHOLSTERY AND CARPETS. Upholstery is of finest quality Celstra hide throughout in a range of colours to tone with exterior colour scheme. Floors are thickly carpeted, over felt underlay, in a range of colours to tone with exterior colour schemes.

WINDSCREEN. Heavily chromium plated frame. Screen opens upwards from bottom and may also be folded flat. Two hinged detachable aero screens, fitted behind main screen.

INSTRUMENTS. 100 m.p.h. 5" trip speedometer; 5" rev. counter incorporating 8-day clock; electric petrol gauge; oil pressure gauge; radiator thermometer; ammeter; twin-blade electrically driven screen wiper. All instruments have silvered dials.

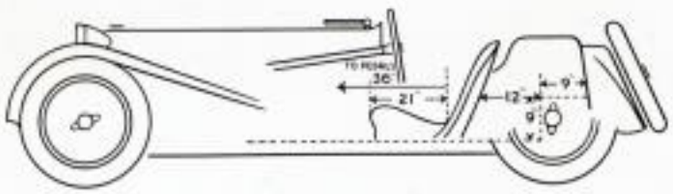
ALL-WEATHER EQUIPMENT. Flush folding hood. Side curtains are close fitting and shaped to doors. One-piece tonneau cover protects interior completely or may be folded back to protect rear compartment only.

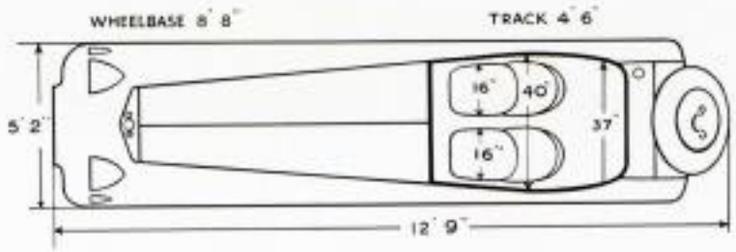
SEATING. Heavily padded adjustable bucket seats afford the highest degree of comfort.

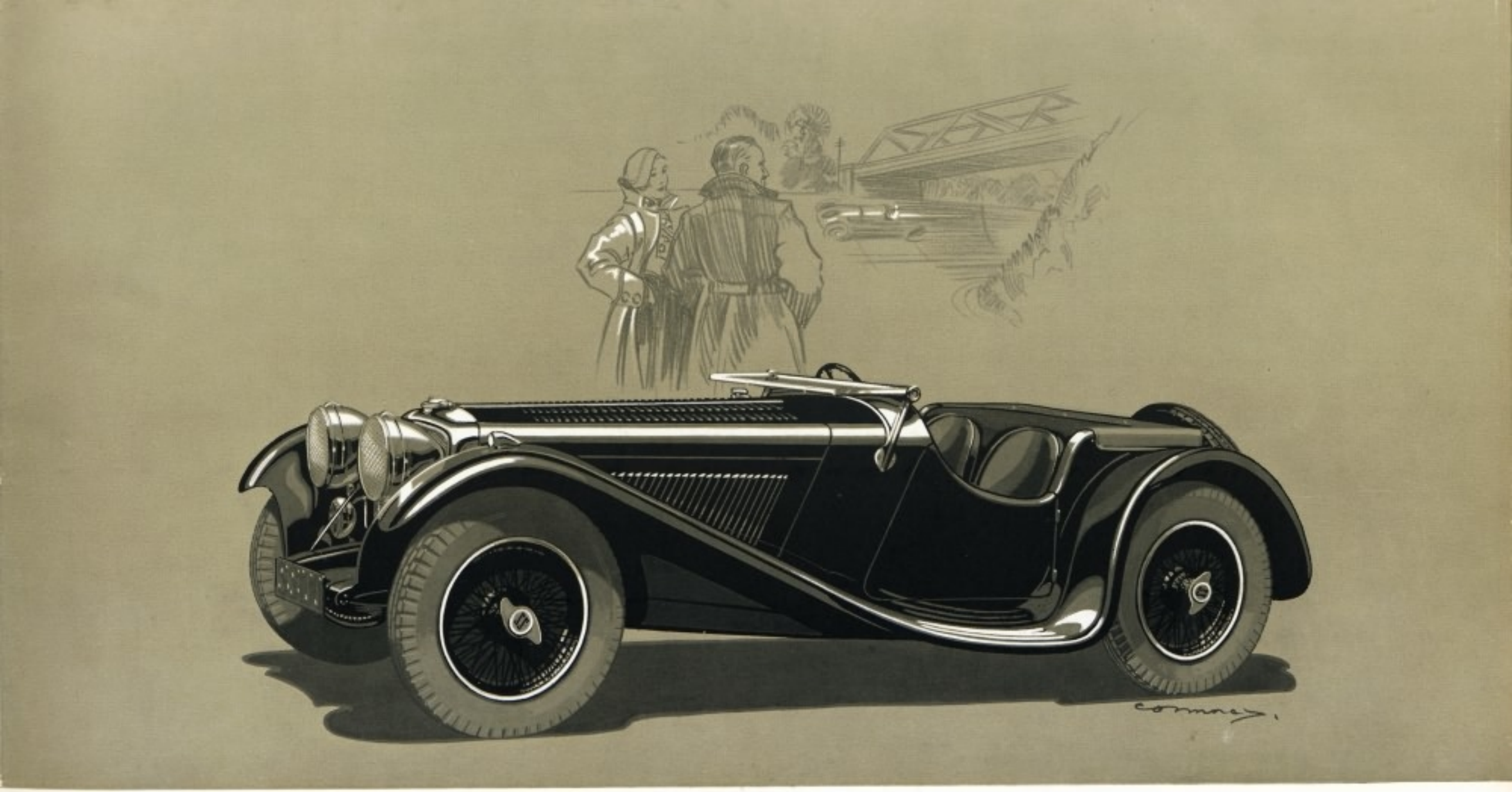
LUGGAGE ACCOMMODATION. Suit cases and small luggage may be carried in the compartment behind seats.

SPARE WHEEL. Carried on rigid mounting at rear of petrol tank.

EASY JACKING. Any wheel may be raised clear of the ground in 15 seconds by means of the "easy lift" jack supplied. Conveniently placed jack slots, front and rear, obviate any need for placing jack under the axles.



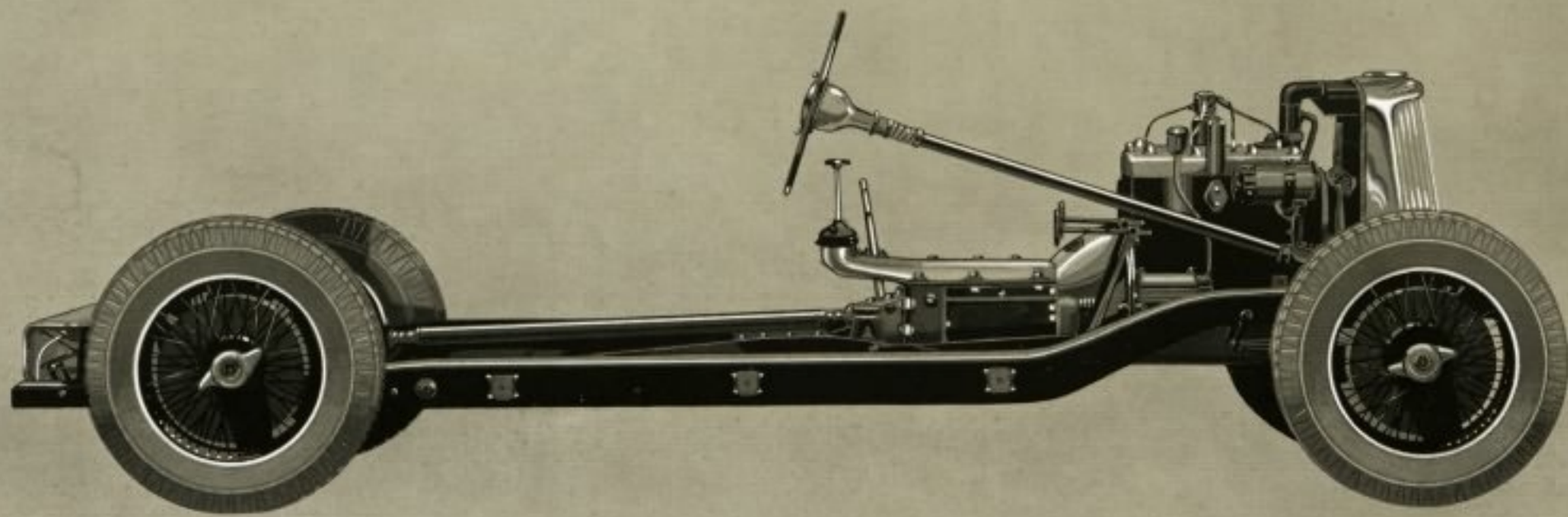




THE 2½ LITRE JAGUAR "100"

Here is a car with every consideration directed to the attainment of performance. It has an extremely high power-weight ratio and, in consequence, possesses astonishing acceleration—a speed of 60 m.p.h. in less than 12 seconds being easily reached from a standstill, whilst maximum speed approaching 100 m.p.h. demonstrates the high peak of performance attainable by the Jaguar "100." Designed primarily for competition work, this model is equally suitable for ordinary road use, for despite the virility of its performance it is sufficiently tractable for use as a fast touring car without modification.

£395



JAGUAR 1½ LITRE CHASSIS SPECIFICATION

ENGINE. Four cylinder, 69·5 m/m. bore × 106 m/m. stroke; 1608 c.c. Treasury rating. 12 h.p. (Tax £9). Side-by-side valves. Three-bearing crankshaft. High compression aluminium cylinder head. Aluminium pistons. Light alloy connecting rods. Machined combustion chambers and ports. Chromium iron cylinder block.

LUBRICATION. Completely submerged high volume oil pump. Aluminium sump has capacity of 1¼ gallons.

PETROL SUPPLY. By A.C. mechanical pump from 8-gallon rear tank with spring release filler cap. Single down-draught carburetter.

BRAKES. Large diameter Girling Brakes, 12" × 1¼" effective surface. Fully compensated rod action throughout. Heavily finned special alloy brake drums, 14" diameter.

STEERING. Burman Douglas worm and nut type steering. Light yet positive at all speeds. Incorporating Bluemel Douglas spring blade steering wheel, adjustable for height and rake.

SUSPENSION. Long flat road springs of low periodicity. Extremely wide spring track, affording utmost stability. Luvax double-action hydraulic shock absorbers front and rear.

TRANSMISSION. Four-speed gearbox with synchro-mesh on second, third and top. Improved method of engagement ensures "finger tip" control by easy-to-hand gear lever. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive.

GEAR RATIOS. First, 19·18; Second, 11·80; Third, 7·06; Top, 4·86.

IGNITION. Coil ignition with automatic and hand control. 14 m/m. sparking plugs.

AXLES. Semi-floating rear axle with one-piece steel casing. Four pinion differential. Front axle 4" section with reversed Elliot stub axles.

FRAME. Low underslung frame, cross braced for extreme rigidity. Main members are box section fore and aft of cruciform members and are outswept to take full width of body without overhang.

COOLING. By pump and fan. Automatic by-pass thermostat ensures speedy attainment of correct engine temperature.

CONTROLS. Foot brake and clutch pedals are adjustable for length. Organ type acceleration pedal. Hand brake lever and change-speed lever are centrally mounted and are easily accessible. Ignition, head lamp dip and trafficator controls are mounted at head of steering column.

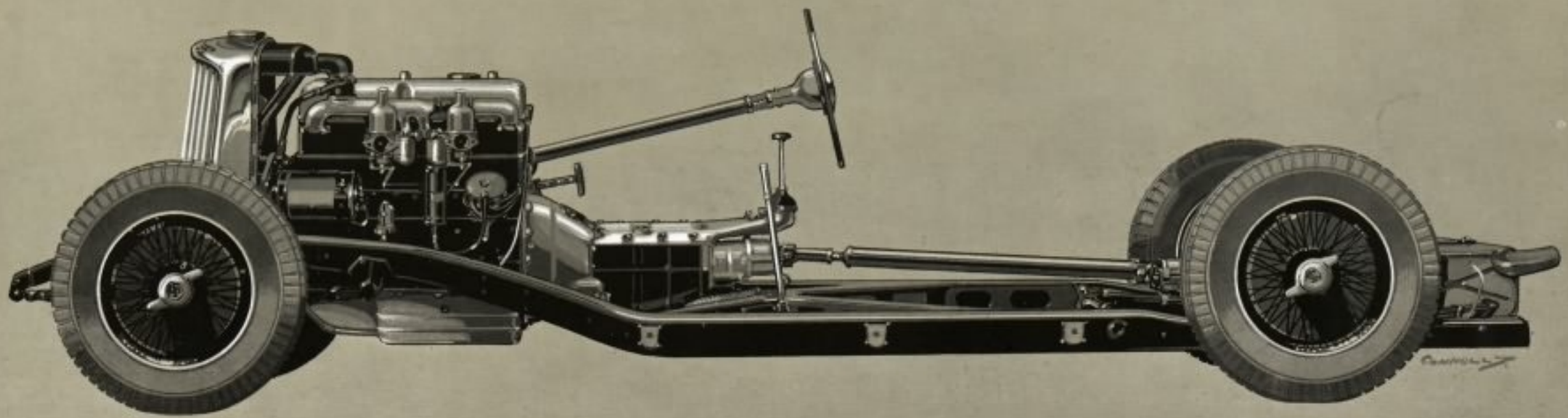
ELECTRICAL EQUIPMENT. Lucas de Luxe throughout. 12-volt set, with ventilated dynamo providing 17-amp. charging rate, thus ensuring instantaneous starting. Large type chromium plated head lamps. Stop light. Reverse light. Blended note horns. Battery is carried in special recess in scuttle bulkhead, where it is instantly accessible for inspection.

INSTRUMENTS. 100 m.p.h. 5" trip speedometer, 5" rev. counter incorporating 8-day clock, ammeter, electric petrol gauge, oil pressure gauge, radiator thermometer, self-cancelling built-in trafficators. All instruments have silvered dials. Twin-blade electric screen wiper operated by concealed silent motor.

JACK SLOTS. Jack slots are conveniently placed at chassis side member extremities front and rear, for use with "easy lift" jack supplied.

WHEELS AND TYRES. Dunlop centre-lock hub type racing wheels. 18" diameter rims fitted with Dunlop 4·75 × 18 tyres.

DIMENSIONS. Wheelbase, 9′ 0″; Track, 4′ 0″; Turning Circle, 38′ 0″; Ground Clearance, 7″.



JAGUAR 2½ LITRE CHASSIS SPECIFICATION

ENGINE. Six cylinder, O.H.V. 93 m/m. bore × 106 m/m. stroke; 2663·7 c.c. Treasury rating 19 h.p. (£15 Tax). Overhead valves, push rod operated. Exceptionally stiff seven-bearing counterweighted crankshaft. Aluminium invar strut pistons. Light alloy connecting rods. All-machined combustion chambers and ports. Detachable head.

LUBRICATION. Completely submerged high volume oil pump. Heavily-finned aluminium sump has capacity of 2½ gallons.

PETROL SUPPLY. From 14-gallon rear tank with spring release filler cap. Twin carburetters. S.U. electric petrol pump.

BRAKES. Large diameter Girling Brakes, 13" × 1¾" effective surface. Fully compensated, rod operated throughout. Heavily-finned special alloy brake drums, 15" diameter.

STEERING. Burman Douglas worm and nut operated. Light yet positive at all speeds. Bluemel Douglas spring blade steering wheel is adjustable for height and rake.

SUSPENSION. Long flat road springs of low periodicity with extremely wide spring track, ensuring utmost stability. Rear ends of front springs are secured in sliding trunnion mountings. Luvax double-action hydraulic shock absorbers front and rear.

TRANSMISSION. Four-speed gearbox with synchro-mesh on second, third and top. Improved method of engagement ensures "finger tip" control by easy-to-hand change speed lever. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive. Single dry plate light action clutch.

GEAR RATIOS. First, 15·30; Second, 8·98; Third, 5·83; Top, 4·25.

IGNITION. Coil ignition with automatic and hand control. 14 m/m. sparking plugs.

AXLES. Semi-floating rear axle with one-piece steel casing. Four pinion differential. Front axle 4" section with reversed Elliot stub axles.

FRAME. Low underslung frame, cross braced for extreme rigidity. Main members are box section fore and aft of cruciform members and are outswept to take full width of body without overhang.

COOLING. By centrifugal pump. Automatic bye-pass thermostat ensures speedy attainment of correct engine temperature from cold. Large six-bladed fan.

CONTROLS. Foot brake and clutch pedals are adjustable for length. Organ type acceleration pedal. Hand brake lever and change-speed lever are centrally mounted and are easily accessible. Ignition, head lamp dip and trafficator controls are mounted at head of steering column.

ELECTRICAL EQUIPMENT. Lucas de Luxe throughout. 12-volt set, with ventilated dynamo providing 17-amp. charging rate, thus ensuring instantaneous starting. Large type chromium plated head lamps. Stop light. Reverse light. Blended note horns. Battery is carried in special recess in scuttle bulkhead, where it is instantly accessible for inspection.

INSTRUMENTS. 100 m.p.h. 5" trip speedometer, 5" rev. counter incorporating 8-day clock ammeter, electric petrol gauge, oil pressure gauge, radiator thermometer, self-cancelling built-in trafficators, cigar lighter. All instruments have silvered dials. Twin-blade electric screen wiper operated by concealed silent motor.

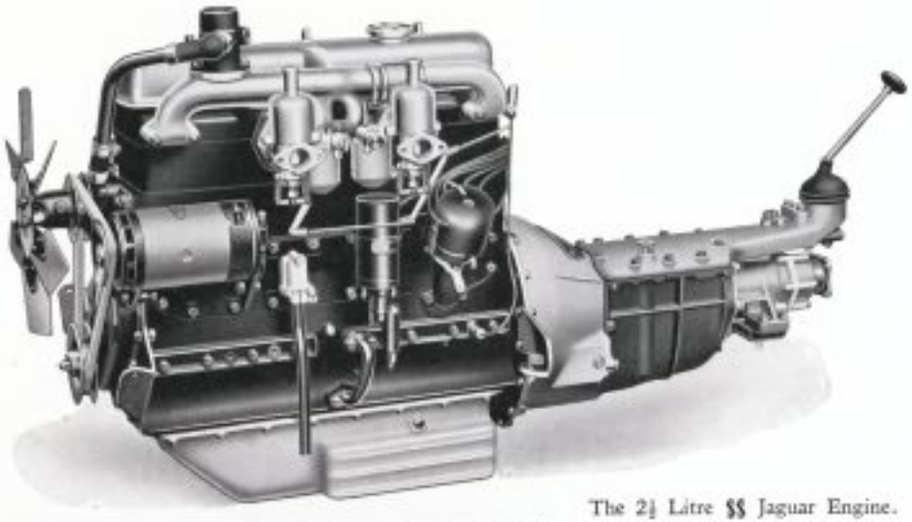
JACK SLOTS. Jack slots are conveniently placed at chassis side member extremities front and rear, for use with "easy lift" jack supplied.

WHEELS AND TYRES. Dunlop centre-lock splined hub type racing wheels. 18" diameter rims fitted with Dunlop 5·50 × 18 tyres (5·25 × 18 sports type Dunlop on 2½ Litre Jaguar "100" short chassis).

DIMENSIONS. Wheelbase, 9′ 11"; Track, 4′ 6"; Turning Circle, 38′ 0". (Dimensions of the 2½ Litre Jaguar "100" short chassis are: Wheelbase, 8′ 8"; Track, 4′ 6"; Turning Circle, 36′ 0".) Ground Clearance of both chassis, 7".

COACHWORK AND CHASSIS DETAILS

View showing capacious luggage compartment and convenient tool layout. The locker lid may also be used for carrying extra luggage.



The 2½ Litre SS Jaguar Engine.

Conveniently placed jack slots enable any wheel to be lifted clear of the ground in a few seconds by means of the "easy-lift" jack supplied.

All 2½ Litre models are fitted with invar strut aluminium pistons. Note large diameter, thin shell steel-backed bearing.

The luxurious rear compartment of the 2½ Litre Saloon. Accommodation for three passengers is provided, with generous head and leg room.

Fully compensated, rod-actuated Girling brakes with large diameter brake drums ensure safe enjoyment of the wonderful performance of which the SS Jaguar is capable.

SECTIONED DRAWING OF 2½ LITRE SALOON

Reproduced by the courtesy of THE MOTOR.

This sectional drawing reveals a number of interesting features and points of superiority of the 2½ Litre Jaguar Saloon. It will be seen that the seating accommodation is roomy and that riding comfort is ensured by deeply sprung seats placed between the axles. Note also the ample accommodation for luggage and accessibility of rear axle and rear shock absorbers. The special double bulkhead, which is shown in section immediately behind the engine, effectively prevents the penetration of fumes or engine heat to the interior. The conveniently placed gear lever and hand brake lever are positioned to come immediately under the driver's hand, whilst doors of generous width permit of easy entry and exit. The line of the downswept underslung frame is clearly shown, and the special sliding trunnion mounting of the front spring may also be observed.

COLOUR SCHEMES

The colour schemes listed below are standard, and any deviations involving special treatment of exterior or upholstery entail the following extra charges: Non-standard exterior colour, £5 (Pearl Essence or White £10 extra). Special colour for wheels £1 1s. 0d. extra per set of 5 wheels. Non-standard upholstery colour (or any deviation from standard arrangement of upholstery and exterior colours), £2 10s. 0d.

CLOSED MODELS

EXTERIOR.	UPHOLSTERY.
Olive Green	Olive Green.
Maroon	Maroon.
Suede Green	Suede Green.
Cream	Maroon, Olive Green or Blue.
Dark Blue	Blue.
Black	Brown, Maroon, Olive Green, Silver and Pigskin Grain Tan.
Lavender Grey	Olive Green, Maroon and Blue.

OPEN MODELS

EXTERIOR.	UPHOLSTERY.
Olive Green	Olive Green.
Maroon	Red.
Suede Green	Suede Green.
Cream	Red, Olive Green or Blue.
Dark Blue	Blue.
Black	Brown, Red, Olive Green and Pigskin Grain Tan.
Lavender Grey	Olive Green, Red and Blue.

Owing to the fact that carpets, carpet bindings, and door pipings are supplied in colours to match standard upholstery only, it is strongly recommended that patterns of these items be requested before a final decision is made on non-standard upholstery. In the absence of any instructions to the contrary, non-standard upholstery will be supplied with carpets, carpet bindings, and door pipings in a stock colour nearest or most appropriate to the upholstery chosen.

EXTRAS

The extras listed below are all of a quality consistent with the high quality, finish and appearance of SS Cars. In the majority of cases, the extras are proprietary articles, the prices of which are fixed by the manufacturers. Owing to the fluctuating nature of the demand for extras, it is impracticable to establish separate works facilities for the purpose of fitting them, nor is it possible to apply normal production and assembly routine in this direction. The fitting of extras thus presents difficulties in the form of interrupted routine for which appropriate charges have to be made—but which are set at the lowest possible figure.

	£	s.	d.
Ace Wheel Discs, polished aluminium, or Black, for 2¼ litre, per set of five	9	7	6
Ace Wheel Discs, polished aluminium, or Black, for 1½ litre, per set of five	8	2	6
Extra for fitting, per set	1	5	0
Extra for all chromium finish, per disc	0	17	6
Extra for cellulose finish to match car, per set	1	5	0
Spot Lamp, chromium plated	1	5	0
Desmo Senior "Safebeam" chromium plated Fog Lamp	3	12	6
Lucas type F.T.37 chromium plated Fog Lamp	2	9	6
Notek chromium plated Fog Lamp	3	12	6
Extra for wiring and fitting Fog Lamps, each	0	7	6
*Special chromium plated Bar to carry Fog Lamps	1	0	0
Chromium plated Badge Bar	1	0	0

	£	s.	d.
Interior Visors, with safety glass, tinted Amber, Blue, Green or Smoke	0	17	6
Extra for fitting	0	2	6
†Quickfit Spring Gaiters, per set of four	3	3	0
Extra for fitting Gaiters, per set	0	10	6
Lucas Head Lamp Stone Guards, per pair	2	12	6
Number Plates, Black enamel with polished aluminium letters, per pair	1	1	0
††Radio, Philco model 803T, long and medium wave	18	18	0
††Radio, Philco model 806T, medium wave only	15	15	0
Aero Safety Glass Windscreens for Tourer models, each	0	17	6
Fitting charge, each	0	2	6
†Luvax "Finger-tip" Control Shock Absorbers, per set of 4	10	10	0

*Lamp Bar is essential for satisfactory fitting of any Spot Lamp or Fog Lamp.

† This price, which includes fitting charge, only applies when item is specified at time car is ordered.

†† Both Philco sets subject to installation charge of £3 on new SS Cars equipped at our works.

Guarantee

On the sale or supply of all motor cars and goods by the SS Cars Limited (called "the Company") and on the carrying out of all repairs and work by them all guarantees, warranties or conditions (including any condition as to quality or fitness for any particular purpose) whether express, or implied by Statute, Common Law or otherwise, are excluded, and hereby expressly negatived.

In lieu of such express or implied conditions, warranties or guarantees the Company will give the following guarantee PROVIDED that the customer correctly fills up and signs the slip at the foot of this document and delivers this document with the attached slip so filled up and signed to the Company within seven days of the purchase by the customer of an SS Car or goods. On receipt of this document so completed and signed the Company will return the top portion thereof to the customer.

It must be clearly understood that if a customer fails to comply with this preliminary condition the Company will be under no liability whatsoever either upon the following guarantee or upon any express or implied condition, warranty or guarantee.

Manufacturers' Guarantee

In case of defect, breakage or breakdown of any motor car or goods supplied by the Company being discovered or occurring within SIX CALENDAR MONTHS from the date of sale, caused by defective workmanship or material (proved to the satisfaction of the Company) the defective part will be repaired or the Company will supply free of charge a new part in place thereof. Such period of six months is from the date of the supply by the Company of the motor car or goods, but if the motor car or goods are sold by a motor dealer and have not been previously used, the period starts from the date of supply by such dealer to the customer.

The Company's responsibility is limited to the condition of this guarantee and the Company will not be liable for any damages or contingent or resulting liability or other loss arising through any breakdown, breakage or defect. The Company does not acknowledge any claim in respect of labour expenses, including labour expended in dismantling or fitting arising from repairs, nor does it accept any responsibility for repairs or the fitting of replacement parts executed by Agents, or other repairers. The Company will also not be responsible for defects, breakage, or breakdown caused by wear or tear, misuse or neglect. The judgment of the Company in all cases of claims shall be final and conclusive and the customer agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six months from the despatch of notification of the Company's decision the part or parts submitted for inspection may be scrapped by the Company or returned to the customer carriage forward. The Company accepts no responsibility for any goods which have been altered after leaving the Company's works, or which have been used for motor racing or let out on hire or on or from which the Company's identification numbers or marks have been altered or removed. The Company accepts no responsibility for tyres, speedometers, electrical equipment, glass (or Safety Glass), or any other parts or accessories (other than for engines or chassis) which are not the Company's own manufacture. All claims of alleged defect in such items must be referred to the respective manufacturers direct. The Company accepts no responsibility on the sale of second-hand motor cars.

This guarantee is subject to the following conditions :—

Conditions

1. This guarantee shall not be transferred to anyone unless the Company's consent in writing has first been obtained to such transfer.
2. The Company's guarantee shall not apply to any motor car or goods which have been purchased at any price other than the Company's current retail price at the time of sale.
3. Any motor car or goods alleged to be defective must be returned to the Guarantee Department of the SS Cars Limited, Foleshill, Coventry, carriage paid and clearly labelled with the sender's name and address, within ten days of discovery of alleged defect. A letter under separate cover must at the same time be sent to the Guarantee Department giving the following details :—
   (*a*) Chassis Number of the car.
   (*b*) The nature of the defect, breakage or breakdown which is alleged.
   (*c*) A brief description of all circumstances which will facilitate a quick and satisfactory settlement.
   (*d*) If there has been any correspondence or an invoice rendered, the Company's reference number should be quoted.
4. Delivery of all goods supplied by the Company under this guarantee will be made at the Company's Works.
5. The term "Agent" where used is in a complimentary sense only and those persons or firms who are styled the Company's "Agents" are not authorised to advertise, incur any debts, transact any business, or incur any liabilities whatsoever on the Company's behalf, nor are they authorised to give any guarantee or warranty nor make any representations on the Company's part other than those contained in this document.

Guarantee as to Repairs and Overhauls

The Guarantee and Conditions set forth above cover, and are applicable to, repairs executed by the Company, with the exception that the period of Guarantee is for THREE CALENDAR MONTHS from the date of completion of repairs.

Cars which are sent for repair will be driven by the Company's employees and/or Agents at the risk and responsibility of the owners only. Repairs of cars are undertaken only on the assumption that the owners give the Company authority to drive the vehicles on their behalf.

We reserve the right to amend the specification contained in this catalogue from time to time as may be considered necessary for the purpose of improvement.

TELEPHONES (Private Branch Exchange)
Head Office and Works 8681 } Ten lines.
Service Department 8682 }
TELEGRAMS: SWALLOW, COVENTRY

SS CARS LIMITED
HOLBROOK LANE, COVENTRY

DIRECTORS
W. LYONS, Chairman and Managing Director
T. W. DAFFERN, O.B.E., F.C.A., F.S.A.A.
H. N. GILLITT
A. WHITTAKER, General Manager

JAGUAR MODELS

Improvements for 1937

1937 SPECIFICATIONS OF 2½ LITRE AND 1½ LITRE SALOON MODELS

2½ LITRE SALOON

ENGINE. Six-cylinder, O.H.V. 73 m/m. bore × 106 m/m. stroke ; 2663.7 c.c. Treasury rating 19 h.p., £15 Tax. Overhead valves push rod operated. Exceptionally stiff seven-bearing counter-weighted crankshaft. Aluminium invar strut pistons. Chromium iron cylinder block with exceptionally long water jackets. Light alloy connecting rods. Machined combustion chamber and ports. Detachable head. Cooling by centrifugal pump and automatic by-pass thermostat. Single dry plate light action clutch. Completely submerged high volume oil pump. Large capacity heavily finned aluminium sump. **Tecalemit oil filter. Redesigned engine mounting and improved exhaust system giving even greater smoothness and increased silence.**

FRAME. Low underslung frame, cross-braced for extreme rigidity. Main members are box section fore and aft of cruciform members and are outswept to take full width of body without overhang.

TRANSMISSION. Four-speed gear box with synchro-mesh on second, third and top. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive. Gear Ratios : First, 16·20 ; Second, 9·51 ; Third, 6·18 ; Top, 4·3.

SUSPENSION. Long flat road springs of low periodicity ensuring smooth and steady road-holding with maximum comfort at all speeds. Rear ends of front springs in special sliding trunnion mountings ensuring lateral stability when cornering at high speeds. **All spring leaves heavily lead coated to prevent rust and corrosion. Special oversize, bus type Luvax hydraulic shock absorbers mounted on Silentbloc bushes.**

BRAKES. Large diameter Girling brakes, **14" × 1¼" effective surface.** Fully compensated and with rod action throughout. **Ground finish Millenite brake drums. Ferodo racing type linings.**

STEERING. Burman Douglas worm and nut steering. Light yet positive at all speeds and incorporating Bluemel Douglas spring-blade steering wheel adjustable for height. **Improved method of mounting giving greatly increased rigidity.**

PETROL SUPPLY. From 14 gallon rear tank. S.U. electric petrol pump. **Special twin S.U. automatic starting carburetters. Air Cleaners.**

WHEELS AND TYRES. Dunlop centre-lock splined hub racing type wheels. 18" diameter rims fitted with Dunlop 5.50 × 18 tyres. Spare wheel with metal cover is carried on rigidly mounted bracket and is recessed into well on near side front wing.

ELECTRICAL EQUIPMENT. Lucas de Luxe throughout. 12-volt set with ventilated dynamo providing 17-amp. charging rate. **P.100 headlamps** with dip and switch control above steering wheel. **Streamlined wing lamps built into front wings.** Stop light. Reverse light. Two interior lights. Special diffused illumination for instrument panel. Lucas blended note horns.

BODY. All panelled, coachbuilt body of great strength on frame of first quality selected ash. Four wide doors, flush fitting, with self-aligning chromium plated hinges incorporating Enots grease nipples. Positive action silent travel locks. **No-draught, winding type ventilating half-windows fitted to front doors.** Wings have deep valances affording maximum protection. Front wings are of the high-domed helmet type with **built-in streamlined wing lamps.**

AXLES. Semi-floating rear axle with one-piece steel casing. Four pinion differential. Front axle "H" section with reversed Elliot stub axles.

SLIDING ROOF. **Entirely redesigned,** quick action, self-aligning single control operation. Perfectly flush fitting, preserving an unbroken roof line. Very large opening.

WINDSCREEN. **Entirely redesigned.** Opening from bottom by single-action winder. Safety glass winding type windowlights.

UPHOLSTERY AND CARPETING. Finest quality Vaumol leather hide throughout in a range of colours to tone with exterior colour scheme. Floors thickly carpeted, over felt underlay, in colours to harmonise with general colour scheme.

SEATING. Comfort of the most luxurious order is provided by deeply-sprung seats with form fitting back rests and **Dunlopillo upholstery.** The one-piece rear seat may be divided by heavily-padded folding arm rest, which, when not required, can be folded back into recess in back seat, thus affording accommodation for three passengers in rear compartment. **Side arm rests are also provided in front and rear compartments. Increased floor area provides greater leg and foot room.** Both front seats are quickly and easily adjustable by means of **Leveroll slide rails.**

INSTRUMENTS. 100 m.p.h. 5" trip speedometer ; 5" rev. counter incorporating 8-day clock. Ammeter, electric petrol gauge, oil pressure gauge, radiator thermometer, self-cancelling built-in trafficators, cigar lighter. All instruments with silvered dials. Twin blade electric screen wiper driven by **double power concealed motor.**

LUGGAGE ACCOMMODATION. Ample accommodation for luggage is provided in the capacious rear locker, the lid of which may be lowered to form platform for additional luggage.

TOOLS. A very complete kit of tools is provided individually housed in the **locker lid which is fitted with an auxiliary light.**

INTERIOR FITTINGS. **Two sun visors, four ashtrays, four door pockets, two cubby holes with flush-fitting lids,** rear blind, driving mirror.

1½ LITRE SALOON

ENGINE. Four-cylinder, 12 h.p., 69·5 m/m. bore × 106 m/m. stroke ; 1608·5 c.c. Side-by-side valves. Three-bearing crankshaft. Harmonic cams. Aluminium pistons, chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. Submerged oil pump. Coil ignition. Single dry plate light action clutch.

FRAME. Low underslung frame, cross-braced for extreme rigidity. Main members are box section fore and aft of cruciform members and are outswept to take full width of body without overhang.

TRANSMISSION. Four-speed gearbox with synchro-mesh on second, third and top. Improved method of engagement ensures "finger tip" control by easy-to-hand gear lever. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive. Gear Ratios : First, 19·18 ; Second, 11·80 ; Third, 7·06 ; Top, 4·86.

SUSPENSION. Long flat road springs of low periodicity. Wide front spring track. **All spring leaves heavily lead coated to prevent rust and corrosion.** Luvax double-action hydraulic shock absorbers front and rear.

BRAKES. Large diameter Girling brakes, 12" × 1¼" effective surface, fully compensated with rod action throughout. Heavily-finned special alloy brake drums, 14" diameter.

STEERING. Burman Douglas worm and nut steering. Light yet positive at all speeds. Incorporating Bluemel Douglas spring-blade steering wheel adjustable for height. **Improved method of mounting giving greatly increased rigidity.**

PETROL SUPPLY. A.C. mechanical petrol pump from 8-gallon rear tank. Single down-draught Solex carburetter with easy starting device.

WHEELS AND TYRES. Dunlop centre lock splined hub type racing wheels. 18" diameter rims fitted with Dunlop 4·75 × 18 tyres.

ELECTRICAL EQUIPMENT. Lucas de Luxe throughout, 12-volt set, with ventilated dynamo providing 17-amp. charging rate, thus ensuring instantaneous starting. Large type head lamps with dip and switch control above steering wheel. Streamlined wing lamps. Stop light. Reverse light. Two interior lights. Special diffused illumination for instrument panel. Lucas blended note horns.

AXLES. Semi-floating rear axle with one-piece steel casing. Four pinion differential. Front axle "H" section with reversed Elliot stub axles.

BODY. All panelled body of extreme strength on frame of first quality selected ash. Four wide doors, flush fitting and of generous width, with self-aligning chromium plated hinges incorporating Enots grease nipples. Positive action silent travel locks. **No-draught, winding type ventilating half-windows fitted to front doors.** Wings have deep valances affording maximum protection. Front wings are of high domed helmet type.

SLIDING ROOF. **Entirely redesigned.** Quick action, self-aligning, single control operation. Perfectly flush fitting, preserving an unbroken roof line. Very large opening.

WINDSCREEN. **Entirely redesigned.** Positively leakproof, opening from bottom by single action winder which can be operated by one hand whilst driving. Safety glass winding type windowlights.

UPHOLSTERY AND CARPETING. Finest quality Vaumol leather hide throughout in a range of colours to tone with exterior colour scheme. Floor thickly carpeted, over felt underlay, in colours to harmonise with general colour scheme.

SEATING. Comfort of the most luxurious order is provided by deeply-sprung seats with form fitting back rests **and Dunlopillo upholstery.** The one-piece rear seat may be divided with heavily padded folding arm rest, which, when not required, can be folded back into recess in back rest, thus affording accommodation for three passengers. **Side arm rests are also provided in front and rear compartments. Increased floor area provides more head and leg room.** Both front seats are quickly adjustable by means of special slide rails.

INSTRUMENTS. 5" trip speedometer, 5" rev. counter, incorporating 8-day clock, ammeter, electric petrol gauge, oil pressure gauge, radiator thermometer, self-cancelling built-in trafficators. All instruments with silvered dials.

SPARE WHEEL COVER. Spare wheel with metal cover is carried on rigidly mounted bracket and is recessed into well on near side front wing.

LUGGAGE ACCOMMODATION. Ample accommodation for luggage is provided in the capacious compartment in the tail. The locker lid may be lowered to form platform for additional luggage.

TOOLS. A complete kit of tools is provided individually housed in locker lid **which is fitted with an auxiliary light.**

EASY JACKING. Any wheel may be raised clear of the ground in 15 seconds by means of the "easy lift" jack supplied. Conveniently placed jack slots obviate any need for placing jack under the axles.

INTERIOR FITTINGS. **Two sun visors, four ashtrays, four door pockets, cubby hole with flush-fitting lid,** rear blind, driving mirror.

DEVIATIONS FROM 1936 SPECIFICATIONS IN FOREPART OF THIS CATALOGUE ARE PRINTED IN BOLD TYPE

1937 SPECIFICATIONS OF 2½ LITRE TOURER AND "100" MODELS

2½ LITRE TOURER

ENGINE. Six-cylinder, O.H.V. 73 m/m. bore × 106 m/m. stroke; 2663·7 c.c. Treasury rating 19 h.p., £15 Tax. Overhead valves push rod operated. Exceptionally stiff seven-bearing counter-weighted crankshaft. Aluminium invar strut pistons. Chromium iron cylinder block with exceptionally long water jackets. Light alloy connecting rods. Machined combustion chambers and ports. Detachable head. Cooling by centrifugal pump and automatic by-pass thermostat. Completely submerged high volume oil pump. Single dry plate light action clutch. Large capacity heavily-finned aluminium sump. **Tecalemit oil filter.**

FRAME. Low underslung frame, cross braced for extreme rigidity. Main members are box section fore and aft of cruciform members and are outswept to take full width of body without overhang.

TRANSMISSION. Four-speed gearbox with synchro-mesh on second, third and top. Improved method of engagement ensures "finger tip" control by easy-to-hand gear lever. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive.

GEAR RATIOS. First, 16·20; Second, 9·51; Third, 6·18; Top, 4·50.

SUSPENSION. Long flat road springs of low periodicity ensuring smooth and steady road-holding with maximum comfort at all speeds. Rear ends of front springs in special sliding trunnion mountings ensuring lateral stability when cornering at high speeds. Luvax hydraulic shock absorbers, front and rear, mounted on "Silentbloc" bushes. **All spring leaves heavily lead coated to prevent rust and corrosion.**

BRAKES. Large diameter Girling brakes, 13" × 1¾" effective surface, fully compensated, with rod operation throughout. Heavily-finned special alloy brake drums, 15" diameter.

STEERING. Burman Douglas worm and nut steering. Light yet positive at all speeds and incorporating Bluemel Douglas spring-blade steering wheel adjustable for height and rake.

PETROL SUPPLY. From 14-gallon rear tank. S.U. electric petrol pump. Twin S.U. carburetters. **Air Cleaners.**

WHEELS AND TYRES. Dunlop centre-lock splined hub racing type wheels. 18" diameter rims fitted with Dunlop 5·50 × 18 tyres.

ELECTRICAL EQUIPMENT. Lucas de Luxe throughout, 12-volt set, with ventilated dynamo providing 17-amp. charging rate. **P.100 head lamps** with dip and switch control above steering wheel. Streamlined wing lamps. Stop light. Reverse light. Special diffused illumination for instrument panel. Lucas blended note horns.

BODY. All panelled body of extreme strength on frame of first quality selected ash.

AXLES. Semi-floating rear axle with one-piece steel casing. Four pinion differential. Front axle "H" section with reversed Elliot stub axles.

WINDSCREEN. Heavily chromium plated frame. Screen opens upwards from bottom and may also be folded flat.

SEATING. Comfort of the most luxurious order is provided by deeply sprung seats with form fitting back rests. The rear seats are constructed as two armchairs divided by shaped arm rest heavily padded with special cushion rubber. (The arm rest is fixed and may be omitted if desired, but the axle shaft tunnel renders a one-piece cushion impracticable.) Footwells are exceptionally wide and provide ample leg room.

UPHOLSTERY AND CARPETS. Upholstery is of finest quality Celstra hide throughout in a range of colours to tone with exterior colour scheme. Floors are thickly carpeted, over felt underlay, in a range of colours to tone with exterior colour scheme.

ALL-WEATHER EQUIPMENT. Rigid side curtains are secured in position by special rattle-free clamps. The centre panel of the offside curtain is hinged to open for signalling purposes. A two-piece tonneau cover with Zipp fastener is supplied which can be separated in order that either rear compartment only or complete interior may be covered.

INSTRUMENTS. 100 m.p.h. 5" trip speedometer; 5" rev. counter incorporating 8-day clock; electric petrol gauge; oil pressure gauge; radiator thermometer; ammeter; twin-blade electrically driven screen wiper. All instruments have silvered dials.

EASY JACKING. Any wheel may be raised clear of the ground in 15 seconds by means of the "easy lift" jack supplied. Conveniently placed jack slots, front and rear, obviate any need for placing jack under the axles.

TRUNK. Leather grained with heavily chromium plated security catches, key lock and strap buckles. There is accommodation for suit cases, and all-weather equipment is carried in special compartment in trunk lid.

2½ LITRE "100" MODEL

ENGINE. Six-cylinder, O.H.V. 73 m/m. bore × 106 m/m. stroke; 2663·7 c.c. Treasury rating 19 h.p., £15 Tax. Overhead valves push rod operated. Exceptionally stiff seven-bearing counter-weighted crankshaft. Aluminium invar strut pistons. Chromium iron cylinder block with exceptionally long water jackets. Light alloy connecting rods. All-machined combustion chambers and ports. Detachable head. Cooling by centrifugal pump. Automatic by-pass thermostat. Completely submerged high volume oil pump. Single dry plate light action clutch. Large capacity heavily-finned aluminium sump. **Tecalemit Oil filter.** Coil ignition.

FRAME. Low underslung frame, cross-braced for extreme rigidity. Main members are box section fore and aft of cruciform members. Special outrigged spring brackets, giving wide spring track.

TRANSMISSION. Four-speed gearbox with synchro-mesh on second, third and top. Improved method of engagement ensures "finger tip" control by easy-to-hand gear lever. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive.

GEAR RATIOS. First, 13·6; Second, 8·45; Third, 5·5; Top, 4·00.

BRAKES. Large diameter Girling brakes, 13" × 1¾" effective surface, fully compensated with rod operation throughout. Heavily-finned special alloy brake drums, 15" diameter. Hand brake lever of quick-release racing type.

STEERING. Burman Douglas worm and nut steering. Light yet positive at all speeds. Flexible spring-blade steering wheel.

PETROL SUPPLY. From 18-gallon rear tank. S.U. electric petrol pump. Twin carburetters.

WHEELS AND TYRES. Dunlop centre-lock splined hub type racing wheels. 18" diameter rims fitted with 5·25 × 18 Sports type Dunlop tyres.

ELECTRICAL EQUIPMENT. Lucas de Luxe throughout. 12-volt set, with ventilated dynamo providing 17-amp. charging rate, thus ensuring instantaneous starting. Large type head lamps fitted with stone guards. Dip and switch control above steering wheel. Streamlined wing lamps. Stop light. Reverse light. Special diffused illumination for instrument panel. Lucas blended note horns.

RADIATOR. Honeycomb type, fitted with chromium plated stone guard. Quick release filler cap.

WINGS. Front and rear wings are sharply flared to offer minimum wind resistance.

BONNET. Heavily louvred top and sides. Quick action security fasteners.

BODY. Scientifically constructed to combine strength with lightness. Accommodation is provided for two persons with provision for luggage behind the seats.

SUSPENSION. Long flat road springs of low periodicity ensuring smooth and steady road-holding with maximum comfort at all speeds. Rear ends of front springs in special sliding trunnion mountings ensuring lateral stability when cornering at high speeds. Luvax "finger tip" hydraulic shock absorbers instantly adjustable from driving seat.

UPHOLSTERY AND CARPETS. Upholstery is of finest quality Celstra hide throughout in a range of colours to tone with exterior colour scheme. Floors are thickly carpeted, over felt underlay, in a range of colours to tone with exterior colour schemes.

WINDSCREEN. Heavily chromium plated frame. Screen opens upwards from bottom and may also be folded flat. Two hinged detachable aero screens, fitted behind main screen.

INSTRUMENTS. 100 m.p.h. 5" trip speedometer; 5" rev. counter incorporating 8-day clock; electric petrol gauge; oil pressure gauge; radiator thermometer; ammeter; twin-blade electrically driven screen wiper. All instruments have silvered dials.

ALL-WEATHER EQUIPMENT. Flush folding hood. Side curtains are close fitting and shaped to doors. One-piece tonneau cover protects interior completely or may be folded back to protect rear compartment only.

SEATING. Heavily padded adjustable bucket seats afford the highest degree of comfort.

LUGGAGE ACCOMMODATION. Suit cases and small luggage may be carried in the compartment behind seats.

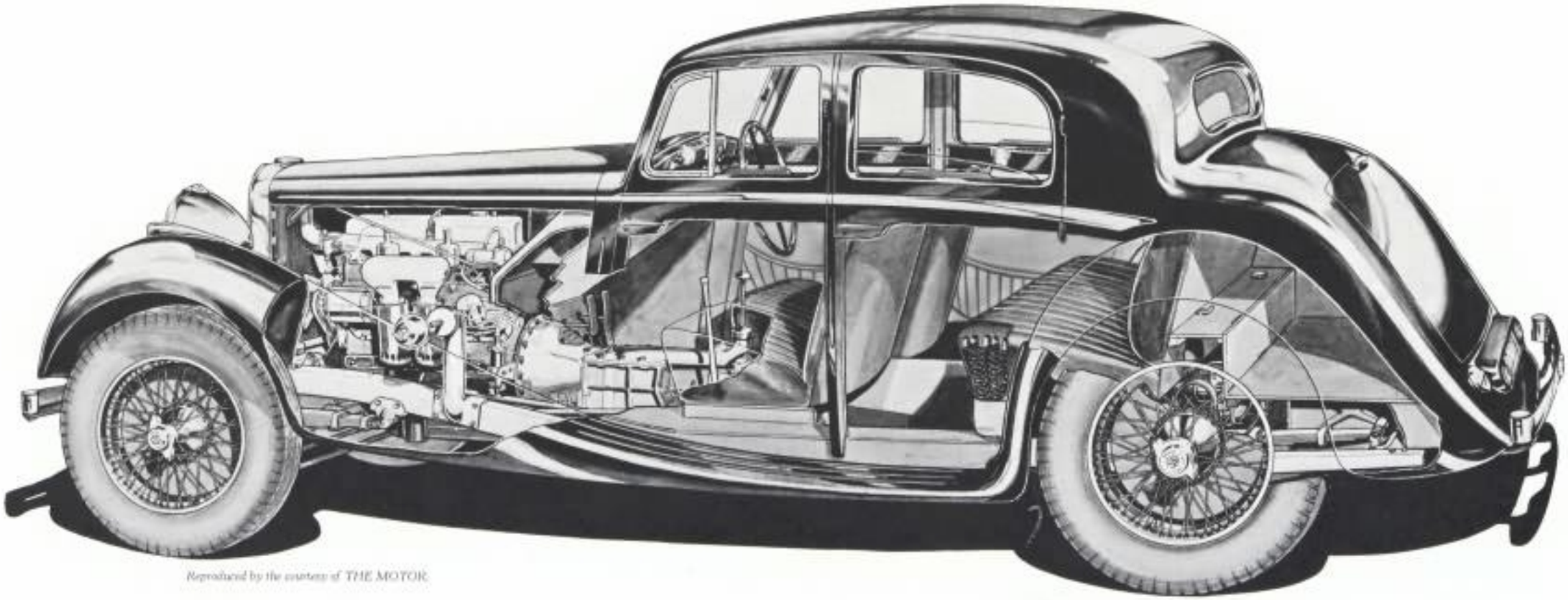
SPARE WHEEL. Carried on rigid mounting at rear of petrol tank.

EASY JACKING. Any wheel may be raised clear of the ground in 15 seconds by means of the "easy lift" jack supplied. Conveniently placed jack slots, front and rear, obviate any need for placing jack under the axles.

DEVIATIONS FROM 1936 SPECIFICATIONS IN FOREPART OF THIS CATALOGUE ARE PRINTED IN BOLD TYPE

SECTIONAL DRAWING OF 2½ LITRE SALOON

SHOWING 1937 IMPROVEMENTS



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For 1937 the 2½ Litre Jaguar Saloon carries a number of added refinements, amongst which are: no-draught winding type ventilating half windows; special oversize bus-type shock absorbers; Dunlopillo upholstery; P.100 headlamps; side arm rests; pockets to all doors; sun visors; special S.U. Automatic starting carbs.; air cleaner; lead-coated road springs; increased diameter brakes with ground Millenite drums; Tecalemit oil filter; built-in streamlined wing lamps. Many of these additions may be seen in the above sectional drawing.

d in England by Adams Bros. & Shardlow, Ltd., Leicester and London.