



cars

1935



AND 477

C O N T E N T S

	PAGE
INTRODUCTION	3
II I. SALOON SPECIFICATION AND PRICES	4
II I. SALOON ILLUSTRATION	5
II I. OPEN FOUR SEATER SPECIFICATION AND PRICES	6
II I. OPEN FOUR SEATER ILLUSTRATION	7
II I. AIRLINE SALOON SPECIFICATION AND PRICES	8
II I. AIRLINE SALOON ILLUSTRATION	9
II II. SALOON SPECIFICATION AND PRICES	10
II II. SALOON ILLUSTRATION	11
II II. OPEN FOUR SEATER SPECIFICATION AND PRICES	12
II II. OPEN FOUR SEATER ILLUSTRATION	13
SOME RECENT ACHIEVEMENTS	14 & 16
II I. CHASSIS SPECIFICATION	15
II II. CHASSIS SPECIFICATION	17
EXTRAS	18
COLOUR SCHEMES	19
COPY OF GUARANTEE	20





INTRODUCTION

FOR 1935, the SS is again presented as a car for the motorist of discernment—a car for the discriminating—the keenly critical.

In a stereotyped age, the SS stands alone—boldly individualistic—daring to be different. At a time when mere cheapness is frequently of greater account than worth, the SS note of quality is insistent. While affinity between appearance and performance tends to become less, the SS proffers both—in full measure.

It is for the experienced motorist that the SS holds the most obvious appeal—the motorist who can appreciate the fine surge of power that answers his demand for acceleration . . . the effortless control at speeds in the seventies and eighties . . . the total lack of fatigue after long journeys at high speeds.

Notwithstanding the exacting standard set by SS in previous years, ceaseless striving for improvement has resulted in the production of even finer models for 1935. New mechanical features include the introduction of an improved induction system with two special high speed carburettors, increased compression ratio; new gearbox ratios and improved method of shock absorber mounting.

No matter in which direction personal taste inclines—closed car or open car—SS offers to the discriminating motorist something out of the ordinary . . . true individuality in performance and appearance.

SS CARS LTD., HOLBROOK LANE, COVENTRY

S P E C I F I C A T I O N

ENGINE. Speciely manufactured Standard Six cylinder. 16 h.p. @ 65.5 m.v. horse = 305 cu. in. stroke; 2015 c.c. 75 mm. bore x 106 mm. stroke; 26677 c.c. Side by side valves. Exceptionally stiff 7-bearing crankshaft; 2½ diameter main bearings. 12" diameter leg seats. Aluminium pistons. Chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. Two special high-speed B.A.G. compressors. High efficiency induction and exhaust manifolds. Detachable high compression aluminum cylinder head. Cooling by centrifugal pump and fan with adjustable impeller. High pressure solenoidized oil pump. Coil ignition. Single dry plate light action clutch.

FRAME. Low underframing frame designed for extreme rigidity. The main members are triangulated in the center by cross bracing from the chassis nose to the rear spring brackets.

TRANSMISSION. Synchromesh gear on second, third and top. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive. Easy to hand change speed lever.

GEAR RATIOS. 16 h.p.: Top, 4.50 : Third, 6.18 : Second, 9.51 : First, 16.20. 20 h.p.: Top, 4.25; Third, 5.93; Second, 9.09; First, 15.30.

SUSPENSION. Ensuring smooth and steady road-holding with maximum comfort at all speeds. Long flat road springs of low periodicity, mounted on "Silverbond" bushes. The easily accessible jacking pads ensure quick erection. Machined fracture type shock absorbers front and rear.

BRAKES. Highly efficient Bendix Dual-Servo. Hand and foot operate on all four wheels. Quadrant-action spring release hand brake lever of racing type.

STEERING. Marks' Welber cam and lever type.

AXLES. Semi-floating rear axle with one-piece steel casting. Four piston differential. Front axle = "H" section with screened Elliot stub axles.

PETROL SUPPLY. By A.C.P. pump with auxiliary priming lever for hand operation, from 12 gallon tank at the rear of the chassis. The tank filler is of 2½" diameter with quickly detachable bayonet fixing cap.

WHEELS AND TYRES. Budge-Whitworth centre-lock polished tube racing wheels. 18" rims with chromium plated rim edges fitted with Dunlop 5½ x 18" tyres.

ELECTRICAL EQUIPMENT. 12-volt set. Large type QBD 1865/GC head lamps with metal to match radiator cap, and dip and switch control above steering wheel. Finger-tip operated ignition control. Stop light. Reversing light. Sprone type wing lamps. Special Lucas type blended nose horns, clamped to match head lamps, chromium plated with grille frames to match the radiator, are fitted to each front door. Lamps and horns all chromium plated heads.

COACHWORK. The body, constructed on the soundest lines, is of extreme strength. The frame is of prime quality selected ash throughout, reinforced by aluminium and steel brackets.

DOORS. Flush fitting and exceptionally wide, ensuring ease of access. The



doors are hinged on double-strength standing pillars from bottom side to central by means of special self-aligning chromium plated hinges, incorporating front press studs. Spring-loaded all-metal door checks are fitted to the bottom of the doors, secured to the chassis frame. Positive action door locks are fitted, and each door is equipped with adjustable heel-and-toe bars. Headrests. Leather grained, with chrome plated polished pillar and waistline.

HEADRESTS. Leather grained, with chrome plated polished pillar and waistline. The doors, when closed, beat down large pillar and waistline.

SLIDING ROOF. Quick action, self-lifting, single control operation. Perfectly tight fitting, with very large opening.

WINDOW LIGHTS. Safety glass winding type.

WINDSCREEN. Four-type of simplified design, with swept top rail, and radiused corners. Open from the bottom end and quickly operated. Concealed hinges, obscuring any obstruction of vision. Lucas dual-blade wiper/motor. Back light, mounted in chromed channel, open to give additional ventilation.

BONNET. Stainless steel panel, and heavily lined side panels with quick action safety latches.

WINGS. One-piece pressings, with deep valances, ensuring adequate protection.

UPHOLSTERY. Four quality Vauvol hide throughout, in a range of colours to tone with the exterior colour scheme.

CABINET WORK. Instrument panel, floor carpeting and Eileen are of polished figured walnut.

CARPETING. The floor is thickly carpeted in celanese to harmonise with the interior finish.

SEATS. Four adult passengers are accommodated in the highest degree of comfort. The rear seats are constructed as two small rectangular, deeply sprung with flexible support, cantilevered on back rests. The arm rest is heavily padded with a special radionic rubber. (The arm rest may be omitted if desired, but the sole shaft must remain a one-piece cushion impactproof.) Deep foot wells provide ample leg room. The front seats are constructed on similar lines to those at the rear, but there is, of course, no arm rest. The front seats are quickly adjustable by means of special slide rails, while the back rests hinge forward.

HEAD ROOM. sufficient for the tallest passenger is made possible by the special dropped chassis frame.

INSTRUMENTS. Illuminated panel with hexagon mountings for electric clock, 85 m.p.h. top speedometer, oil pressure gauge and radiator thermometer combined, and electric petrol gauge.

ACCESSORIES. Complete sets of interior fittings in polished chrome, incorporating centre mirror, side lamp and switch, rear blind with driver's hand control, and ash tray. Travellers with concealed dustbin arms are also fitted (tail-camouflaged).

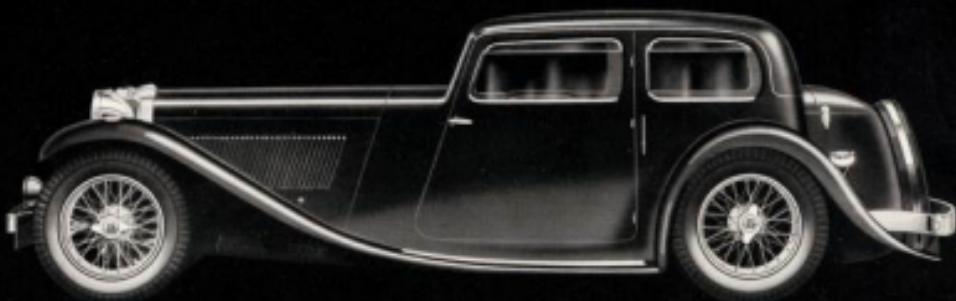
DIMENSIONS. Wheelbase, 9 ft 11". Track, 4 ft 5". Overall length, 15 ft 6". Overall width, 5 ft 5". Overall height, 4 ft 7". Width of body inside, 4 ft 6". Width of doors, 3 ft 6". Centre of backrest to pedal (adjustable), 5 ft 8" maximum; 3 ft 2" minimum. Height of backrest from floor, 2 ft 1". Depth of body inside, 3 ft 9". Back of front seat to centre of rear seat backrest, 3 ft 8" maximum; 3 ft 1" minimum.

PRICES: £140 (16 h.p.); £145 (20 h.p.). With D.W.S. Permanent Jacks: 16 h.p., £145; 20 h.p., £150.





OUTSTANDING by the sheer merit of its splendid performance, this beautifully proportioned sports saloon is firmly established in its leadership of contemporary sports car design. Instantly responsive, either to bursts of vivid acceleration or long sustained periods at high speeds, this car is handled with an ease that is as satisfying as it is exhilarating. The comfort afforded the driver and passengers is of the most luxurious order, whilst the now famous SS road-holding qualities induce a mental restfulness resulting from effortless control at the highest speeds and on the longest journeys.



SS *Four Seater Sports Saloon*

S P E C I F I C A T I O N

ENGINE. Specially manufactured Standard Six cylinder, 16 h.p., 45.5 m.i.m. bore x 106 m.m. stroke; 2145 c.c.; 20 h.p.; 11 m.m. bore x 106 m.m. stroke; 3663.7 c.c. Side by side valves. Exceptionally stiff 7-bearing crankshaft, 2½" diameter main bearings. 1½" diameter big ends. Aluminium piston, Chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. Two special high-speed R.A.G. carburetors. High efficiency induction and exhaust manifolds. Detachable cylinder head, aluminium cylinder head. Cooling by centrifugal pump and fan with adjustable thermostat. High pressure submerged oil pump. Coil ignition. Single dry plate light action clutch.

FRAME. Low underfloor frame designed for extreme rigidity. The main members are transversely in the centre by cross bracing from the dash-iron to the rear spring brackets.

TRANSMISSION. Synchromesh gear on second, third and top. Hardy Spicer all-metal propeller shaft and universal joints. Special bevel final-drive. Easy to hand change-speed lever.

GEAR RATIOS. 16 h.p.: Top, 4.50; Third, 6.18; Second, 9.51; First, 16.20; 20 h.p.: Top, 4.25; Third, 5.83; Second, 8.98; First, 15.30.

SUSPENSION. Ensuring smooth and steady road-holding with maximum comfort at all speeds. Long flat road springs of low per centility, mounted on "Solexible" bushes. The front automatic parking jack and main shock absorber. Heavy-duty friction-type shock absorbers are fitted front and rear. Rear spring, 42½" x 1½"; Front springs, 34½" x 1½".

BRAKES. Highly efficient Bendix Duo-Serve. Hand and foot operate on all four wheels. Quick-action spring release hand brake lever of racing type.

STEERING. Marles Weller cam and lever type.

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

PETROL SUPPLY. By A.C. pump with auxiliary priming lever for hand operation, from 12-gallon tank at the rear of the chassis. The tank filler is of 2½" diameter with quickly detachable bayonet fixing cap.

WHEELS AND TYRES. Ridge-Whitewall centre-lock splined hub type racing wheels, 18" rim with chromium plated rim edges fitted with Dunlop 5.50 x 18 tyres.

ELECTRICAL EQUIPMENT. 12-volt set. Large type QBD1665.GC head lamps with stalk to match radiator cap, dip and switch control above steering wheel. Finger-tip operated ignition control. Stop light. Revolving light. Sports type wing lamps. Special Lucas type blended note horns, domed to match head lamps, chromium plated with grille frames to match the radiator, are fitted to each dash-iron. Lamps and horns are chromium plated finish.

COACHWORK. Coachbuilt with leather grained large travelling trunk. The body, constructed on the soundest lines and of extreme strength, represents the finest example of craftsmanship. The frame is of prime quality selected ash throughout, reinforced by aluminium and steel brackets.

DOORS. Flush fitting and exceptionally wide, ensuring ease of access. The doors are hinged on double-strength standing pillars by means of special self-aligning chromium plated hinges, incorporating Erosite grease nipples. Spring-loaded Al-stahl door checks are fitted to the bottoms of the doors, served to the chassis frame. Positive action slam locks are fitted, and each door is equipped with adjustable Bedford buffers.

TRUNK. Leather grained with heavily chromium plated brass security catches and key lock. The accommodation is ample, and three or four large suit cases may be carried quite easily. Quickly accessible tool kit and side curtain locker.

WINDSCREEN. Folding and opening windscreens, with swept top rail. Lucas duo-blade windscreen wiper.

ALL WEATHER EQUIPMENT. The completely draughtproof side curtains are rigidly secured and may be erected independently of the hood. Centre panels of front side curtains are hinged for easy hand signalling.

BONNET. Stainless steel hinge and heavily rounded side panels with quick-action security fasteners.

WINGS. One-piece pressings, with deep valances, ensuring adequate protection.

UPHOLSTERY. Finest quality Celista hide throughout is a range of colours to tone with the exterior colour scheme.

CARPETING. The floor is thickly carpeted in colours to harmonise with the exterior finish.

SEATS. Four adult passengers are accommodated in the highest degree of comfort. The rear seats are constructed as two small oval chairs and are deeply sprung with a swallow pattern spring case cushion and back rests. The arm rest is heavily padded with a special cushion material. (The arm rest is not removable.) The side seats also have rounded, a one-piece construction (impermeable). Deep footstalls provide ample leg room. The front seats are constructed on similar lines to those at the rear, but there is, of course, no arm rest. The front seats are quickly adjustable by means of special slide rails, whilst the back rests hinge forward.

INSTRUMENTS. The instrument fascia panel is equipped with 5" 85 mph speedometer with resolution markings, 5" clock with trip-milliage timer and English and French lighting, oil gauge, thermometer petrol gauge, ammeter, starter button, key switch, and inspection lamp plug.

DIMENSIONS. Wheelbase, 9' 11"; Track, 4' 5½". Overall length, 15' 4". Overall width, 5' 5½". Width of body inside 4' 9". Width of doors, 3' 6". Centre of back rest to pedals (adjustable), 3' 9" maximum, 3' 2" minimum. Height of back rest (front and rear), 2' 1". Back of front seat to centre of rear seat back rest, 3' 6" maximum, 3' 1" minimum.

Prices: £335 (16 h.p.); £340 (20 h.p.). With D.W.S. Permanent Jacks: £340 (16 h.p.); £345 (20 h.p.).



C

HE suggestion of latent speed in the long low lines of this open model is amply justified by a brilliant road performance. An improved version of the completely standard model which gained two awards in the VIIIth International Alpine Trial, it offers everything that the exacting open sports car enthusiast demands. Added to its capacity for high maximum and average speeds is the element of comfort which renders indulgence in fast road travel devoid of the slightest trace of strain or fatigue. For those who demand a high performance car calling for no sacrifice either in appearance or comfort, this model makes an instant appeal.



SS 1 *Full Four Seater Open Sports*

S P E C I F I C A T I O N

ENGINE. Specially manufactured Standard Six cylinder. 16 h.p., 65.5 m.p.h., bore 3.06 in. stroke 3.2145 c.c. 30 h.p.; 73 m.p.h. bore 3.06 in. stroke 3.2665 i.e. Side by side valvetrain. Exceptionally stiff 7-bearing crankshaft; 2½ diameter main bearings. 1½" diameter big ends. Abnormal piston. Chromed iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. Two special high-speed R.A.G. carburetors. High efficiency induction and exhaust manifold. Detachable high compression aluminum cylinder head. Cooling by centrifugal pump and fan with adjustable thermostat. High pressure submerged oil pump. Coil ignition. Single dry plate light action clutch.

FRAME. Low underhang frame designed for extreme rigidity. The main members are triangulated in the centre by cross bracing from the dumb irons to the rear spring brackets.

TRANSMISSION. Synchromesh gears on second, third and top. Hardly Spider all-metal propeller shaft and universal joints. Spiral bevel final drive. Easy to hand change gear ratios.

GEAR RATIOS. 46 h.p.: Top, 4.90; Third, 6.18; Second, 9.51; First, 16.20. 20 h.p.: Top, 4.25; Third, 5.83; Second, 8.98; First, 15.10.

SUSPENSION. Ensuring smooth and steady road-holding with maximum comfort at all speeds. Long flat solid springs of low periodicity, mounted on "Scientific" bushes. The easily accessible jacking points ensure quick erection. Halford friction type shock absorbers are fitted front and rear. Rear springs 421" x 1½". Front 344" x 1½".

BRAKES. Highly efficient Bessey Duo-Servo. Hand and foot operate on all four wheels. Quick action spring release hand brake lever of racing type.

STEERING. Marles Welles cars and lever type.

AXLES. Semi-floating rear axle with one-piece steel casing. Four piston differential. Front axle: "31" section with reversed Elliott anti-sides.

PETROL SUPPLY. By A.C. pump with auxiliary priming lever for hand operation, front 12-volt pump with pressure gauge, located in front of the engine. The tank filler is of 2½" diameter with quick-detachable bypass fitting case.

WHEELS AND TYRES. Radge-Whitworth centre-lock splashed hub type racing wheels. 38" size with chromium plated rim edges fitted with Dunlop 5.00 x 18 tyres.

ELECTRICAL EQUIPMENT. 12-volt set. Large type QBD.1465/GC head lamps with mount to match radiator cap, and dip and switch control above steering wheel. Front dip-sight indicator, front and rear indicator lamps. Front and rear lights. Streamlined wing lamps. Special Local type front mudguards. Head lamps and horns all chromium plated finish.

COACHWORK. The all-panelled and strikingly streamlined body is of extreme strength, and represents the finest example of craftsmanship. The interior is of prime quality selected ash paneling, finished by aluminium and chrome plated brackets.

DOORS. Flush fitting and exceptionally wide, ensuring ease of access to interior. The doors are hung on double-strength standing pillars from bottom side to central by means of special

self-aligning chromium plated hinges, incorporating safety grease nipples. Spring-loaded all-metal door checks are fitted to the bottom of the doors, secured to the chassis frame. Each door is equipped with adjustable Bedford buffers and positive action slam locks.

LUGGAGE ACCOMMODATION. An all-enclosed luggage compartment of extraordinarily large dimensions is concealed in the tail. Rear panel falls, providing platform for additional luggage, and also carries tools set in specially shaped recessed panels.

SLIDING ROOF. Quick action, self-lifting, single control operation. Perfectly flush fitting, with very large opening.

WINDOW LIGHTS. Safety glass winding type.

WINDSCREEN. Panoramic type of simplified design, with swept up rail, and radiused corners. Opens from the bottom and is quickly operated. The hinges are of the concealed type, obviating any obstruction of vision. Lucas duo-blade windscreen wiper is fitted.

BONNET. Stainless steel hinge, and horizontally lowered side panels with quick-opening catches.

WINGS. One-piece pressings, with deep valances, ensuring adequate protection. **UPHOLSTERY.** Finest quality Vicenza hide throughout, in a range of colours to tone with the exterior colour scheme.

CABINET WORK. The instrument panel, door cappings and fillets are of polished figured walnut.

CARPETING. The floor is thickly carpeted in colours to harmonise with the exterior finish.

SEATS. Four adult passengers are accommodated in the highest degree of comfort. The rear seats are constructed as two small arm chairs, and are deeply sprung with Sealyworth patent sprung castor leather backrests. The arm rests are boldly padded with specially selected leather. (The arm rests may be removed if desired, but the side paneling renders a one-piece cushion impracticable.) Deep foot wells provide ample leg room. The front seats are constructed on similar lines to those at the rear, but there is, of course, no arm rest. The front seats are quickly adjustable by means of special slide rails, whilst the back rests hinge forward.

HEAD ROOM sufficient for the tallest passenger is made possible by the special dropped chassis frame.

INSTRUMENTS. Illuminated panel with hexagon mountings for electric clock, 200 m.p.h. trip odometer with revolution markings, ammeter, oil pressure gauge and radiator thermometer combination, and electric petrol gauge.

ACCESSORIES. Complete range of interior fittings in polished chromium, incorporating interior mirror, roof lamp and switch, rear blind with driver's hand control, ash tray, small folding tables recessed in rear of front seat rests, and large cubby hole in instrument panel.

TRAFFICATORS with concealed direction arms are also fitted (self-cancelling).

SPARE WHEELS AND COVERS. Two spare wheels, with covers in colours to match car, are carried on rigidly-mounted invisible brackets and are recessed into wells on front wings.

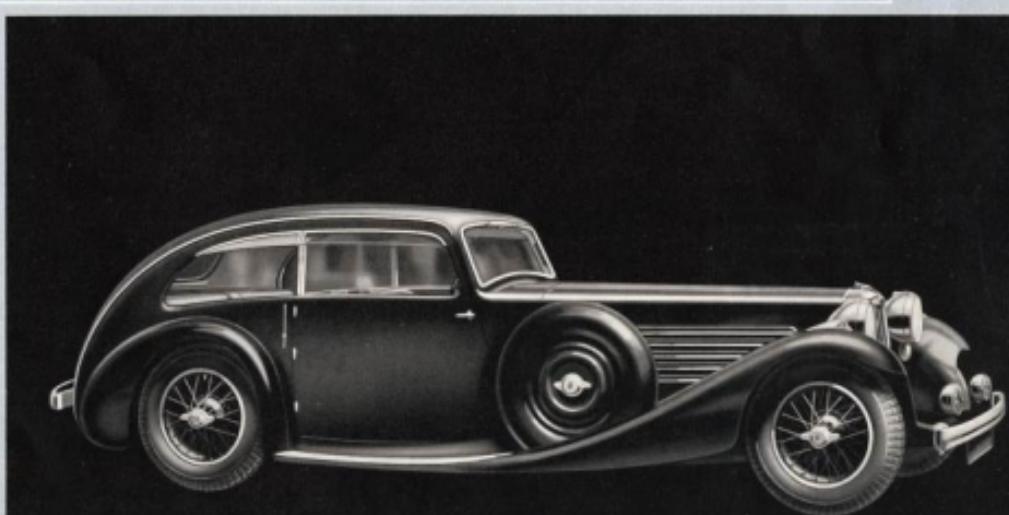
DIMENSIONS. Wheelbase, 9' 11"; Track, 4' 5½"; Overall length, 13' 3½"; Overall width, 5' 5½"; Overall height, 4' 8½". Width of body inside, 4' 2½"; Width of doors, 3' 9½". Depth of body inside, 3' 6½". Centre of back rest to pedals (adjustable), 3' 9½" maximum, 3' 2" minimum. Height of back rest (front seats), 2' 1"; Back of front seats to centre of rear seat back rest, 3' 7½" maximum, 3' 1" minimum.

Prices £160 (16 h.p.); £165 (20 h.p.). With D.W.S. Permanent Jacks £165 (16 h.p.); £170 (20 h.p.).



A

CCLAIMED from the moment of its introduction as "the most beautiful interpretation of streamlining," this model is characterized by a modernity of outline dignified in its restraint. That its distinguished appearance has not been secured at the expense of practical considerations is demonstrated by the roominess of the interior, the ample head room and the extraordinarily capacious luggage compartment. The same spirited road performance typical of all SS products is manifest in the Airline, and is exemplified in high speed, superb road-holding and a degree of comfort without parallel.



SS *Airline Saloon*

S P E C I F I C A T I O N



ENGINE. Specially manufactured Standard four-cylinder three-bearing engine. 10 h.p.: 65 mm. bore x 106 mm. stroke; 1343 c.c. 13 b.h.p.: 69.5 mm. bore x 106 mm. stroke; 1665.5 c.c. Side by side overhead. Three bearing crankshaft. "Hornet" type cylinder heads. Harmonic cam drive. Cooling by centrifugal pump and fan with adjustable thermostat. Aluminium piston, chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. Two special high-speed R.A.G. carburettors. High efficiency induction and exhaust manifold. Submerged oil pump. Coil ignition. Single dry plate light action clutch.

FRAME. Low underlining frame, designed for extreme rigidity. The main members are triangulated in the centre by cross bracing from the dumb irons to rear spring brackets.

TRANSMISSION. Synchromesh gears on second, third and top. Hardy Spicer silent box with shaft and universal joints. Spiral bevel final drive. Easy to hand change speed lever.

GEAR RATIOS. 10 h.p.: Top, 5.29; Third, 7.68; Second, 12.84; First, 20.85; 12 h.p.: Top, 4.86; Third, 7.06; Second, 11.89; First, 19.18.

SUSPENSION. Long flat road springs of low periodicity mounted on Silentblastic bushes. Quickly accessible jacking pads. Harkford friction type shock absorber front and rear.

BRAKES. Highly efficient Bedaux Duo-Servo. Hand and foot operate on all four wheels. Quick action spring release hand brake lever of racing type.

STEERING. Marles Welier car and lever type.

PETROL SUPPLY. By A.C. pump with auxiliary priming lever for hand operation, from 8-gallon tank at the rear of the chassis.

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

WHEELS AND TYRES. Badge-Whitworth centre lock applied hub type racing wheels, 18" rims with chromium rim edges, fitted with Dunlop 4.75 x 18 tyres.

ELECTRICAL EQUIPMENT. 12-volt set LB 140 EDIFIE 5 head lamps, with dip and switch control above steering wheel. Sports type wing lamps. Stop light, Reversing light. Special Lucas type bended nose horns, designed to match head lamps, are fitted to each dumb iron. All lamps and horn chromium plated finish.

COACHWORK. Coachbuilt, with leather grained head and large travelling trunk. The body constructed on a steel skeleton frame, is of extreme strength. The frame is of prime quality selected ash throughout, reinforced by aluminium and steel brackets.

DOORS. Flush fitting, and exceptionally wide, ensuring ease of access to interior. Hinged on double-strength standing pillars from bottom side to central by means of special self-aligning chromium plated hinges, incorporating

earlier grease nipples. Spring-loaded all-weather door checks are fitted to the bottoms of the doors, secured to the chassis frame. Positive action stars locks are fitted, and each door is equipped with adjustable Bedford buffers.

HEAD. Leather grained, with chromium weather moulds protecting the doors and chromium bead down hinge pillar and waistline.

TRUNK. Leather grained with heavily chromium plated hinged security catches and key lock. Provides spacious accommodation for travelling cases. **SLIDING ROOF.** Quick action, self-latching, single control operation. Perfectly flush fitting, with very large opening.

WINDOW LIGHTS. Safety glass winding type.

WINDSCREEN. Patent type, with swept top rail and rounded corners. Opens from the bottom and is quickly operated. Hinges of concealed type, obviating any obstruction of vision. Loose dia-blade windscreen wiper. Back light opens to give additional ventilation.

BONNET. Stainless steel hinge and heavily leatred side panels with quick-action safety latches.

WINGS. One-piece premiums, with deep valances, ensuring adequate protection.

UPHOLSTERY. Finest quality Vassanol hide throughout in a range of colours to tone with the exterior colour scheme.

CABINET WORK. The instrument panel, door cappings and fittings are of polished figured walnut.

CARPETING. The floor is thickly carpeted in colours to harmonise with the exterior finish.

SEATS. Four adult passengers are accommodated in the highest degree of comfort. The rear seat passengers are seated as two normal arm chairs, and can dispense with a shallow padded arm rest. The front seat has a long, low back rest. The arm rest is heavily padded with a sprung outer cover rubber. (The arm rest may be omitted if desired, but the axle shaft must be modified to accommodate a one-piece cushion impracticable.) Deep foot wells provide ample leg room. The front seats are constructed on similar lines to those at the rear, but there is, of course, no arm rest. The front seats are quickly adjustable by means of special side rails, while the back rests hinge forward.

HEAD ROOM sufficient for the tallest passenger is made possible by the special dropped chassis frame.

INSTRUMENTS. Illuminated panel of special unique design, with hexagon mountings for clock, trip speedometer, ammeter, oil pressure gauge, and electric remote gauge.

ACCESSORIES. Complete suite of interior fittings in chromium, incorporating interior mirror, roof lamp and switch, rear blind with driver's hand control, and ash tray. Trunkers with concealed centre arm (self-cancelling). Spare wheel cover, in colour to match car, with chromium band.

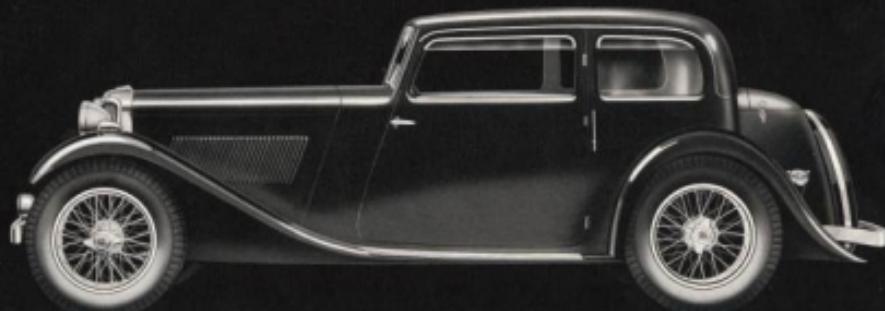
DIMENSIONS. Wheelbase, 8' 8"; Track, 3' 10". Overall length, 14' 6". Overall width, 4' 7"; Overall height, 4' 6". Width of body inside, 3' 9"; Width of doors, 3' 8". Centre of back rest to pedal (adjustable), 3' 9" maximum, 3' 2" minimum. Height of back rest, 2' 1". Depth of body inside, 3' 5". Back of front seat-to-centre of rear seat back rest, 3' 9" maximum, 3' 7" minimum.

Prices: £265 (10 h.p.); £270 (12 h.p.). With D.W.S. Permanent Jacks: £270 (10 h.p.); £275 (12 h.p.).





*C*ONVENIENTLY termed a "light car" by reason of its moderate horsepower, this model bears little resemblance to cars usually described in this manner. There is full accommodation for four adults in an interior noteworthy for the same high quality of furnishing and appointment found in the larger 15 models. Nor does the similarity end in appearance, for the road performance is marked by the same verve that is so outstanding a feature of every SS. Powered by an engine of the utmost liveliness, remarkably high average speeds are attainable in perfect comfort.



SSII Four Seater Sports Saloon

S P E C I F I C A T I O N

ENGINE. Specially manufactured Standard four-cylinder three-bearing engine. 10 h.p.: 63.5 m.m. bore, 100 m.m. stroke, 134 c.c., 12 k.g.; 49.5 m.m. bore, 106 m.m. stroke, 166.8 c.c. Side inlet valves. Three-bearing crankcase. "Silent Power" flexible engine mounting. Hammerite case. Cooling by centrifugal pump and fan with adjustable thermostat. Aluminium pistons, chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. Two special high-speed R.A.G. carburettors. High efficiency induction and exhaust manifold. Submerged oil pump. Cold ignition. Single dry plate light action clutch.

FRAME. Low underbody frame, designed for extreme rigidity. The main members are triangulated in the centre by cross bracing from the dumb irons to the rear spring brackets.

TRANSMISSION. Synchromesh gears on second, third and top. Hady Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive. Easy to hand change gear lever.

GEAR RATIOS. 10 h.p.: Top, 5.29; Third, 7.68; Second, 12.84; First, 20.85. 12 h.p.: Top, 4.86; Third, 7.06; Second, 11.90; First, 19.18.

SUSPENSION. Long, flat road springs of low periodicity mounted on "Silverline" bushes. Rear springs, 287 x 17"; front springs, 297 x 17". Quickly removable jacking pads. Handled friction type shock absorbers front and rear.

BRAKES. Highly efficient Bendix Duo-Servo. Hand and foot operate on all four wheels. Quick action spring release hand brake lever of racing type.

STEERING. Marles Weller cars and lever type.

PETROL SUPPLY. By A.C. pump with auxiliary priming lever for hand operation, from 8-gallon tank at the rear of the chassis.

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

WHEELS AND TYRES. Ridge-Whitworth centre lock splined hub type racing wheels, 18" rims with chromium rim edges, fitted with Dunlop 4.75 x 18 tyres.

ELECTRICAL EQUIPMENT. 12-volt set LB140 EDPE 5 head lamps, with clip and switch control above steering wheel. Sports type wing lamps. Stop light. Reversing light. Special Lucas type hooded nose horns, domes to match head lamps, are fitted to each dumb iron. All lamps and horns chromium plated finish.

COACHWORK. Coachbuilt with leather grained large swivelling seats, giving ample accommodation for six passengers. The body, constructed on the strongest lines, is of extreme strength. The frame is of prime quality selected ash throughout, reinforced by aluminium and steel brackets.

DOORS. Flush fitting and exceptionally wide, ensuring ease of access to interior. Hinged on double-strength stacking pillars by means of special self-aligning chromium plated hinges, incorporating Ebonite grease nipples. Spring loaded steel door checks are fitted to the bottom of the doors, secured to the chassis frame. Each door is equipped with adjustable buffers and positive action close locks.

WINDSCREEN. Folding and opening windscreen, with swept top rail. Lucas disc-blade wiperless wiper.

ALL-WEATHER EQUIPMENT. The completely draught-proof side curtains are rigidly secured and may be erected independently of the hood. Centre panels of front side curtains are hinged for easy hand signalling.

BONNET. Stainless steel hinge and heavily louvred side panels with quick-action security fasteners.

WINGS. One-piece pressings, with deep valances, ensuring adequate protection.

UPHOLSTERY. Finest quality Celatra hide throughout in a range of colours to tone with the exterior colour scheme.

CARPETING. The floor is thickly carpeted in colours to harmonise with the exterior finish.

SEATS. Four adult passengers are accommodated in the highest degree of comfort. The rear seats are constructed as two arm chairs, and are deeply sprung with Swallow patent spring case cushions and back rests. The arm rest is heavily padded with a special cushion rubber. (The arm rest may be omitted if desired, but the side shaft tunnel renders a one-piece cushion impracticable.) Deep foot wells provide ample leg room. The front seats are constructed on similar lines to those at the rear, but these are, of course, no arm rest. Front seats are quickly adjustable by means of special slide rails, whilst the back rests hinge forward.

INSTRUMENTS. The instrument fascia panel is equipped with 5" 100 m.p.h. speedometer with revolution markings, 5" clock with stop minute finger and English and French figuring, oil gauge, thermometer, petrol gauge, ammeter, starter button, key switch, and inspection lamp plug.

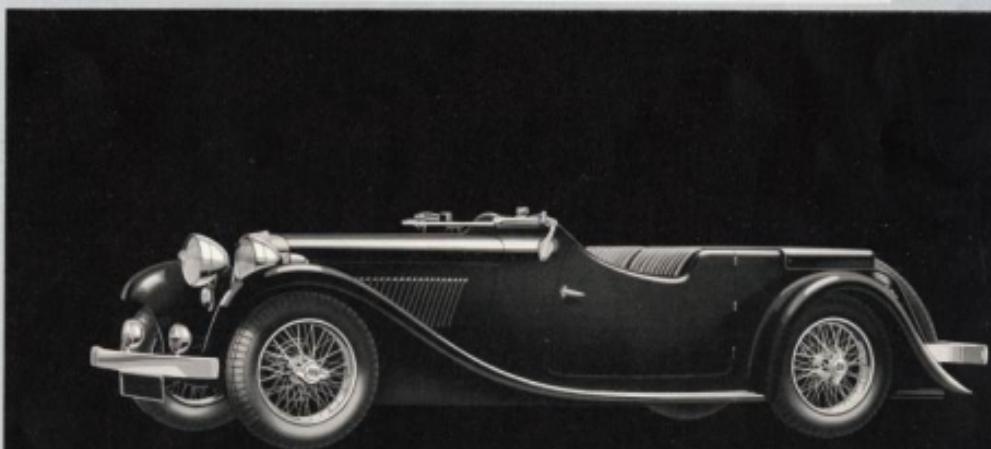
DIMENSIONS. Wheelbase, 8' 8". Track, 3' 10 1/2". Overall length, 14' 0". Overall width, 4' 7". Width of doors, 3' 6". Width of body inside, 3' 9". Centre of back rest to pedals (adjustable), 3' 8" maximum, 3' 2" minimum. Back of front seat to centre of rear seat back rest, 3' 5" maximum, 3' 0" minimum.

Prices: £280 (10 h.p.); £285 (12 h.p.). With D.W.S. Permanent Jacks: £295 (10 h.p.); £290 (12 h.p.).



A

SMALLER counterpart of the SS 2 Open Four Seater, this model has found ready favour amongst those who require a moderately-powered open sports car with full accommodation for four adults. With all the snap and speed demanded of a car of this type, there is, in addition, that unmistakable SS finish in every detail that stamps the car as a quality product. Full all-weather equipment is provided which, when erected, is draughtproof and free from rattle.



SS II *Full Four Seater Open Sports*

SOME RECENT ACHIEVEMENTS



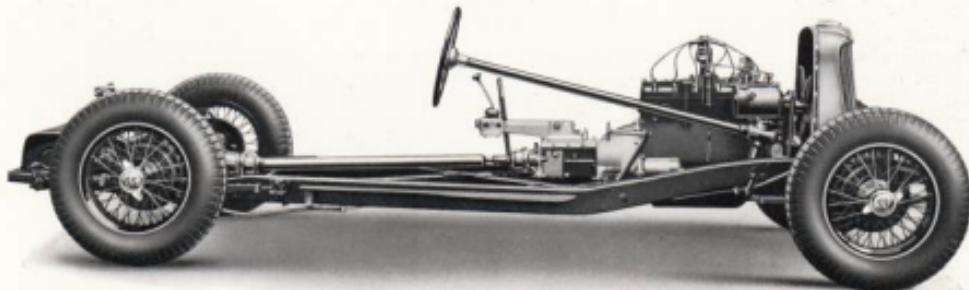
The silver gilt plaque won by
the SS Team in the International
Alpine Trial, 1934.

S. H. Light, first in the unlimited open class at the Monte Carlo Rally Concours de Confort, receiving his award.

Car No. 52, driven by F. W. Morgan—winner of an Individual Class award—negotiating one of the numerous hairpin bends in the Alpine Trial.

The 18 Team which gained 2nd place in the 2000 3000 c.c. class in the International Alpine Trial.

SS | CHASSIS SPECIFICATION



ENGINE. Specially manufactured Standard Six cylinder. 16 h.p.: 85.5 m.m. bore x 106 m.m. stroke; 2145 c.c. 30 h.p.: 73 m.m. bore x 106 m.m. stroke; 2663.7 c.c. Side by side valves. Exceptionally stiff 7-bearing crankshaft, 2½" diameter big ends. Aluminium piston. Chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. High efficiency induction system. Magneto ignition. Detachable high tension aluminium cylinder head. Cooling by centrifugal pump and fan with adjustable thermostat. High pressure submerged oil pump. Coil ignition. Single dry plate light tension clutch.

CARBURETTERS. Two special R.A.G. carburetors are fitted as standard. Single carburetor induction system and lower compression ratio available if required.)

FRAME. Low underchassis frame designed for extreme rigidity. The main members are triangulated on the centre by cross bracing from the dash iron to the rear spring brackets.

TRANSMISSION. Synchromesh gears on second, third and top. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive. Easy to hand change speed lever.

GEAR RATIOS. 16 h.p.: Top, 4.50; Third, 6.28; Second, 9.51; First, 16.20. 20 h.p.: Top, 4.25; Third, 5.43; Second, 8.98; First, 15.30.

SUSPENSION. Ensuring smooth and steady road-holding with maximum comfort at all speeds. Long flat road springs of low periodicity mounted on "Solexmatic" bushes. The easily accessible jacking pads ensure quick erection. Handled friction type shock absorbers are fitted front and rear. Rear spring, 42½" x 1½"; front springs, 34½" x 1½".

BRAKES. Highly efficient Bendix Duo-Servo. Large diameter Millenite cast brake drums, deeply ribbed, 12½" external diameter. Hand and foot operated on all four wheels. The hand brake is of quick release racing type.

STEERING. Marles Wedge cam and lever type. Large diameter flexible steering wheel with deeply grooved thin rim and chromien plated laminated spokes. Front axle: "H" section with reversed Elliott steel axles.

AXLES. Semi-floating rear axle with one-piece steel casting. Four-pinion differential.

PETROL SUPPLY. By A.C. pump with auxiliary priming lever for hand operation, from 12-gallon tank at the rear of the chassis. The tank filler is of 2½" diameter with quickly detachable bayonet fitting cap.

WHEELS AND TYRES. Budge-Witworth centre-lock spoked hub type racing wheels. 18" rims with chromien plated rim edges fitted with Dunlop 5.90 - 18 tyres.

RADIATOR. A strikingly attractive feature of the car. Chromien plated flared front and apron between dash iron. Filter cap of quickly detachable bayonet fixing type.

BUMPER. Exceptionally substantial and of attractive appearance, are domed 3½" sections.

ELECTRICAL EQUIPMENT. 12-volt set. Large type QBD 1665.GC head lamps with mount to match radiator cap, and dip and switch control above steering wheel. Finger-tip operated ignition control, starting light. Reversing light. Sports type wire lamps. Special lamp type, blended steel shades, domed to match head lamps, chromien plated with gold fronts to match the radiator, are fitted to each dash iron. Lamps and horns all chromien plated finish.

SOME RECENT ACHIEVEMENTS



Photos by courtesy of "The Motor"



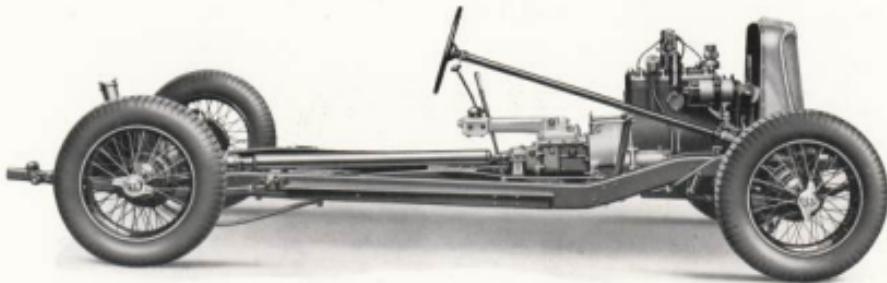
The fine collection of trophies won by Major A. D. Carey, O.B.E.



At the Shelsley Walsh meeting in April, 1934, C. W. Needham, driving an H.L. in full touring trim, made the climb in the excellent time of 50½ seconds.

T. Leather at the wheel of the H.L. with which he gained a premier award in the M.C.C. Speed Trials at Brooklands in September, 1934. In the same event, R. F. Oats gained a silver medal.

§II CHASSIS SPECIFICATION



ENGINE. Specially manufactured Standard four cylinder three-bearing engine. 10 h.p.: 43.5 m.m. bore : 106 m.m. stroke; 1345 c.c. 12 h.p.: 69.5 m.m. bore : 106 m.m. stroke; 1808.5 c.c. Side by side valves. Three-bearing crankshaft; "Bosch" Power flexible engine mounting. Harmonic cam. Cooling by centrifugal pump and fan with adjustable thermostat. Chromium plated piston, chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. High efficiency induction and exhaust manifold. Submerged oil pump. Cold ignition. Single dry plate light action clutch.

CARBURETTERS. Two special R.A.G. carburettors are fitted in standard. (Single carburettor induction system and lower compression ratio available if required.)

FRAME. Low underfloor frame, designed for extreme rigidity. The main members are triangulated in the centre by cross bracing from the dash box to the rear spring brackets.

TRANSMISSION. Synchromesh gear on second, third and top. Handy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive. Easy to hand change speed lever.

GEAR RATIOS. 10 h.p.: Top, 5.29; Third, 7.68; Second, 12.84; First, 20.85. 12 h.p.: Top, 4.86; Third, 7.06; Second, 11.90; First, 19.18.

SUSPENSION. Long, flat road springs of low periodicity mounted on "Silentloc" bushes. Quickly accessible jacking pads obviate any difficulty in erection.

SHOCK ABSORBERS. Hartford friction type, front and rear. Rear springs 38½" x 1½"; front springs, 29½" x 1½".

BRAKES. Highly efficient Bracke Duo-Servo. Hand and foot operate on all four wheels, the hand brake being of quick release racing type.

STEERING. Marie Waller cam and lever type. Large diameter flexible steering wheel with deeply grooved thin rim and chrome plated laminated spokes. **PETROL SUPPLY.** By A.G. pump with auxiliary priming lever for hand operation, from 5-gallon tank at the rear of the chassis.

AXLES. Semi-floating rear axle with one-piece web casting. Four piston differential. Front axle "H" section with reversed-Alleyn stub axles.

WHEELS AND TYRES. Ridge-Winworth centre lock splined hub type racing wheels, 18" rims with chrome plated edges, fitted with Dunlop 4.75 x 18 tyres.

RADIATOR. Chromium plated fluted front and apron between the dash iron. Filler cap being of quickly detachable bayonet fixing type.

BUMPER. Exceptionally substantial and of attractive appearance; are dished 2½" section.

ELECTRICAL EQUIPMENT. 12-volt set LB/140/EDF/E 5 head lamps, with dip and switch control above steering wheel. Sports type wing lamps. Stop light. Reversing light. Special Lucas type blended nose horns, dished to match head lamps, are fixed to each dash iron. All lamps and horns, chromium plated finish.

EXTRAS

The extras quoted 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. Due to the varying nature of the details for extras, it is impossible to make up separate works lists for each model. The following prices represent the general price range of most popular requirements. Extra charges may be necessary in some cases. The price of certain items presents difficulties in the form of increased running for which appropriate charges have to be made—but which are set at the lowest possible figure.

SSI and SSII SALOON

Acc Wheel Discs, polished aluminium, per set of five	£ 5. 6.
Acc Wheel Discs, polished aluminium, per set of five	£ 5. 6.
Extra for fitting, per set	1 5 0
Extra for chrome finish to dash car	0 17 6
Spot Lamp, chrome plated	1 5 0
Demo Senior "Sahbeam" Chromian Plated Fog Lamp	3 12 6
Demo Senior "Sahbeam" Chromian Plated Fog Lamp	3 17 6
Lucas Type F.T.37 Chromian Plated Fog Lamp	2 10 0
Special chromian plated bar to carry Fog Lamp on SSII	0 15 0
Extra for wiring and fitting Fog Lamps, each Interior Visions with Safety Glass tinted Amber, Blue, Green or Smoke	0 17 6
Extra for fitting	0 2 6
D.W.S. Permanent Jacks for SSII, per set	7 7 0
Extra for fitting	0 15 0
D.W.S. Permanent Jacks for SSII, per set	5 5 0
Extra for fitting	0 15 0
3 Rev. Indicator and Clock combined	5 5 0
3 Rev. Indicator only	0 15 0
Extra for fitting either type of Rev. Indicator	0 15 0
Spring gaiters (spring type) per set of 4	4 4 0
Spring gaiters (knock-up type) per set of 4	10 0 6
Spring gaiters (knock-up type)	2 2 0
Chromian Plated Badge Bar for SSII	1 0 0
Safety Glass, Aero Screen, each	1 0 0
Extra for fitting gaiters, per set	0 10 6
Chromian Plated Badge Bar for SSII	1 0 0
S.U. Electric Petrol Pump (for high altitudes)	2 10 0
Extra for fitting and wiring	0 17 6
Sparks Ignition Coil, Lucas B.R.12	1 10 0
Extra for fitting and wiring	0 7 6
Lucas Headlamp Stoogards, per pair	2 12 6
Dunlop Competition Tractor Type Tyres for SSII, each	£ 1 0

SSI and SSII OPEN 4-SEATER

Acc Wheel Discs, polished aluminium, per set of five	£ 5. 6.
Acc Wheel Discs, polished aluminium, per set of five	£ 5. 6.
Extra for fitting, per set	1 5 0
Extra for chrome finish to dash car	0 17 6
Extra for chrome finish, per disc	1 5 0
Extra for fitting	1 5 0
Spot Lamp, chrome plated	1 5 0
Demo Senior "Sahbeam" Chromian Plated Fog Lamp	3 12 6
Demo Junior "Sahbeam" Chromian Plated Fog Lamp	2 17 6
Lucas Type F.T.37 Chromian Plated Fog Lamp	2 10 0
Extra for wiring and fitting Fog Lamps, each	0 7 6
D.W.S. Permanent Jacks for SSII	7 7 0
Extra for fitting	1 0 0
D.W.S. Permanent Jacks for SSII	5 5 0
Extra for fitting	0 15 0
3 Rev. Indicator and 5-day Clock combined	6 9 0
3 Rev. Indicator only	0 15 0
Extra for fitting either type of Rev. Indicator	0 15 0
Spring gaiters (spring type) per set of 4	4 4 0
Spring gaiters (knock-up type) per set of 4	10 0 6
Extra for fitting gaiters, per set	0 10 6
Chromian Plated Badge Bar for SSII	1 0 0
Safety Glass, Aero Screen, each	1 0 0
Extra for fitting, each	0 5 0
S.U. Electric Petrol Pump (for high altitudes)	2 10 0
Extra for fitting and wiring	0 17 6
Sparks Ignition Coil, Lucas B.R.12	1 10 0
Extra for fitting and wiring	0 7 6
Lucas Headlamp Stoogards, per pair	2 12 6
Dunlop Competition Tractor Type Tyres for SSII, each	£ 1 0

SSI AIRLINE SALOON

Acc Wheel Discs, polished aluminium, per set of six	£ 5. 6.
Extra for cellulose finish to match car	1 10 0
Extra for all chromien finish, per disc	0 17 6
Extra for fitting	1 10 0
Spot Lamp, chromian plated	1 5 0
Demo Senior "Sahbeam" Chromian Plated Fog Lamp	3 12 6
Demo Junior "Sahbeam" Chromian Plated Fog Lamp	2 17 6
Lucas Type F.T.37 Chromian Plated Fog Lamp	2 10 0
Extra for fitting and wiring Fog Lamps	0 7 6
D.W.S. Permanent Jacks	7 7 0
Extra for fitting	1 0 0
Interior Visions with Safety Glass tinted Amber, Blue, Green or Smoke	0 17 6
Extra for fitting	0 2 6
3 Rev. Indicator and Clock combined	9 9 0
3 Rev. Indicator only	6 6 0
Extra for fitting either type of Rev. Indicator	0 10 6
Spring gaiters (spring type) per set of 4	3 3 0
Spring gaiters (knock-up type) per set of 4	10 2 0
Extra for fitting gaiters, per set	0 10 6
Chromian Plated Badge Bar	1 0 0
S.U. Electric Petrol Pump (for high altitudes)	2 10 0
Extra for fitting and wiring	0 17 6
Sparks Ignition Coil, Lucas B.R.12	1 10 0
Extra for fitting and wiring	0 7 6
Lucas Headlamp Stoogards, per pair	2 12 6
Dunlop Competition Tractor Type Tyres for SSI, each	£ 1 0

D.W.S. JACKS...IMPORTANT

All SS Cars can be supplied fitted with D.W.S. Permanent Jacks at prices listed elsewhere in this catalogue. The prices given above are for the purchase of the Jacks alone, and apply in every case where D.W.S. Jacks are not specified at the time order for car is placed.

PHILCO CAR RADIO FOR ALL SS MODELS

All SS Models may be equipped with Philco Car Radio—a scientifically designed, permanent wireless installation, not a portable set.

The installation is invisible; there are no loose wires or unsightly fittings, the extremely simple control unit being in the form of a small neat dial located on the dashboard. A new type, heavy copper gauze aerial—completely waterproof—is concealed under the running boards, and has been found to give results superior to any other type.

Under ordinarily good conditions, a choice of at least 20 broadcast programmes is obtainable at constant strength and tone—due to the entirely automatic volume control. Reception is unaffected by engine or road speed.

Philco Car Radio runs off the ordinary car accumulator, no other batteries are required, whilst current consumption is constant and less than that taken by one headlamp, namely, an average of 33 watts.

The price of Philco Car Radio, Model 11T, is 16 guineas. Model 801T, a de luxe set with separate loud-speaker, toned control and silent background, is 24 guineas. Both sets are subject to an installation charge of £3 on new SS Cars equipped at our works.



COLOUR SCHEMES

§§I AND §§II SALOON

BODY	UPHOLSTERY	WHEELS	WINGS	HEAD and TRUNK
Black.	Brown, Silver-Black, Red or Green.	Black.	Black.	Black.
Apple Green.	Apple Green.		Olive Green or Black.	Olive Green or Black.
Carnation Red.	Red.		Lake, Black or Carnation.	Lake or Black.
Birch Grey.	Blue or Red.		Birch Grey or Red.	Birch Grey.
Lavender Grey.	Blue or Red.		Lavender Grey or Red.	Lavender Grey.
Dark Blue.	Blue.		Dark Blue or Grey.	Birch Grey.
Ivory.	Green, Red, Brown or Beige.		Ivory.	Ivory.
Cream.	Green, Red, Brown or Beige.		Cream.	Cream.
Nile Blue.	Blue.		Black.	Black.
Crimson Lake.	Crimson Lake.		Crimson Lake.	Crimson Lake.
Beige.	Beige or Red.		Beige.	Beige.
Olive Green.	Green.		Olive Green.	Olive Green.
*Silver.	*Light Blue.		*Light Blue.	*Light Blue.
	"Silver.			

§§I AND §§II OPEN FOUR SEATER

BODY	UPHOLSTERY	WHEELS	WINGS and TRUNK
Black.	Green, Red or Brown.	Black.	Black.
Apple Green.	Green.	Apple Green.	Apple Green.
Carnation Red.	Red.	Carnation Red.	Carnation Red.
Birch Grey.	Blue or Red.	Birch Grey or Red.	Birch Grey.
Lavender Grey.	Blue or Red.	Lavender Grey or Red.	Lavender Grey.
Ivory.	Green or Red.	Ivory or Red.	Ivory.
Cream.	Green or Red.	Cream or Red.	Cream.
Nile Blue.	Blue.	Nile Blue.	Nile Blue.
Crimson Lake.	Crimson Lake.	Crimson Lake.	Crimson Lake.
Beige.	Brown or Red.	Beige.	Beige.
Olive Green.	Green.	Olive Green.	Olive Green.

§§I AIRLINE SALOON

BODY	UPHOLSTERY	WHEELS	WINGS
Black.	Green, Red, Brown or Silver-Black.	Black.	Black.
Apple Green.	Green.	Apple Green.	Apple Green.
Carnation Red.	Red.	Carnation Red.	Carnation Red.
Birch Grey.	Blue or Red.	Birch Grey or Red.	Birch Grey.
Lavender Grey.	Blue or Red.	Lavender Grey or Red.	Lavender Grey.
Dark Blue.	Blue.	Dark Blue.	Dark Blue.
Ivory.	Green, Red, Blue or Brown.	Ivory.	Ivory.
Cream.	Green, Red, Blue or Brown.	Cream.	Cream.
Nile Blue.	Blue.	Nile Blue.	Nile Blue.
Crimson Lake.	Crimson Lake.	Crimson Lake.	Crimson Lake.
Beige.	Beige or Red.	Beige.	Beige.
Olive Green.	Green.	Olive Green.	Olive Green.
*Silver.	*Light Blue.	*Silver.	*Silver.

*This colour scheme is £5 - 0 - 0 extra.

Wheels on all Models have
Cromian Plated edges.

The above standard colour schemes offer an extremely wide field of choice only made possible by a system of production which, though highly organised, is of necessity complicated when so many variations are possible. For this reason, any deviation from the standard order of finish entails dislocation of routine involving extra production cost for which a nominal charge of £2. 10. 0. has to be made.

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 conditions as to quality or fitness for any particular purpose) whether express, or implied by Statute, Common Law or otherwise, are excluded, and hereby expressly rejected.

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 (provided that the satisfaction of the Company by 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 costs, including labour expended in dismantling or fitting arising from repairs, nor does it accept any responsibility for repairs or the fitting of replacement parts requested by agents or other repairers. The Company will also not be responsible for defects, breakage, or breakdowns caused by wear or tear, misuse or neglect. The guarantee given by the Company in any case of claims shall be final and conclusive and the customer agrees to accept its decisions on all questions as to defects and to the examination of part or car. After the examination of a motor car 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) Commission 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" when used 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 representation 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 (Princess Branch Exchanged
Head Office and Works 8881; Service Department 8868) Ten lines.
TELEGRAMS: SWALLOW, COVENTRY

SS CARS LIMITED
HOLBROOK LANE, COVENTRY

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