

The
DROP HEAD COUPE
S

SPECIFICATION

ENGINE. Specially manufactured Standard six cylinder. 16 h.p.: 65.5 m/m. bore x 106 m/m. stroke; 2143 c.c. 20 h.p.: 73 m/m. bore x 106 m/m. stroke; 2663.7 c.c. Side by side valves. Exceptionally stiff seven-bearing crankshaft, 2 1/2" diameter main bearings, 1 1/2" diameter big ends. 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. Detachable high compression 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 underslung 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. Synchro-mesh 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, 6.18; 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 periodicity, mounted on "Silentbloc" bushes. The easily accessible jacking pads ensure quick erection. Hartford 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 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 2 1/2" diameter with quickly detachable bayonet fixing cap.

WHEELS AND TYRES. Rudge-Whitworth centre-lock splined hub type racing wheels. 18" rims with chromium plated rim edges fitted with Dunlop 5.50 x 18 tyres. Spare wheel with metal cover cellulosed to match car.

ELECTRICAL EQUIPMENT. 12-volt set. Large type QBD 166S, GC head lamps with motif to match radiator cap, and dip and switch control above steering wheel. Finger-tip operated ignition control. Stop light. Reversing light. Sports type wing lamps. Special Lucas type blended note horns, domed to match head lamps, chromium plated with grille fronts to match the radiator, are fitted to each dumb iron. Lamps and horns all chromium plated finish.

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.

WINDSCREEN. Patent type of simplified design, with swept top rail, and radiused corners. Opens from the bottom and is quickly operated. Concealed hinges, obviating any obstruction of vision. Lucas duo-blade windscreen wiper.

WINDOWS. Saloon type, winding windows with chromium-plated metal frames. May be adjusted to any position whether head is up or down.

CANTRAIL-PILLARS. An exclusive SS feature, the cantrail-pillars are instantly detachable and are carried in special compartments in the doors. If preferred, the cantrail-pillars may be left in position when the head is lowered.

HEAD. Of the finest quality proofed fabric. Head-sticks chromium plated and bound with material to match head. Rear light with chromium plated frame. Heavily chromium plated head joints.

TRUNK. All-metal, with chromium-plated security catches and lock. Constructed to contain and totally conceal the hood; also provides accommodation for luggage. Tools are housed in a special compartment on the underside of lid.

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 Vaumol hide throughout, in a range of colours to tone with the exterior colour scheme.

CABINET WORK. Instrument panel, door cappings and fillets are of polished figured walnut finish.

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, 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 axle 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 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, 100 m.p.h. trip speedometer with revolution markings, ammeter, oil pressure gauge and radiator thermometer combined, and electric petrol gauge.

DIMENSIONS. Wheelbase, 9' 11". Track, 4' 5 1/2". Overall length, 15' 6". Overall width, 5' 5 1/2". Overall height, 4' 7". Width of body inside 4' 0". Width of doors, 3' 6". Centre of backrest to pedals (adjustable), 3' 8" maximum; 3' 2" minimum. Height of backrest (front and rear), 2' 1". Depth of body inside, 3' 5". Back of front seat to centre of rear seat backrest, 3' 6" maximum; 3' 1" minimum.

COLOURS

BODY, WHEELS AND WINGS

Black.
Apple Green.
Carnation Red.
Dark Blue.
Ivory.
Cream.
Nile Blue.
Crimson Lake.
Beige.
Olive Green.

UPHOLSTERY

Brown, Silver-Black, Red, Green, or Beige.
Green.
Red.
Blue.
Green, Red, Brown, or Beige.
Green, Red, Brown, or Beige.
Blue.
Crimson Lake.
Beige or Red.
Green.

HEAD

Beige or Black.
Beige or Black.
Beige or Black.
Beige or Black.
Beige or Black.
Beige or Black.
Beige or Black.
Beige or Black.
Beige or Black.
Beige or Black.

Special Note Regarding Head Material

The material used for the head is from an exclusive source of supply and is the very finest procurable. Of close texture and with a smooth silken finish, it is faced on the reverse side with a handsome brocade fabric which lends a pleasing and dignified richness to the interior of the car. The standard beige colour is of an attractive natural shade specially chosen to harmonise with any selected colour scheme. Other colours can be supplied to order, but owing to the need for special dyeing and making-up, an additional charge of £2 10s. 0d. is rendered necessary for colours other than beige or black.

We reserve the right to amend the specification contained in this leaflet from time to time as may be considered necessary for the purpose of improvement. The Guarantee for this model is as stated in the Company's complete catalogue.

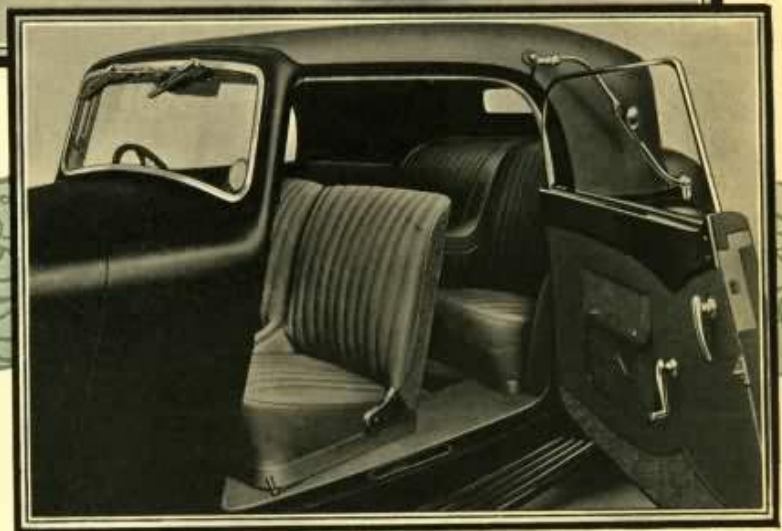
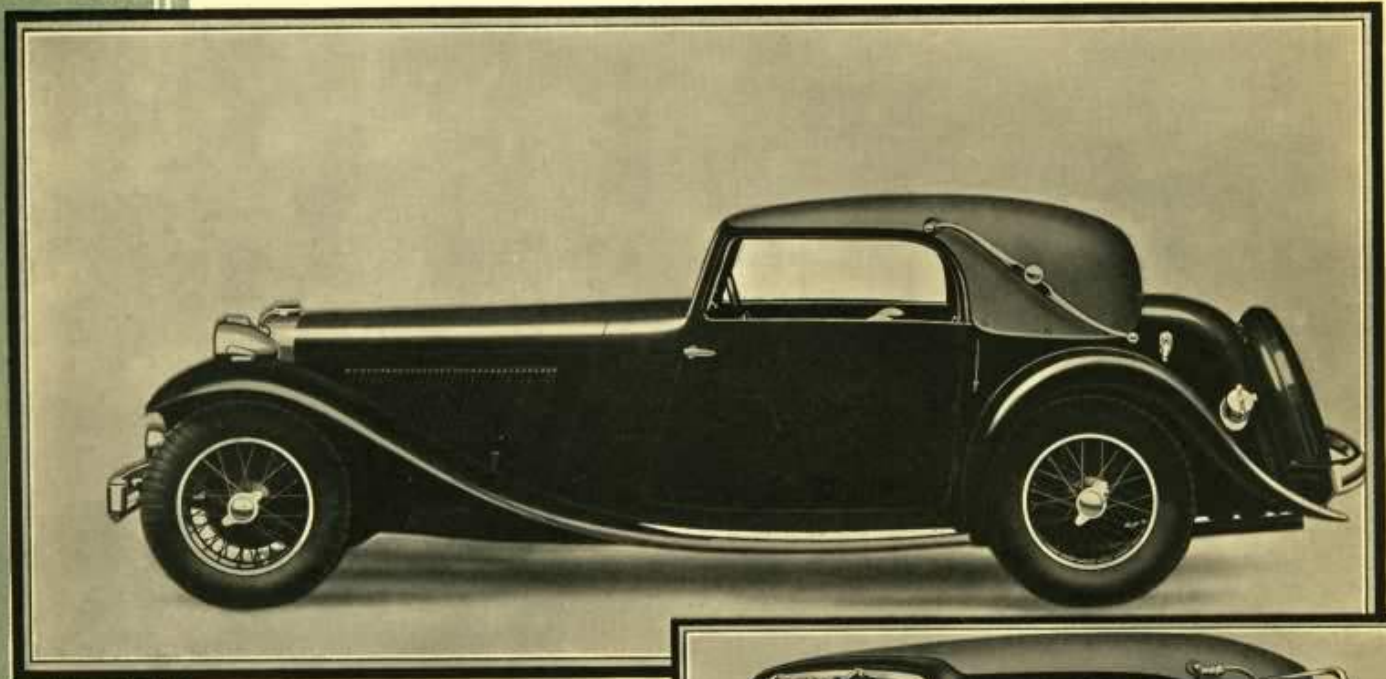
TELEPHONES (Private Branch Exchange)
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TELEGRAMS • SWALLOW, COVENTRY



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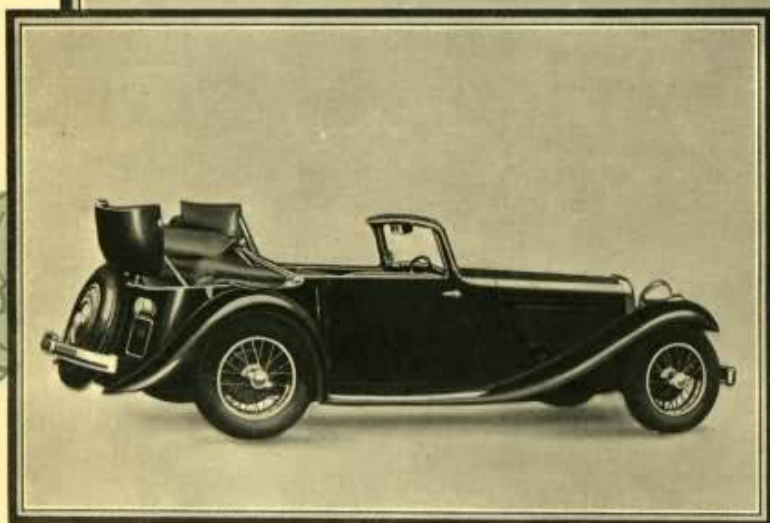
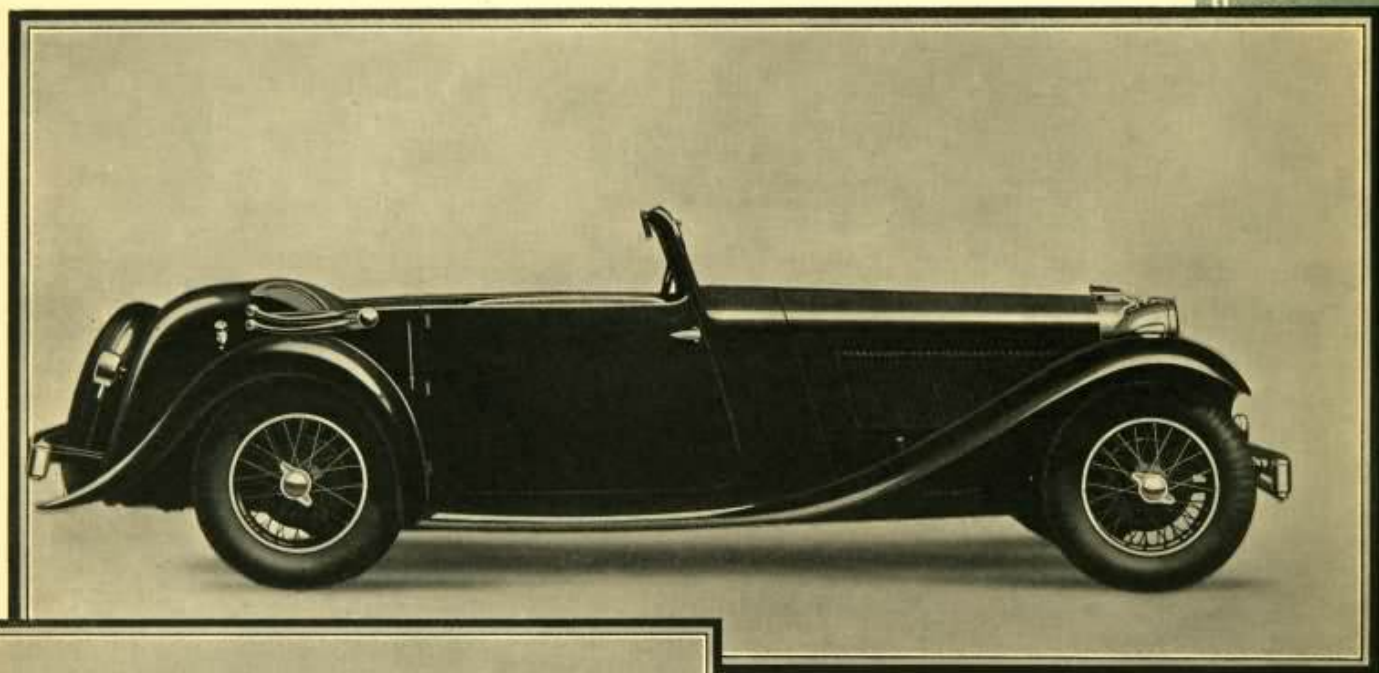
A Full Four *INSTANTLY CONVERTIBLE*



IN the **SS** Drophead Coupe will be found, not only every requirement sought by those requiring a dual purpose car, but a number of additional advantages unobtainable in any other make of car fitted with a body of the convertible type. With the head erected, this **SS** is, in every respect, a town coupe with that elegance of appearance inseparable from the **SS** marque. With the head lowered, it is completely transformed into an open touring car possessing a clean, unbroken line from bonnet to tail—an effect achieved by means of an exclusive arrangement of the head linkwork, which enables the head to be lowered into the specially designed trunk where it is invisible and, furthermore, protected from dust.

Prices £380 (16-hp)

Seater Coupe ABLE TO AN OPEN CAR



UMBERSOME and unsightly folding cantrails are superseded by another exclusive **SS** feature—the detachable, pillar-cantrail fashioned in one unit. Instantly removable, these pillar-cantrails are carried, when not in use, in special receptacles concealed within the doors. Conversion from closed to open car, and vice versa, is speedily and simply effected without the need for special tools or winding handles. Of irreproachable appearance, open or closed, with a road performance outstanding among modern high performance cars, the **SS** Drop Head Coupe is in no sense a compromise, but is the embodiment of every feature justifying its right to the title of "The Perfect Dual Purpose Car."

(P.) £385 (20-H.P.)