

THE



1934

The S.S.I. Saloon and Coupe
The S.S.I. Open Four Seater
The S.S.II. Saloon and Coupé

INTRODUCTION

FEATURES OF 1934

- MORE POWER
- MORE SPEED
- GREATER ACCELERATION
- SYNCHRO-MESH GEARS ON 2nd, 3rd and TOP
- LARGER AND MORE POWERFUL BRAKES
- INCREASED TRACK
- SILENT BLOC SHACKLES
- INCREASED SEATING ACCOMMODATION
- SINGLE-ACTION SLIDING ROOF
- INCREASED LUGGAGE ACCOMMODATION
- NEW RADIATOR WITH EXTERNAL QUICK-ACTION FILLER AND MOTIF
- DIRECTION INDICATORS (SELF-CANCELLING AND FLUSH FITTING)
- SPARE WHEEL COVER
- NEW HEAD LAMPS WITH MOTIF
- CHROMIUM-PLATED WHEEL RIM EDGES

THE S.S., embodying all those qualities which create the car of distinction, holds irresistible appeal to the motorist of 1934, to whom the possession of a car means much more than merely the ownership of a vehicle as a means of conveyance.

Increased power and acceleration render the performance of the 1934 model even more impressive than that of its predecessors.

Many new features are added to the specification, to meet the requirements of the most exacting owner, including synchro-mesh gears on second, third and top, re-designed large diameter brakes, and still further improved frame design.

The major units, engine, gearbox, etc., are specially manufactured by the Standard Motor Company, Ltd., whose world-famed engineering skill ensures complete mechanical perfection.

Compelling beauty of line and even more luxurious comfort distinguish the new models. The seating accommodation is greatly increased.

The 1934 range includes Coupé, Saloon and Open Sports models. No detail of the specification has been decided upon without careful deliberation, and the cars possess not only those features which are identified with reliability and satisfactory service, but also the refinements which render the S.S. a model unique amongst cars.



COLOUR SCHEMES

A carefully selected range of artistic colour schemes is available—finished in highly polished cellulose as follows:

S.S.I. AND S.S.II. COUPÉ AND SALOON

BODY	UPHOLSTERY	WHEELS	WINGS	HEAD	TRUNK
Black	Brown or Black & Silver	Black	Black	Black	Black
Apple Green	Green	Apple Green	Black	Black	Black
Carnation Red	Red	Carnation Red	Black	Black	Black
Carnation Red	Red	Black	Carnation Red	Black	Black
New Birch Grey	Blue	New Birch Grey	Black or Birch Grey	Black or Birch Grey	Black or Birch Grey
Primrose	Brown or Beige	Primrose	Black	Black	Black
Lavender Grey	Blue	Lavender Grey	Black or Lavender Grey	Black or Lavender Grey	Black or Lavender Grey
Dark Swallow Blue	Green	Dark Swallow Blue	Dark Swallow Blue	Birch Grey	Birch Grey
Ivory	Green, Red, Brown or Beige	Ivory	Black or Ivory	Black or Ivory	Black or Ivory
Cream	Green, Red, Brown or Beige	Cream	Black	Black	Black
Nile Blue	Blue	Nile Blue	Black	Black	Black
Crimson Lake	Red	Crimson Lake	Black	Black	Black
Swallow Grey	Blue or Red	Swallow Grey	Black	Black	Black
Apple Green	Green	Apple Green	Olive Green	Olive Green	Olive Green
Buff	Brown or Beige	Buff	Chocolate	Chocolate	Chocolate
Carnation Red	Red	Carnation Red	Crimson Lake	Crimson Lake	Crimson Lake
Crimson Lake	Red	Crimson Lake	Crimson Lake	Crimson Lake	Crimson Lake
Beige	Beige	Beige	Beige	Beige	Beige
Silver	Blue	Silver	Blue	Blue	Blue (Extra charge £5)

* All wheels have chromium plated edges.

Any deviation from standard order of cellulose, fabric or upholstery colour schemes, £2, 10, 0, extra each.

S.S.I. OPEN FOUR SEATER

- All Black, Green upholstery and wheels, with Chromium Plated edges.
- All Black, Brown upholstery, Black wheels, with Chromium Plated edges.
- All Black, Red upholstery and wheels, with Chromium Plated edges.
- All Cream, Green upholstery and wheels, with Chromium Plated edges.
- All Carnation Red, Red upholstery and wheels, with Chromium Plated edges.
- All Beige, Brown upholstery and wheels, with Chromium Plated edges.
- All Nile Blue, Blue upholstery and wheels, with Chromium Plated edges.

- All Lake, Red upholstery and wheels, with Chromium Plated edges.
- All Olive Green, Green upholstery and wheels, with Chromium Plated edges.
- All Lavender Grey, Blue upholstery and wheels, with Chromium Plated edges.
- All Buff, Brown upholstery and wheels, with Chromium Plated edges.
- All Apple Green, Green upholstery and wheels, with Chromium Plated edges.

Any deviation from standard order of cellulose or upholstery colour schemes, £2, 10, 0, extra each.

EXTRAS

S.S.I. AND S.S.II. COUPÉ AND SALOON

Ac wheel discs, polished aluminium, S.S.I.	£9, 7, 6, per set of five.
" " " " " " " " " " " "	S.S.II. £7, 10, 0, " " "
" " " " " " " " " " " "	If cellulose finish to match, £1, 5, 0, per set extra.
" " " " " " " " " " " "	Fitting extra, £1, 5, 0, per set.
Spot lamp, Chromium Plated	£1, 5, 0.
Desmo Senior "Safebeam" Chromium Plated Fog Lamp	£3, 10, 0.
" " Junior	£2, 17, 6.
Lucas Type F.T.37	£2, 10, 0.
Interior Visors with Amber Safety Glass	Wiring and fitting, 7/6 extra.
	£1, 1, 0.

S.S.I. OPEN FOUR SEATER

Ac wheel discs, polished aluminium	£9, 7, 6, per set of five.
" " " " " " " " " " " "	If cellulose finish to match, £1, 5, 0, per set extra.
" " " " " " " " " " " "	Fitting extra, £1, 5, 0, per set.
Spot lamp, Chromium Plated	£1, 5, 0.
Desmo Senior "Safebeam" Chromium Plated Fog Lamp	£3, 10, 0.
Lucas Type F.T.37	£2, 10, 0.
	Wiring and fitting 7/6 extra.

Customers requiring aluminium, or Blumel's enamel registration numbers, should specify these with their orders, as special size plates are required.

DIMENSIONS

S.S.I. COUPÉ, SALOON AND OPEN FOUR SEATER

Overall length of car	15' 6"
Overall width of car	5' 5 1/2"
Overall height (Coupe and Saloon)	4' 7"
Width of body inside	4' 0"
Width of doors	3' 5"
Centre of back rest to pedals (adjustable)	3' 8" max, 3' 2" min.
Height of back-rest (front and rear)	2' 1"
Depth of body inside (Coupe and Saloon)	3' 2"
Back of front seat to centre of rear seat back-rest	3' 4" max, 3' 1" min.
Wheel base	9' 11"
Track	4' 5 1/2"

S.S.II. COUPÉ AND SALOON

Overall length of car	14' 0"
Overall width of car	4' 7"
Overall height of car	4' 6"
Width of body inside	3' 9"
Width of doors	3' 6"
Centre of back rest to pedals (adjustable)	3' 8" max, 3' 2" min.
Height of back-rest	2' 1"
Depth of body inside	3' 5"
Back of front seat to centre of rear seat back-rest	3' 5" max, 3' min.
Wheel base	8' 8"
Track	3' 10 1/2"

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.

GUARANTEE

The Guarantee for these models is as stated in the Company's complete Catalogue.

SWALLOW COACHBUILDING COMPANY LTD.

TELEPHONE 8027 (SIX LINES)

FOLESHILL, COVENTRY

TELEGRAMS: SWALLOW, COVENTRY



SALOON AND COUPÉ

FULL FOUR-SEATER

The beauty of the S.S. has now become a tradition, which the 1934 models will uphold. Characteristically elegant in line, colour and appointments, the S.S. I. maintains pre-eminence amongst those cars which fulfil the demands of the discerning purchaser.

Indisputably, it is a car of distinction, yet the design, achieved in low sweeping lines, is vividly modern.

It is a thrilling experience to take the wheel of an S.S. I. Possessing a powerful engine, the liveliest acceleration, and a silky smoothness which is fascinating, there is, in addition, a sensitiveness felt in few cars, a responsiveness which is a constant satisfaction. It has proved its efficiency and capabilities in Road Tests and Trials during 1933. The 1934 model has improved power unit, giving even greater speed and increased acceleration. Synchro-mesh gear box, and large brakes of high efficiency, are two of the improvements incorporated.

The comfort afforded to the passenger is ideal, and conducive to complete appreciation of travelling at an exhilarating speed, with utter smoothness and minimum effort, in a car which is remarkable for superb road holding. The 1934 S.S. I. possesses even more spaciouly comfortable seating accommodation than the 1933 model, a 2-in. increase in the track measurement being exploited to the full.

S.S. I. SALOON MODEL For those who prefer four-light Coachwork, a new Saloon has been introduced. The specification of this Model is identical with that of the S.S. I. Coupé, with the addition of panelled rear quarter lights in the Saloon Head.



CARS OF



ENGINE. Specially manufactured Standard six cylinder, 18 h.p.; 49.5 mm. bore \times 106 mm. stroke; 2143 c.c., Tax £16, 20 h.p.; 73 mm. bore \times 106 mm. stroke; 2867 c.c., Tax £20. Side by side valves. Exceptionally stiff 7-bearing crankshaft, 3-in. diameter main bearing, 12-in. diameter big end. Aluminium pistons, Chromalux iron cylinder-blocks. Light alloy connecting rods. Machined combustion chambers and ports. 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. Cold ignition. Single dry plate light action clutch.

FRAME. Low underdog frame designed for extreme rigidity. The main members are triangulated in the centre by cross bracing from the dash vane 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. Gear to hand change speed lever.

GEAR RATIOS. Top, 4.75; third, 6.52; second, 10.21; first, 17.1.

SUSPENSION. Trailing smooth and steady road-holding with maximum comfort at all speeds. Long life road springs of low periodicity, mounted on "Sleazebac" bushes. The easily accessible jacking pods ensure quick erection. Harford friction type shock absorbers on flood frame and rear. Rear springs, 42-in. \times 11-in.; front springs, 24-in. \times 11-in.

BRAKES. Entirely new type highly efficient fully compensating Bendix Duo-Servo. Large Phillips cast brake drums, deeply ribbed, 12-in. external diameter, hand and feet operated on all four wheels. The hand brake is readily accessible.

STEERING. Marlin-Walker rim and lever type.

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

FUEL SUPPLY by A.C. pump with auxiliary governing lever for hand operation, from 12-gallon tank at the rear of the chassis. The tank filler is of 2 1/2-in. diameter with quickly detachable bayonet facing cap.

WHEELS AND TYRES. Rudge-Whitworth centre-lock spoked hub type racing wheels. 16-in. rims with chromium-plated rim edges fitted with Dunlop 5.50 \times 18 tyres.

CARBURETTOR. Special high speed type R.A.G. carburettor is fitted, imparting even greater smoothness and ease of acceleration to the engine.

RADIATOR. A strikingly attractive feature of the car, its impressive design conforms with the graceful body lines. Chromium plated front, end and spoon between the dumb irons, complete the ensemble. The filler cap and winged name badge are an artistically designed chromium plated fine alloy casting, the filler cap being the quickly detachable bayonet fixing type.

BUMPERS. Exceptionally substantial and of attractive appearance; are domed 3-in. section. Those at the rear protect the spare wheel and trunk.

ELECTRICAL EQUIPMENT. 12-volt set. Large type QBD, 1665 GC head lamps with metal to mesh radiator cap and dip and switch control above steering wheel. Finger-top operated ignition control. Stop light. Reversing light. Sports type wing lamp. Special Luxon type blended nose horns, domed to match head lamp, chromium plated with grille fronts to match the radiator, are fitted to each dumb iron. Lamp and horns all chrome-plated finish.

PRICE

16 H.P. Coupé £335

20 H.P. Coupé £340



PRICE

16 H.P. Saloon £340

20 H.P. Saloon £345

COACHWORK. Coachbuilt, with leather grained head and large travelling trunk. The body, constructed on the toughest basis, and of extreme strength, represents the finest example of craftsmanship. The frame is of prime quality selected mild throughout, reinforced by aluminium and metal brackets. Every-thing possible has been done to ensure lasting and trouble-free quality. The accommodation is greatly increased and affords the utmost degree of comfort.

DOORS. Flush facing and exceptionally wide, ensuring ease of access; the doors are hinged on double-strength standing pillars from bottom side to centre, by means of special self-aligning chromium plated hinges incorporating Exota grease nipples. Spring-loaded slotted door checks are fitted to the bottom of the doors, secured to the chassis frame. Positive action slam locks are fitted, and each door is equipped with adjustable beefhead buffers.

HEAD. Leather grained, with chromium plated dummy head joints, chromium weather moulds protecting the doors and chromium best down hinge pillar and waistline.

TRUNK. Leather grained with futuristic heavily chromium plated hinged security catches and key lock. The accommodation has been increased considerably and large suit cases, also golf clubs, may be carried quite easily.

SLIDING ROOF. Quick action, self-lifting, single control operation. Perfectly flush fitting, with very large opening, which is invisible when in the closed position.

WINDOW LIGHTS. Safety glass winding type.

WINDSCREEN. Patent type of security new and simplified design, with swept top rail and reduced corners. Opening from the bottom and hinged at the top with two patent hinges, the screen is quickly operated. The hinges are of the concealed type, obviating any obstruction of vision. Lateral dual blade wiper is fitted. The back light is mounted in chromium channel and may be opened to give additional ventilation.

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

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

UPHOLSTERY. Finest quality Vasmol bids throughout, in a range of colours to tone with the exterior colour scheme.

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

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

SEATS. Full advantage has been taken of the increased track measurement, and four well passengers are accommodated in the highest degree of comfort. The rear seats are constructed as two small arm chairs, and are deeply sprung with swallow gates spring case cushions and back rests. The arm rest is heavily padded with a special cushion rubber. (The arm rest may be adjusted 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 show it of course no arm rest. The same remarkable comfort is afforded for both driver and passenger, and the back seats may be folded forward.

ENTRY AND EXIT to and from the rear compartment is made extremely easy by the exceptionally large doors.

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

INSTRUMENTS. Illuminated panel of special unique design, with heagan mounting for electric clock, 55 m.p.h. trip odometer, ammeter, oil pressure gauge and radiator thermometer combined, and electric petrol gauge.

ACCESSORIES. Complete suite of interior fittings in polished chromium, incorporating interior mirror, steel lamp and switch, rear blind with driver's hand control, and ash tray.

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

SPARE WHEEL COVER. In colour to match, with chromium band.





OPEN FOUR SEATER SPORTS

The open sports car has always held, for a certain section of motorists, a stronger appeal than that of the closed model, and is now enjoying increasing popularity.

In presenting the S.S. 1. Open Four-Seater Sports, therefore, the demands of open car enthusiasts are being fulfilled, and their requirements anticipated in a car of outstandingly handsome appearance and fascinating performance.

The car, built extremely low, is beautifully proportioned, and its long, sweeping lines convey an immediate impression of speed, which is confirmed by the ease with which the engine responds to the demands made upon it. Powerful acceleration adds infinite pleasure to the already appreciable thrill of handling this car with its spirited performance.

The seating is of the same design as that which renders the S.S. 1. Coupé a superlative comfortable car. Both front and rear seats afford ideal accommodation, those at the rear being on the same level as the front.

Those qualities which mark the modern sports car of distinction are incorporated in the S.S. 1. Open Four-Seater Sports to a degree which renders it an entirely satisfying car.



E A DISTINCTIVE



ENGINE. Specially manufactured Standard six cylinder, 16 h.p.; 65.5 mm. bore \times 106 mm. stroke; 2143 c.c., Tax £16, 30 h.p.; 73 mm. bore \times 106 mm. stroke; 2862.7 c.c., Tax £28. Side by side valves. Exceptionally stiff T-bearing crankshaft. Six, diameter main bearing, 12-in. diameter big end. Aluminium pistons. Chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. 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 underlamin 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. Top, 4.73; third, 4.32; second, 10.21; first, 17.1.

SUSPENSION. Ensuring smooth and steady road-holding with maximum comfort at all speeds. Long flat road springs of low periodicity. Shock

absorbers mounted on "Sleevebloc" bushes. The easily accessible jacking path ensures quick erection.

Rear springs, 42 $\frac{1}{2}$ -in. \times 1 $\frac{1}{2}$ -in.; front springs, 34 $\frac{1}{2}$ -in. \times 1 $\frac{1}{2}$ -in.

BRAKES. Entirely new type highly efficient fully compensating Bendix Duo-Servo. Large diameter Milwaukee cast brake drums, deeply ribbed, 12 $\frac{1}{2}$ -in. external diameter. Hand and foot operate on all four wheels. The hand brake is readily accessible.

STEERING. Morris-Walker cam and lever type.

AXLES. Semi-floating rear axle with one-piece steel casing. Four pinion differential. Front axle: "H" section with reinforced 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 a 2 $\frac{1}{2}$ -in. diameter with quickly detachable bayonet facing top.

WHEELS AND TYRES. Rudge-Whitworth centre-lock spined hub type racing wheels, 18-in. rims with chromium plated edges, fitted with Dunlop S-58 \times 18 tyres.

CARBURETTOR. Special high speed type R.A.O. carburettor is fitted, insuring ever greater smoothness and ease of acceleration to the engine.

PRICE
16 H.P. £335



PRICE
20 H.P. £340

RADIATOR. A strikingly attractive feature of the car. Its impressive design conforms with the graceful body lines. Chromium plated fluted front, and apron between the dumb irons, complete the ensemble. The fiber cap and winged name badge are an artistically designed chromium plated zinc alloy casting, the fiber cap being the quickly detachable layonnet fixing type.

BUMPERS. Excessively substantial and of attractive appearance; are dished 3-in. sections. Those at the rear protect the spare wheel and trunk.

ELECTRICAL EQUIPMENT. 12-watt set. Large type QBD 1665-GC head lamps with moat to match radiator cap and dip and switch mounted above steering wheel. Finger-tip operated ignition circuit. Stop light. Reversing light. Sports type wing lamps. Special Lucas type bladed nose horns, dished to match head lamps, chromium plated with grille frames to match the radiator, are fitted to each dumb 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 aluminum and metal brackets. Everything possible has been done to ensure lasting and trouble-free quality. The accommodation is greatly increased, full advantage having been taken of the 2-in. increase in the track measurement. The utmost degree of comfort is afforded.

DOORS. Flush fitting and exceptionally wide, ensuring ease of access; the doors are hinged on double-strength standing pillars from bottom side to center, by means of special self-aligning chromium plated hinges, incorporating Extra grease nipples. Spring-loaded internal floor checks are fitted to the bottom of the doors, secured to the chassis frame. Positive action slam-locks are fitted, and each door is equipped with adjustable Hedberg buffers.

TRUNK. Leather grained with futuristic heavily chromium plated hinged security catches and key lock. The accommodation has been increased considerably, and three or four large tool cases may be carried quite easily. Quickly accessible suit kit and side-curtain rollers are also accommodated.

WINDSCREEN. Folding and opening windscreen, of sound construction with swept top rail. Laminated double-blade windscreen wiper is fitted.

ALL-WEATHER EQUIPMENT is desirably neat, and provides draught-proof protection. The side curtains are rigidly secured and may be crossed independently of the hood. The entire panels of the front side curtains are hinged to open for signaling purposes.

BOHNET. Sunless steel hinge and heavily louvered side panel with quick action security fasteners.

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

UPHOLSTERY. Finest quality Calzara tape throughout, in a range of colors to tone with the exterior colour scheme.

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

SEATS. Full advantage has been taken of the increased track measurement, and 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 Swallow patent spring case cushions and back rests. The arm rest is heavily padded with a special cushion wadler. (The arm rest may be omitted if desired, but the axle shafts would render a one-piece cushion intractable). Deep feet with genuine angle leg room. The front seats are constructed on similar lines to those at the rear, but there is of course no arm rest. The same remarkable comfort is afforded for both driver and passenger, and the front seats are quickly adjustable by means of special slide rails, while the back rests hinge forward.

ENTRY AND EXIT to and from the rear compartment is made extremely easy by the exceptionally large doors.

INSTRUMENTS. The instrument face panel is equipped with 5-in. converted revolution counter and 8 1/2 m.p.h. speedometer, 3-in. clock with ring minute finger and English and French figuring, oil gauge, thermometer, petrol gauge, ammeter, starter button, key switch, and inspection lamp plug.





SALOON AND COUPÉ

FULL FOUR-SEATER

The increasing popularity of the S.S. II, Coupé, which hitherto has been produced as a two-seater with provision in the rear for juvenile passengers only, indicates that not only does this model appeal to those who prefer a two-seater, but also to those who require a moderately priced four-seater of distinctive appearance and comprehensive equipment.

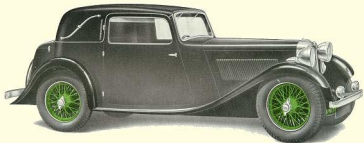
To meet this demand, the S.S. II, is re-designed and presented in entirely new form for 1934. Many improvements are incorporated and each detail of the specification has been embodied only after careful thought. Every refinement essential to render the S.S. II, unsurpassable in its class is now included in the equipment. The specially designed chassis has underslung dropped frame.

The seating accommodation, designed with the same meticulous care which has resulted in supreme comfort in all S.S. models, is for four adult passengers. The arm chair type rear seats, set between the wheel base, and on the same level as the front seats, are of similar design to those of the S.S. I. The maximum amount of spacious accommodation is utilised, and the result is luxurious riding comfort for four adult passengers.

S.S.II. SALOON MODEL For those who prefer four-light Coachwork, a new Saloon has been introduced. The specification of this Model is identical with that of the S.S. II, Coupé, with the addition of panelled rear quarter lights in the Saloon Head.



E CLASS



ENGINE. Specially manufactured Standard four-cylinder three-bearing engine. 18 h.p. = 63.5 c.m. bore = 198 m.m. stroke = 1245 c.c. Tax £10. 12 h.p. = 69.5 m.m. bore = 198 m.m. stroke = 1608.5 c.c. Tax £12. Side by side valves. Three-bearing crankshaft. "Bassett Power" flexible engine mounting. Manganese cast. Cooling by centrifugal pump and fan with adjustable thermostat. Aluminium pistons, chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. High efficiency induction and exhaust manifold. Submerged oil pump. Coil ignition. Single dry plate light action clutch.

FRAME. Low underslung frame, designed for excessive 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. Top, 5.28; third, 7.66; second, 12.82; First, 29.8.

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

SHOCK ABSORBERS. Hardrod friction type, front and rear. Rear springs, 38 $\frac{1}{2}$ -in. x 1 $\frac{1}{2}$ -in.; front springs, 29 $\frac{1}{2}$ -in. x 1 $\frac{1}{2}$ -in.

BRAKES. Entirely new type highly efficient fully compressing Bendix Disc Servo. Hand and foot operate on all four wheels, the hand brake being readily accessible.

STEERING. Harles Weller cam 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 stub axles.

WHEELS AND TYRES. Rudge-Whitworth, centre lock spined hub type racing wheels, 18-in. rim, with chromium rim edges, fitted with Dunlop 475 x 18 tyres.

CARBURETTOR. Special R.A.G. high-speed type.

RADIATOR. Entirely redesigned to conform with the body lines. Exceptionally attractive, with chromium plated fluted front and apron between the dumb irons. The filler cap and winged name badge are an unusually designed chromium plated zinc alloy casting, the filler cap being the quickly detachable bayonet fixing type.

BUMPERS. Exceptionally substantial and of attractive appearance; are domed 2 $\frac{1}{2}$ -in. section.

ELECTRICAL EQUIPMENT. 12-volt set. LB140 EDPE-5 head lamps with dip and switch control above steering wheel. Sports type wing lamps. Stop light. Reversing light. Special Luxon type bleeded note horns, domed to match headlamps, are fitted to each dumb iron. All lamps and horns chromium plated flash.

PRICE
10 H.P. Coupé £260
12 H.P. Coupé £265



PRICE
10 H.P. Saloon £265
12 H.P. Saloon £270

COACHWORK. Coachbuilt, with leather grained head and large trailing trunk. The body, constructed on the standard base, and of excessive strength, represents the finest example of craftsmanship. The frame is of prime quality selected ash throughout, reinforced by aluminium and metal brackets. Everything possible has been done to ensure lasting and trouble-free quality. The greatly increased accommodation affords luxurious comfort for four passengers.

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 heavy grease nipples. Spring-loaded all-steel door checks are fitted to the bottom of the doors, secured to the chassis frame. Positive action slam locks are fitted, and each door is equipped with adjustable lock-down buffers.

HEAD. Leather grained, with chromium plated dummy head joints, chrome-plated weather moulds, protecting the doors and chromium head down hinge pillar and waistline.

TRUNK. Leather grained with futuristic, heavily chromium plated hinged security catches and key lock. Provides spacious accommodation for travelling cases.

SLIDING ROOF. Quick action, self-lifting, single control operation. Perfectly flush fitting, with very large opening which is sealable when in the closed position.

WINDOW LIGHTS. Safety glass winding type.

WINDSCREEN. Patent type of entirely new design, with swept top rail and recessed corners. Opening from the bottom and hinged at the top with two patent hinges, the screen is quickly operated. The hinges are of the increased type, obviating any obstruction of vision. Local due to wind-stress wiper is fitted. The back light is mounted in chrome-plated and may be opened to give additional ventilation.

BONNET. Stainless steel hinges and heavily louvered side panels with quick-action security fastener.

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

UPHOLSTERY. Finest quality Vauxtal 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 soft seat-gaugers are accommodated in the highest degree of comfort. The rear seats are constructed as two small arm chairs, and are deeply sprung with Swallow patent spring cone cushions and back rests. The arm rest is heavily padded with a special cushion rubber. (The arm rest may be swivelled if desired, but the axle shaft cannot conduct 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 same remarkable comfort is afforded for both driver and passenger, and the front seats are quickly adjustable by means of special slide rails, while the back rests hinge forward.

ENTRY AND EXIT to and from the rear compartment is made extremely easy by the wide doors.

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 petrol gauge.

ACCESSORIES. Complete suite of interior fittings in chromium, incorporating interior mirror, roof lamp and switch, rear hand with driver's hand control, and ash tray.

TRAFICATORS with concealed direction arm are also fitted (self-canceling).

SPARE WHEEL COVER in colour to match with chromium hand.

