



SIDE VALVE CHASSIS FOR 1936
(2-DOOR MODELS)



Introduction

IN the SS two-door closed models for 1936 care has been taken to retain all the true individuality in performance and appearance which has marked the SS since its inception.

Although basically unchanged, detail improvements have been made which result in enhanced performance and comfort. The new radiator of imposing design provides greater cooling efficiency, whilst gear changing has been rendered a matter of "finger tip" operation by the improved synchro-mesh gearbox. The specially manufactured Standard side-valve engine is retained.

Always outstanding by reason of the high quality of finish apparent in every detail, these cars represent extraordinary value—for, despite the improvements incorporated, it has been found possible to effect considerable price reductions due to new and highly organised production methods.

For the discriminating motorist demanding superlative road performance with comfort and appearance of the highest order, the SS for 1936 will make an even stronger appeal than its distinguished predecessors.

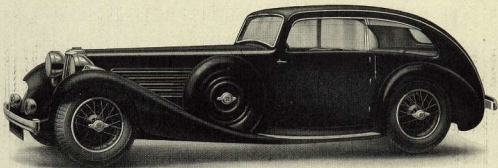


The Airline Saloon

Acclaimed from the moment of its introduction as "the most beautiful interpretation of streamlining," this model is characterised 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.



Price, £345 (16 b.p.) *ex works*
£350 (20 b.p.)

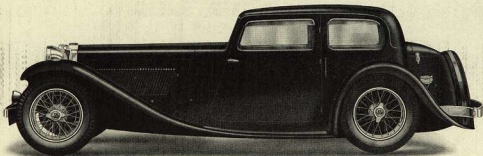


The **SSI** 2-Door Saloon (16 h.p.)

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 of 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.



Price, £320 (16 h.p.) *ex works*
£325 (20 h.p.)

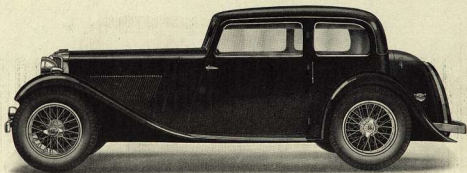


The **SS** II 2-Door Saloon (12 h.p.)

Conveniently termed a "light car" by reason of its moderate horse-power, 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 **SS** 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.



Price, £235 (10 h.p.) *ex works*
£240 (12 h.p.)





Specification

§§ I. Airline and Saloon Models

ENGINE. Specially manufactured Standard six-cylinder. 16 h.p.; 65.5 m/m. bore \times 106 m/m. stroke; 2,143 c.c. 20 h.p.; 73 m/m. bore \times 106 m/m. stroke; 2,663.7 c.c. Seven-bearing crankshaft. 2 $\frac{1}{2}$ " diameter main bearings. 1 $\frac{1}{2}$ " diameter big ends. Aluminium pistons. Side-by-side valves. Chromium iron cylinder blocks. Light alloy connecting rods. High efficiency induction and exhaust manifold. Detachable high compression aluminium cylinder head. Two special high-speed carburettors. Cooling by centrifugal pump and fan with adjustable thermostat. High pressure submerged oil pump. Coil ignition. Single dry plate light action clutch.

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.

SUSPENSION. Ensuring smooth and steady road-holding with maximum comfort at all speeds. Long flat road springs of low periodicity mounted on "Silentbloc" bushes. Hartford friction type shock absorbers front and rear. Rear springs, 4 $\frac{1}{2}$ " \times 1 $\frac{1}{2}$ ". Front springs, 3 $\frac{1}{2}$ " \times 1 $\frac{1}{2}$ ".

BRAKES. Highly efficient Bendix Duo-Servo. Large diameter Millenite cast brake drums, deeply ribbed. Hand and foot operated on all four wheels.

STEERING. Marles Weller cam and lever type.

PETROL SUPPLY by A.C. pump with auxiliary priming lever for hand operation, from 12-gallon tank at rear of chassis.

WHEELS AND TYRES. Dunlop centre-lock splined hub type racing wheels. Dunlop 5.20 \times 18 tyres.

ELECTRICAL EQUIPMENT. 12-volt set. Large type headlamps. Dip and switch control above steering wheel. Fingertip ignition control. Stop light. Reverse light. Sports type wing lamps. Special Lucas type blended note horns. Lamps and horns all chromium plated finish.

COACHWORK. Coachbuilt, with leather grained head and large travelling trunk. Airline Saloon is coachbuilt—all panelled—and has large concealed luggage locker. Flush-fitting and exceptionally wide doors. Quick-action sliding roof. Safety glass. Wide vision windscreen, with Lucas duo-blade wiper. Upholstery of finest quality Vaurol hide throughout. Polished figured walnut finish instrument panel. Complete suite of interior fittings. Thickly carpeted floor. Armchair rear seats and sliding front seats. Deep foot-wells. Fully equipped and illuminated instrument panel. Self-cancelling traffic indicators. Bumper and spare wheel cover (on the Airline Saloon there are two spare wheels with covers). Draught-proof all-weather equipment on open 4-seater. Many beautiful colour schemes.

§§ II. Saloon Model

ENGINE. Specially manufactured Standard four-cylinder three-bearing engine. 10 h.p.; 63.5 m/m. bore \times 106 m/m. stroke; 1,343 c.c. 12 h.p.; 69.5 m/m. bore \times 106 m/m. stroke; 1,668.5 c.c. Two special high-speed carburettors. Three-bearing crankshaft. "Buoyant Power" flexible engine mounting. Harmonic cams. Cooling by centrifugal pump and fan with adjustable thermostat. Aluminium pistons, chromium iron cylinder blocks. Side-by-side valves. 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.

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.

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

SHOCK ABSORBERS. Hartford friction type front and rear. Rear springs, 3 $\frac{1}{2}$ " \times 1 $\frac{1}{2}$ ". Front springs, 2 $\frac{1}{2}$ " \times 1 $\frac{1}{2}$ ".

BRAKES. Highly efficient Bendix Duo-Servo. Hand and foot operated on all four wheels.

STEERING. Marles 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.

WHEELS AND TYRES. Dunlop centre lock splined hub type racing wheels. Dunlop 4.75 \times 18 tyres.

ELECTRICAL EQUIPMENT. 12-volt set headlamps with dip and switch control above steering wheel. Sports type wing lamps. Stop light. Reverse light. Special Lucas type blended note horns. All lamps and horns chromium plated finish.

COACHWORK. Coachbuilt with leather grained head and large travelling trunk. Flush-fitting and exceptionally wide doors. Quick-action sliding roof. Safety glass. Wide vision windscreen with Lucas duo-blade wiper. Upholstery of finest quality Vaurol hide throughout. Polished figured walnut finish instrument panel. Complete suite of interior fittings. Thickly carpeted floor. Armchair rear seats and sliding front seats. Deep foot-wells. Fully equipped and illuminated instrument panel. Self-cancelling traffic indicators. Bumpers and spare wheel cover. Many beautiful colour schemes.

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

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Service Department 8682
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