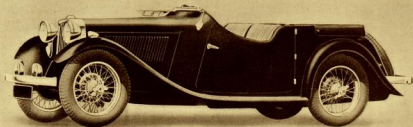


The latest conception of medium horsepower open sports car design. Low, fast and undeniably smart, this four-seater model is fully equipped and is offered in a wide range of colour schemes with choice of 10 h.p. or 12 h.p. engine.

S.S. II. Open Four-Seater



S S C A R S L T D



C O V E N T R Y

PRICES

S.S.I. 16 h.p. Airline Saloon	£360	S.S.I. 16 h.p. Open Four Seater.. ..	£335
S.S.I. 20 h.p. Airline Saloon	£365	S.S.I. 20 h.p. Open Four Seater.. ..	£340
S.S.I. 16 h.p. Saloon	£340	S.S.II. 10 h.p. Saloon	£265
S.S.I. 20 h.p. Saloon	£345	S.S.II. 12 h.p. Saloon	£270

All models finished in a wide range of attractive colour schemes.

S.S.II. 10 h.p. Open Four Seater	£260	S.S.II. 12 h.p. Open Four Seater	£265
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EXTRAS

S.S.I. AIRLINE and SPORTS SALOON and S.S.II. SALOON

Ace wheel discs, polished aluminium, S.S.I. £9. 7. 6. per set of five	Desmo Senior "Safebeam" Chromium Plated Fog Lamp £3. 12. 6.
Ace wheel discs, polished aluminium, S.S.II. £7. 10. 0. per set of five	Desmo Junior "Safebeam" Chromium Plated Fog Lamp £2. 17. 6.
If cellulose finish to match, £1. 5. 0. per set extra Fitting extra, £1. 5. 0. per set	Lucas Type F.T.37 Chromium Plated Fog Lamp £2. 9. 6.
Spot lamp, Chromium Plated £1. 5. 0.	Wiring and fitting, 7/6 extra
	Interior Visors with Amber Safety Glass .. £1. 1. 0.

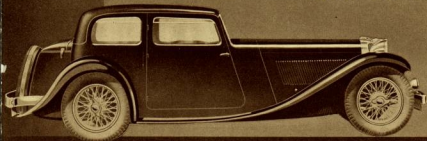
S.S.I. OPEN FOUR-SEATER

Ace wheel discs, polished aluminium .. £9. 7. 6. per set of five	Spot lamp, Chromium Plated £1. 5. 0.
	Desmo Senior "Safebeam" Chromium Plated Fog Lamp £3. 12. 6.
If cellulose finish to match, £1. 5. 0. per set extra Fitting extra, £1. 5. 0. per set	Lucas Type F.T.37 £2. 9. 6.
	Wiring and fitting, 7/6 extra

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



*Preliminary
announcement*



SS1 Saloon

MODELS AND PRICES FOR 1935

S.S. I. Airline Saloon

Flowing lines of the utmost simplicity characterise this interpretation of streamlining. Luxurious comfort is assured by "armchair" seating in a beautifully appointed and roomy interior from which unrestricted vision is afforded by unusually long rear quarter lights.



S S C A R S L T D



C O V E N T R Y

S.S. II. SPECIFICATION

ENGINE. Specially manufactured Standard four-cylinder three-bearing engine. 10 h.p. : 63.5 m.m. bore \times 106 m.m. stroke : 1343 c.c., 12 h.p. : 69.5 m.m. bore \times 106 m.m. stroke : 1608.5 c.c. Side by side valves. 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. Light alloy connecting rods. Machined combustion chambers and ports. High efficiency induction and exhaust manifolds. 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 :	1st. & reverse	2nd.	3rd.	Top
	20.85	12.84	7.68	5.29

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, 38 $\frac{1}{2}$ -in. \times 1 $\frac{1}{2}$ -in. ; front springs, 29 $\frac{1}{2}$ -in. \times 1 $\frac{1}{2}$ -in.

BRAKES. Highly efficient Bendix Duo Servo. Hand and foot operate on all four wheels, the hand brake being readily accessible.

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.

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 splined hub type racing wheels, 18-in. rims, with chromium rim edges, fitted with Dunlop 4-75 \times 18 tyres.

CARBURETTORS. Two special R.A.G. high speed type.

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

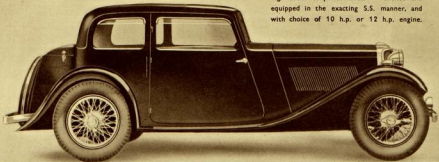
BUMPERS. Exceptionally substantial and of attractive appearance ; are domed 2 $\frac{1}{2}$ -in. section.

ELECTRICAL EQUIPMENT. 12-volt set, LB/140/EDFE/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, domed to match headlamps, are fitted to each dumb iron. All lamps and horns chromium plated finish.

All bodies coachbuilt and upholstered in finest quality Yaumol or Celstra hide in a range of colours to tone with the exterior colour scheme.

S.S. II. Four-Seater Saloon

Unchallenged in the medium horsepower closed sports car field, this saloon model is a full four-seater of distinctive appearance and proved high order of performance. Finished and equipped in the exacting S.S. manner, and with choice of 10 h.p. or 12 h.p. engine.



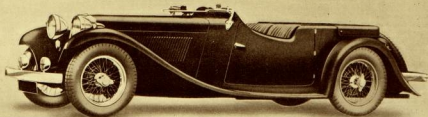
S S C A R S L T D



C O V E N T R Y

The enthusiast's model and winner of two awards in the International Alpine Trial. Now, still further improved, all previous high standards of performance have been passed. Lavishly equipped and magnificently finished. With choice of 16 h.p. or 20 h.p. engine.

S.S. I. Open Four-Seater



S S C A R S L T D



C O V E N T R Y

S.S.I. 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 7-bearing crankshaft, 2½-in. diameter main bearings, 1½-in. diameter big ends. Aluminium pistons. Chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. High efficiency induction and exhaust manifolds. 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.

	H.P.	1st. & reverse	2nd.	3rd.	Top.
GEAR RATIOS :	16 h.p. ..	16.20	9.51	6.18	4.50
	20 h.p. ..	15.30	8.98	5.83	4.25

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 are fitted front and rear. Rear springs, 42½-in. x 1½-in. ; front springs, 34½-in. x 1½-in.

BRAKES. Highly efficient Bendix Duo-Servo. Large diameter Millenite cast brake drums, deeply ribbed, 12½-in. external diameter. Hand and foot operated on all four wheels. The hand brake is readily accessible.

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-in. diameter with quickly detachable bayonet fixing cap.

WHEELS AND TYRES. Rudge-Whitworth centre-lock splined hub type racing wheels. 18-in. rims with chromium-plated rim edges fitted with Dunlop 3.50 x 18 tyres.

CARBURETTORS. Two special R.A.G. high speed type.

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 filler cap and winged name badge are an artistically 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 3½-in. section. Those at the rear protect the spare wheel and trunk. Those on front are of the special Wilmot-Breeden harmonic stabiliser type.

ELECTRICAL EQUIPMENT. 12-volt set. Large type QBD/1665/GC head lamps with morfil to match radiator cap and dip and switch control above steering wheel. Finger-tip operated ignition control. Stoop 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.

All bodies coachbuilt and upholstered in finest quality Vaumol or Celstra hide in a range of colours to tone with the exterior colour scheme.