JAGUAR
INTRODUCTION

With enhanced appearance, still finer performance and increased roominess, the SS Jaguar for 1938 is available in 3½ Litre, 2½ Litre and 1½ Litre form, with horse power ratings of 25 h.p., 20 h.p., and 14 h.p. respectively. All Jaguar engines are of the overhead valve type, incorporating Weslake patents, and, by special arrangement, their manufacture has been entrusted to the Standard Motor Co. Ltd., who have installed special plant for its production. Few cars have received such high praise in past years from owners and press as the Jaguar, and continuous research and improvement has resulted in the production of an even finer range of Jaguar models for 1938. With its distinguished appearance and beautiful lines, the Jaguar has long been established as the handsomest car on the road, with a performance that has drawn praise from the most hardened critics. Now, with added dignity, greater refinement and deeper, cosier comfort, the SS Jaguar may justly be described in the words applied by the "Motor" to its predecessor...

...a credit to the British Automobile Industry.

SS CARS LIMITED HOLBROOK LANE COVENTRY
THE 3½ LITRE JAGUAR SALOON SPECIFICATION

For chassis specification of 2½ litre, see page 11

ENGINE: Six-cylinder engine, 82 m.m. bore x 110 m.m. stroke, 3858 c.c. (T.R.P. rating 250 b.h.p.). Twin 1½-in. Dellorto carburettors. Overhead camshaft valve drive, push-rod operated, 2½-inch diameter counterweighted crankshaft in seven large precision made steel-backed bearings. Connecting rods of special alloy steel. Chromed iron cylinder block, detachable head. 7½ to 1 compression ratio, cooling by pump circulation with by-pass thermostat control, submerged oil pump, forced lubrication throughout, complete circulation through Tecumseh oil filter, special Lucas coil and distributor ignition, twin S.J. carburettors with automatic electrically controlled choke. Twin air cleaners. Dual exhaust system, incorporating four Burgess silencers.

FRAME: Underframe frame of immense strength. Box section throughout, 6-inch deep side members.

TRANSMISSION: Four-speed gearbox with synchro-mesh on second, third and top, gears are specially cut overlapping double helical type, extra large diameter synchro-speed cones. Hardy Spicer all-metal propeller shaft in needle roller bearings, single plate 10-inch diameter clutch. Overdrive: 1st, 1.45; 2nd, 1.50; 3rd, 1.15; Top 1.00. Top Gear 4.26.

SUSPENSION: Long, flat, low periodicity road springs with lead coated leaves, controlled by special latex butyl type shock absorbers.

BRAKES: 14-inch Girling brakes on all four wheels, hydraulically operated through balanced linkage. Perodo H.F. linings. Hand brake operates on all four wheels, deeply ribbed Milledene brake drums.

STEERING: Burman Douglas worm and nut steering, light yet positive at all speeds. Bevelled adjustable steering wheel.

WHEELS AND TYRES: Dunlop centre-lock splined hub racing type wheels. 18-inch diameter rims black with Dunlop 6.50 x 18 "Fort" tyres.

FUEL SUPPLY: By two electric pumps from 14-gallon rear tank with reserve tap.


INSTRUMENTS: 5.100 m.p.h. speedometer, 3-inch revolution counter, ammeter, oil pressure gauge, clock, water temperature gauge, self-cancelling tachometer with warning light.

UPHOLSTERY AND CARPETING: Upholstered throughout in finest quality Vaumol hide and Dunlopillo. Floor thickly carpeted over felt underlay.

SEATING: All seats upholstered in Vaumol hide and Dunlopillo. Front seats adjustable on Lanchester side rails. Heavily padded folding centre armrest in rear compartment, also side armrests of club chair type.

SPARE WHEEL AND TOOLS: Tools are housed individually in specially shaped sound proof container in rear locker lid. Spare wheel carried in separate compartment beneath locker.

LUGGAGE ACCOMMODATION: Ample accommodation for luggage is provided in the large rear locker, the lid of which may be lowered to form platform for additional luggage.

EASY JACKING: Any wheel may be raised clear of the ground with the minimum of effort in 15 seconds by means of special easy-lift jack.

Price = £445
THE JAGUAR DROPHEAD COUPE
(On 3½, 2½ and 1½ Litre Chassis)

ENGINE. Six-cylinder engine, 73 mm. bore x 105 mm. stroke, 2050 c.c. (Treasury rating 10.84 h.p.) For 6½-litre the overhead valves push rod operated, counter-weighted crankshaft carried in seven bearings, aluminium pistons, chrome-iron cylinder block, light alloy connecting rods, machined combustion chamber and ports, detachable head, cooling by pump circulation with by-pass thermostat control, submersed oil pump, forced lubrication throughout, complete circulation oil filter, special Lucas coil and distributor ignition, twin S.U. carburettors with thermo-electric starting catalytic.

FRAME. Underlying frame of immense strength. Box-sectioned throughout, 8½ deep side members.


SUSPENSION. Long, flat, low periodicity road springs with lead coated leaves, controlled by special Lucas bush type shock absorbers.

BRAKES. 14" x 1½" Girling hydraulic brakes operated through balanced linkage. Ferodo 0.21 leaves, hard-brake operated on all four wheels, deeply ribbed Michelin brake drums.

STEERING. Rurman Douglas worm and nut steering. Light yet positive at all speeds. Electro-natural adjustable steering wheel.

FUEL SUPPLY. By electric pump from 14-gallon rear tank with reserve tap.


INSTRUMENTS. 5½ 100 m.p.h. speedometer. 5½ revolution counter, ammeter, oil pressure gauge, clock, water temperature gauge, self-cancelling indicators with warning light. Petrol gauge.

UPHOLSTERY AND CARPETING. Upholstered throughout in finest quality Vaumol hide and Dunlopillo. Floor thickly carpeted over felt underlay.

WHEELS AND TIRES. Dunlop centre-lock splined hub racing type wheels. 18" diameter rim fitted with 6.50 x 16 Dunlop 105 semi suntread tyres.

SEATING. All seats upholstered in Vaumol hide and Dunlopillo. Front seats adjustable on Leversol slides. Heavily padded folding centre arm rests in rear compartment, also side arm rests of club chair type.

SPARE WHEEL AND TOOLS. Tools are housed individually in specially made room proof container in rear locker lid. Spare wheel carried in separate compartment beneath locker.

LUGGAGE ACCOMMODATION. Ample accommodation for luggage is provided in the large rear locker, the list of which may be lowered to form platform for additional luggage.

EASY JACING. Any wheel may be raised clear of the ground with the minimum of effort in 15 seconds by means of special easy-ift jack.

Prices - 1½ Litre £118, 2½ Litre £215, 3½ Litre £466

The Drophead Coupe is here shown fully opened.
THE 1½ LITRE JAGUAR SALOON

ENGINE. Four-cylinder engine, 1.5 m. bore x 1.0 m. stroke, 1008 c.c. (Forestry rating 15.56 h.p.). Carburettor: Zenith. Overhead valves, 3 bearing counter-weighted crankshaft, aluminium pistons, chrome iron cylinder block, light alloy connecting rods, machined combustion chamber, cooling by pump circulation with by-pass thermostat control, forced lubrication throughout by submerged oil pump, Teflonvit oil filter, coil ignition, S.U. down-draught carburettor.

FRAME. Double frame of great strength, box section throughout.


SUSPENSION. Long, low, high periodicity rear springs with lead coated leaves, controlled by special Lucas shock absorbers.

BRAKES. Girling rod operated brake system with 12-inch diameter, heavily ribbed Milsomie drums.

STEERING. Hydraulic Woodruff worm and nut steering. Light yet positive at all speeds. Bluemel adjustable steering wheel.

FUEL SUPPLY. By mechanical pump from 14-gallon rear tank with reserve tap.

ELECTRICAL EQUIPMENT. Lucas de luxe throughout. 12-volt set with verniculated dynamos. Large diameter head-lamps, stop and reverse lights. Two interior lights, twin blende hood lamps. Twin blinkers independently driven electro-silvered wipers.

INSTRUMENTS. 6" trip speedometer, 6" revolution counter, ammeter, oil pressure gauge, water temperature gauge, self-cancelling trafficators, with warning light. Clear indicator. Petrol gauge.

WHEELS AND TYRES. Dunlop centre-lock rimless hub racing type wheels. 16" diameter rims fitted with Dunlop 3.50 x 18 R.90R tyises.

UPHOLSTERY AND CARPETING. Upholstered throughout in finest quality Vaquetta hide and Dunlopillo. Floor footed carpeted over felt underlay.

SEATING. All seats upholstered in Vaquetta hide and Dunlopillo. Front seats adjustable on Leverett slide rails. Heavily padded folding centre arm rest in rear compartment, side arm rests of club chair type.

SPARE WHEEL AND TOOLS. Tools are housed individually in specially shaped sound proof container in rear locker lid. Spare wheel carried in separate compartment beneath boot.

LUGGAGE ACCOMMODATION. Simple accommodation for luggage is provided in the large rear boot, the lid of which may be lowered to form platform for additional luggage.

EASY JACKING. Any wheel may be raised clear of the ground with the minimum of effort in 15 seconds by means of special easy-lift jack.

Price = £293

Wheelbase 9' 4½" Track 4' 7½"
THE JAGUAR "100" MODEL
(On 3½ Litre and 2½ Litre Chassis)

3½ LITRE SPECIFICATION

ENGINE: Six-cylinder engine, 73 mm bore x 100 mm stroke. 2606 c.c. (T.E.R. 85.4 b.h.p.). Tax A.15.

Overhead valves, push rod operated, large diameter, counter-weighted crankshaft, seven large oil, pressure, steel, ball-bearings. Connecting rods of special alloy steel. Chromium iron cylinder block, detachable head. 7.2 to 1 compression ratio, cooling by pump circulation with by-pass thermostat control, water-cooled oil pump, forced lubrication throughout, complete circulation filter, oil cooler, special Lucas coil and distributor ignition, twin B.U. carburettors with electrically controlled choke. Dual exhaust system.

TRANSMISSION: 4-speed gearbox with synchromesh on 2nd, 3rd and top. Gears are specially cut overlapping double helical type, extra large diameter synchromesh cups. Hardy Spicer all-metal propeller shaft in needle roller bearings, single plate 10" diameter clutch. Gear ratios: 1st 10.56; 2nd 8.7: 3rd 6.38; 4th 4.60.

SUSPENSION: Lead coasted road springs in special skidding transverse bearings. Lucas C.M.P. and Hardwood friction type shock absorbers on front. Lucas C.M.P. on rear.

BRAKES: Girling brake rod operated. 12" x 1½" effective surface. Large diameter deeply ribbed Moundre drums. Ferodo Hard Z. linings. Hard and soft operation on all four wheels.

STEERING: Double ball bearing worm and nut steering. Light yet positive at all speeds. Electrically adjustable steering wheel.

FUEL SUPPLY: By two electric pumps from 14 gallon rear tank with reserve tap.

ELECTRICAL EQUIPMENT AND INSTRUMENTS: Lucas de Luxe 12 volt set with vernish-enamelled dynamos. Large diameter headlamps with stone guards. Stop and reverse light. Twin bladed inset horns. 100 m.p.h. speedometer, revolution counter, petrol gauge, oil pressure gauge, water temperature gage, ammeter, clock, twin bladed screen wipers.


WHEELS AND TYRES: Dunlop centre-lock spoked hub, screw-type wheel. 16" diameter rim fitted with Dunlop 5.50 x 16" "Tour" tyre.

DIMENSIONS: Wheelbase 8' 6"; track 4' 6". Overall length 15' 8". Overall width 5' 2".

Price - £448

2½ LITRE SPECIFICATION

ENGINE: Six-cylinder engine, 73 mm bore x 100 mm stroke. 2606 c.c. (T.E.R. 85.4 b.h.p.). Tax A.15.

Overhead valves, push rod operated, large diameter, counter-weighted crankshaft, seven large oil, pressure, steel, ball-bearings. Connecting rods of special alloy steel. Chromium iron cylinder block, detachable head. 7.2 to 1 compression ratio, cooling by pump circulation with by-pass thermostat control, water-cooled oil pump, forced lubrication throughout, complete circulation filter, oil cooler, special Lucas coil and distributor ignition, twin B.U. carburettors with electrically controlled choke. Dual exhaust system.


SUSPENSION: Lead coasted road springs in special skidding transverse bearings. Lucas C.M.P. and Hardwood friction type shock absorbers on front. Lucas C.M.P. on rear.

BRAKES: Girling brake rod operated. 12" x 1½" effective surface. Large diameter deeply ribbed Moundre drums. Ferodo Hard Z. linings. Hard and soft operation on all four wheels.

STEERING: Double ball bearing worm and nut steering. Light yet positive at all speeds. Electrically adjustable steering wheel.

FUEL SUPPLY: By two electric pumps from 14 gallon rear tank with reserve tap.

ELECTRICAL EQUIPMENT AND INSTRUMENTS: Lucas de Luxe 12 volt set with vernish-enamelled dynamos. Large diameter headlamps with stone guards. Stop and reverse light. Twin bladed inset horns. 100 m.p.h. speedometer, revolution counter, petrol gauge, oil pressure gauge, water temperature gage, ammeter, clock, twin bladed screen wipers.


WHEELS AND TYRES: Dunlop centre-lock spoked hub, screw-type wheel. 16" diameter rim fitted with Dunlop 5.50 x 16" "Tour" tyre.

DIMENSIONS: Wheelbase 8' 6"; track 4' 6". Overall length 15' 8". Overall width 5' 2".

Price - £395
1½ LITRE JAGUAR CHASSIS SPECIFICATION

ENGINE. Four-cylinder engine, 78 mm. bore x 100 mm. stroke. 1775 c.c. (Torsion rating 13.63 h.p.). Torsion 110 130. Overhead valves. 5-bearing counter-balanced crankshaft. Aluminium pistons, chrome tcn cylinder block. Light alloy connecting rods, machined combustion chamber, cooling by pump circulation with by-pass thermostatic control. Forced lubrication throughout by submerged oil pump. Tachometer, oil filter, coil ignition, S.U. down-draught carburettor.

FRAME. Rigid frame of great strength, box section throughout.


SUSPENSION. Long, flat, low periodicity road springs with lead coated leaves, controlled by special Lucas shock absorbers.

BRAKES. Clocking rod operated brake system with 12-inch diameter heated ribbed Millenium drums.

STEERING. Burman Douglas worm and nut steering. Light yet positive at all speeds. Universal adjustable steering wheel.

FUEL SUPPLY. By mechanical pump from 14-gallon rear tank with reserve tap.

ELECTRICAL EQUIPMENT. Lucas de luxe throughout. 12-volt set with ventilated dynamo. Large diameter head-lights, stop and reverse lights. Two interior lights, twin blended fog horns. Turn blade independently operated electric screen wipers.

INSTRUMENTS. 5 trip speedometer, 5 revolution counter, ammeter oil pressure gauge, water temperature gauge, self-cancelling trafficators, warning lamp. Clock, Ammeter, Petrol gauge.

EASY JAMMING. Any wheel may be raised clear of the ground with the minimum of effort in 15 seconds by means of special easy-lift jack.

WHEELS AND TYRES. Dunlop centre-lock spoked hub racing type wheels. 16-inch diameter rims fitted with Dunlop 90 x 7.25 x 15 tyres.
2½ LITRE JAGUAR CHASSIS SPECIFICATION

ENGINE. Box-cylinder engine, 73 mm. bore x 100 mm. stroke. 2983 c.c. (TUNED RATIO 10.5:1) Tax 1 1/2 HP. Overhead valves push rod operated. Carborizer-weighted crankshaft carried in seven bearings. Aluminium pistons, chrome iron cylinder block, light alloy connecting rods, machined combustion chambers and ports, thermostat head, cooling by pump circuit, driven by pump circuit with by-pass thermostat control. Submerged oil pump. Forced lubrication throughout. Complete circulation of oil. Special Lucas coil and distributor ignition. Twin S.U. carburettors with thermo-electric starting carburettor.

FRAME. Underframe frame of immense strength. Box-sectioned throughout. 2 1/2 deep box members.


SUSPENSION. Long, low, non-periodic road springs with leat coated leaves, controlled by special Lucas shock absorbers.

BRAKES. 14" x 1 3/4" Girling brake rod operated through balanced linkage.

Perforated 37 ZL linings, hand-brake operated on all four wheels, deeply ribbed. Millennium brake drums.

STEERING. Burman Douglas worm and nut eyes. Light yet positive at all speeds. Universal adjustable steering wheel.

FUEL SUPPLY. By electric pump from 14-gallon rear tank with reserve tap.


INSTRUMENTS. 3½ 100 m.p.h. speedometer, 5 revolution counter, ammeter, oil pressure gauge, clock, water temperature gauge. Self-cancelling indicators with warning light. Petrol gauge.

EASY JACKING. Any wheel may be raised clear of the ground with the minimum of effort in 4.5 seconds by means of special easy lift jack.

WHEELS AND TYRES. Dunlop centre lock splined hub racing type wheels. 18" diameter rim fitted with Dunlop 1600 x 18 tyres.
A sectional drawing of the 2½ Litre Saloon

This sectional drawing of the 2½ Litre Saloon illustrates a number of interesting features, including the wide doors ensuring ease of entry and exit, and the spacious interior with its luxurious seating and low, flat floor. The dual exhaust system can also be seen, whilst the line of the down-swept frame member can be followed. Note also the low centre of gravity and the position of the seating between the axles.

Price = £395

(Body dimensions, coachwork and all equipment except tyres are as detailed in 3½ Litre specification on page 2. The chassis specification is on page 11.)
The spare wheel is carried in separate compartment and is readily accessible by lowering the rear bumper, which is constructed to swing down without the use of tools. The wheel is secured by a metal strap with quick-release toggle fastener. Illumination of spare wheel compartment is provided from underside of number plate container.

Ample luggage accommodation is provided on all later models. Two large suit cases, each 30" x 18", can be carried in addition to smaller packages, whilst the boot lid is constructed to form a platform for additional luggage. Tools are individually housed in sound-proof container fitted with lamp and switch.

The instrument panel is of handsome design in beautifully figured walnut finish. The instruments themselves, being resilient and devoid of chrome, do not distract the eye, whilst the general layout is in harmony with the quiet restfulness of the car's interior appointments. Two large oil-bath holes with flush fitting lids are provided.
RECENT COMPETITION SUCCESSES

MANUFACTURER'S TEAM PRIZE

WISDOM RALLY, 1957

Mr. W. H. WISDOM wins the 2½ Litre Jaguar which made the best performance of any British Car in the 1957 International Alpine Trial winning the Glacier Cup and retaining the second best performance of all entries irrespective of classification.

Mr. J. H. HARROP, who secured the highest number of marks of all entries in the 1957 R.A.C. Rally has been negotiating the Trial Hill at Hastings.

Mr. T. H. WISDOM at the wheel of the 2½ Litre Jaguar which he won the 1957 Manufacturers Team Prize and Club Team Prize in the WISDOM RALLY. Car No. 31, privately owned and driven by Mr. H. H. JACOBS, also won the Premier Award for the best individual performance.

Below is a review of recent successes achieved by Jaguar cars in competitive events held under widely varying conditions. This information is given, not as a list of racing successes, but simply as an indication of the performance and reliability of the Jaguar in the hands of private owners. With the exception of the 2½ Litre driven by Mr. T. H. WISDOM at Brooklands (where the only declaration from standard were road regulations and solo entries) these successes have been gained by privately owned production models.

MAINE GRAND PRIX, JULY 11TH (2½ LITRE CLASS).

Won by a 2½ Litre Jaguar at an average speed of 68.98 m.p.h.

INTERNATIONAL ALPINE TRIAL, AUGUST 20TH, 1956.

100% performance by a 2½ Litre Jaguar. Best performance of any British car and second best performance in the whole trial.

SHELLEY WALSH HILL CLIMB, SEPTEMBER 12TH, 1956.

2½ Litre Unsupercharged Class won by 2½ Litre Jaguar.

BROOKLANDS M.G.C. MEETING, SEPTEMBER 30TH, 1956.

Four 2½ Litre Jaguars entered. All gained Premier Awards—the fastest averaging 93-01 m.p.h. for 31 laps and securing second place in a field of 19 cars. This car subsequently won a 2 lap handicap race at 93-00 m.p.h.

MONTE CARLO RALLY, JANUARY 30TH, 1957.

2½ Litre Jaguar wins R.A.C. Cup. In Monte Carlo Rally for best performance by car starting from John O'Groats.

R.A.C. RALLY, MARCH 6-9TH, 1957.

In addition to securing highest number of marks in the Rally, Jaguar cars won the Manufacturers' Team Prize and prizes for best performance by competitor starting from Buxton and Leamington.

WELSH RALLY, JUNE 30TH, 1957.

In addition to winning the Premier Award a team of 2½ Litre Jaguar cars won the Manufacturers' Team Prize, Club Team Prize, two starting control awards and Boxted Class Award.

VILA REAL INTERNATIONAL CIRCUIT, JULY 28TH, 1957.

This continental road race of nearly 100 miles over a winding course was won by a 2½ Litre Jaguar, which also broke the sports car lap record with a lap of 88-181 K.P.H.

B.A.C. BROOKLANDS AUTUMN MEETING, OCTOBER 18TH, 1957.

First Autumn Handicap won by 2½ Litre Jaguar at an average speed of 111-03 m.p.h. with a fastest lap of 110-02 m.p.h.

Mr. T. H. WISDOM at the wheel of the 2½ Litre Jaguar with which he won the 1957 Manufacturers Team Prize and Club Team Prize in the WISDOM RALLY. Car No. 31, privately owned and driven by Mr. H. H. JACOBS, also won the Premier Award for the best individual performance.

This team of 2½ Litre Jaguars won the Manufacturers' Team Prize in the 1957 R.A.C. Rally.
**COLOUR SCHEMES**

The colour schemes listed below are standard, and any deviations involving special treatment of exterior or upholstery entail the following extra charges:
- Non-standard exterior colour, £5 (Pearl Essence or White £10 extra).
- Special colour for wheels £1.1s.0d. extra per set of five wheels.
- Non-standard upholstery colour (for any deviation from standard arrangement of upholstery and exterior colours), £2.10s.0d.

<table>
<thead>
<tr>
<th>COACHWORK</th>
<th>INTERIOR</th>
<th>HOOD (COUPÉ MODELS ONLY)</th>
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<tbody>
<tr>
<td>OLIVE GREEN</td>
<td>OLIVE GREEN, BEIGE</td>
<td>FRENCH GREY, BLACK</td>
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<tr>
<td>MAROON</td>
<td>MAROON, BEIGE</td>
<td>FRENCH GREY, GUNMETAL GREY, BLACK</td>
</tr>
<tr>
<td>SUEDE GREEN</td>
<td>SUEDE GREEN</td>
<td>FRENCH GREY, BLACK</td>
</tr>
<tr>
<td>DARK BLUE</td>
<td>DARK BLUE, BEIGE</td>
<td>FRENCH GREY, BLACK</td>
</tr>
<tr>
<td>IVORY</td>
<td>RED, BEIGE, SUEDE GREEN</td>
<td>DARK SAND, BLACK.</td>
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<tr>
<td>MOUNTAIN ASH GREEN</td>
<td>SUEDE GREEN</td>
<td>FRENCH GREY, BLACK</td>
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<tr>
<td>SIRCH GREY</td>
<td>RED, SILVER-BLACK</td>
<td>FRENCH GREY, BLACK</td>
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<tr>
<td>BATTLESHIP GREY</td>
<td>RED, SILVER-BLACK</td>
<td>FRENCH GREY, BLACK</td>
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<td>LAVENDER GREY</td>
<td>RED, SILVER-BLUE</td>
<td>GUNMETAL GREY, FRENCH GREY, BLACK</td>
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<tr>
<td>GUNMETAL</td>
<td>RED, SILVER-BLACK</td>
<td>GUNMETAL GREY, FRENCH GREY, BLACK</td>
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<td>HONEYSUCKLE</td>
<td>RED, BEIGE</td>
<td>DARK SAND, BLACK.</td>
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<tr>
<td>BLACK</td>
<td>BROWN, RED, OLIVE GREEN, SILVER-BLACK, BEIGE, PIGEON GRAIN TAN</td>
<td>DARK SAND, FRENCH GREY, BLACK.</td>
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Owing to the fact that carpets, carpet bindings, and door pippings are supplied in colours to match standard upholstery only, it is strongly recommended that patterns of these items be requested before a final decision is made on non-standard upholstery. In the absence of any instructions to the contrary, non-standard upholstery will be supplied with carpets, carpet bindings, and door pippings in a stock colour nearest or most appropriate to the upholstery chosen.

**EXTRAS**

The extras listed 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. Owing to the fluctuating nature of the demand for extras, it is impracticable to establish separate works facilities for the purpose of fitting them, nor is it possible to apply normal production and assembly routine in this direction. The fitting of extras thus poses difficulties in the form of interrupted routine for which appropriate charges have to be made—but which are set at the lowest possible figure.

<table>
<thead>
<tr>
<th>Description</th>
<th>£ s. d.</th>
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<tbody>
<tr>
<td>Ace Wheel Discs for 2½ and 3½ Litre, Black or Polished Aluminium, per set</td>
<td>9 17 6</td>
</tr>
<tr>
<td>Ace Wheel Discs for 2½ and 3½ Litre, polished to match colour of car, per set</td>
<td>11 2 6</td>
</tr>
<tr>
<td>Ace Wheel Discs for 2½ and 3½ Litre, all chromium plated, per set</td>
<td>13 2 6</td>
</tr>
<tr>
<td>Ace Wheel Discs for 1½ Litre, Black or Polished Aluminium, per set</td>
<td>8 15 0</td>
</tr>
<tr>
<td>Ace Wheel Discs for 1½ Litre, polished to match colour of car, per set</td>
<td>10 0 0</td>
</tr>
<tr>
<td>Ace Wheel Discs for 1½ Litre, all chromium plated, per set</td>
<td>13 10 0</td>
</tr>
<tr>
<td>Fitting Charge, all models per set</td>
<td>1 5 0</td>
</tr>
<tr>
<td>Lucas type F.T. 88 chromium plated Fog Lamp (as fitted to 3½ and 2½ Litre models)</td>
<td>2 12 6</td>
</tr>
</tbody>
</table>

*Extra for wiring and fitting Fog Lamps, each: £0 7 6.*
*Special chromium plated Bar to carry Fog Lamps: £1 0 0.*
*Chromium plated Badge Bar (not suitable for fog lamps) £0 12 6.*
*‘Home’ translucent type Rear Number Plate (compulsory by regulations: as from 1/10/38) with polished aluminium front plate, per set: £1 7 5.*
*Radio, Philco model KG28, long and medium wave: £15 15 0.*
*Fabric covered Trunks to fit locker of Saloon and Coupe models, per pair: £4 4 0.*

*Philco sets subject to installation charge of £1 or new SS Cars equipped at our works.*

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**S.S. Cars Ltd., 1938**
GUARANTEE

On the sale or supply of all motor cars and goods by 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 condition as to quality or fitness for any particular purpose) whether express or implied by Statute, Common Law or otherwise, are excluded, and hereby expressly negatived.

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 to the Company within seven days of the purchase by the customer of any 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 (proved to the satisfaction of the Company) 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 expenses, including labour expended in dismantling or fitting arising out of repairs, nor does it accept any responsibility for repairs or the fitting or replacement parts executed by Agents, or other repairers. The Company will also not be responsible for defects, breakage, or breakdown caused by wear and tear, misuse or neglect. The judgment of the Company in all cases of claims shall be final and conclusive and the customer agrees to accept its decision as to defects and to the exchange of parts or parts. After the expiration of six months from the dispatch 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 from which the Company's identification marks or numbers have been altered or removed. The Company accepts no responsibility for tyres, instruments, electrical equipment, glass (or “Safety” Glass), or any other parts or accessories (other than for engines and 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:

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 SS Cars Limited, Tolworth, Surrey, carriage paid and clearly labelled with the seller'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) Classic 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.
4. If there has been any correspondence or an invoice rendered, the Company's reference number should be quoted.
5. Delivery of all goods supplied by the Company under this guarantee will be made at the Company's Works.
6. The term 'Agent' where used is in a complimentary sense only and those persons or firms who are supplied by the Company's 'Agent' are not authorised to advertise, incur any debts, transact any business, or incur any liabilities whatever on the Company's behalf, nor are they authorised to give any guarantee or warranty nor make any representations 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 or for 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 true catalogues from time to time as may be considered necessary for the purposes of improvement.

SS CARS LIMITED
HOLBROOK LANE
COVENTRY

TELEPHONE [Private Branch Exchange] Head Office and Works 5031 Service Department 3035 [Tennants]
TELEGRAMS: "JAGUAR, COVENTRY"

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