10,000 MILES WITH AN

S.S.1 SPORTS TOURER

Comfort, High Performance and a Fine Appearance the Main Features of a Distinctive Model

The 20 h.p. S.S.1 sports tourer has a very distinctive appeal. For £340 one can obtain a large, roomy and well-proportioned car, capable of over 80 m.p.h. In addition, the general performance is excellent and the straightforward design and slow-running engine make travel restful and maintenance a matter of simplicity.

With the car reviewed, 10,000 miles has been covered in four months. A broken fan belt on one occasion has been the sum total of departures from reliability, and one of the strongest impressions remains the effortless performance and comfort which have made really long journeys unifying and rapid.

When the car was purchased from Halsall Ltd., the running-in was begun according to a rigid schedule. Colloidal graphite was added to the sump and an upper cylinder lubricant was used in the petrol. For 1,000 miles 40 m.p.h. was not exceeded in top gear, and for the second 1,000 miles the speedometer needle was kept on the right side of 50 m.p.h. During the third 1,000 miles, the maximum speed was gradually increased as the engine and gearbox became noticeably freer.

The results of this early handling seem to justify the care taken, for the engine, recently decarbonised, shows no traces of wear, and is extremely sweet and smooth running. Of straightforward side-valve design, the engine owes much of this smoothness to a stiff 7-bearing crankshaft with large diameter main and big-end bearings. The pistons are aluminium,

An excellent driving position and convenient controls add to the charm.

like the cylinder head—which gives a compression ratio of approximately 7.1—and the cylinder block is of chromium iron, indicating a long life.

Probably the first thing which impresses the driver when he takes over the wheel is the delightful synchronesh gearbox. Upward changes from first, second and third gears can be made at speeds as high as 20 m.p.h., 40 m.p.h. and 65 m.p.h. if desired. The speed with which one can change up has a most invigorating effect upon the acceleration, so that the figure for the standing 1-mile is a good one, meaning that one quickly regains a high cruising speed. This liveliness also makes one almost invariably the first away after a traffic-light delay.

The 36-in. doors remove most of the objections to a two-door body. They make access to the comfortable rear seats quite free.

[Image of car and interior]
Two photographs giving details of the near-side engine layout, the flat-folding hood and rear luggage locker, in the list of which the side curtains are stored.

Below are the acceleration graphs and dimension plan, both indicating qualities likely to appeal.

Equally important to the driver is the position of the controls. These are all well placed, with the racing-type central handbrake lever a model for position which could be followed with advantage by many other manufacturers. So closely does it lie to the left hand. The clutch and brake pedals are not quite so light in operation as a woman might wish, but are positive. The steering wheel, spring-spoked and of 18 ins. diameter, is well placed and a light grip gives full control.

The steering gear ratio represents an excellent compromise. It is not particularly heavy when manoeuvring at low speeds, yet for general fast work is sensitive—in the good sense—and free from shock and chatter. An idealist might wish for a slightly more direct, higher geared feel when the car is going fast on a dusty day or for winding roads, but most drivers would find nothing to criticize in this direction.

The Performance

This brings us to the general performance. The low centre of gravity provided by the underfloor frame, in conjunction with the long flat springs of low periodicity, makes the comfort of riding and the road holding outstandingly good; proofed that the shock absorber adjustment is correct. This needs careful attention to give the best results. A personal preference inclines us to keep the André shock absorbers very tight on the front and very nearly as tight on the back. So adjusted, there is no roll, no pitching, little harshness, yet corners can be taken very quickly.

Two illusions frequently created by this model should be dispelled. One regards the visibility. In spite of the low built and low bonnet this is outstandingly good. Even with the original seating position a long section of the near-side wing could be seen below the sidelamp by a driver of medium height, whereas now, with the driving seat raised an inch (simply because a high seating position is a fact of the owner), the forward view is remarkable.

The other illusion concerns the ground clearance. Again the low build gives the impression that this must be very little. Actually the car has climbed Wrynose Pass and Hard Knott Pass, in the Lake District, without "grounding," and both are rough and rocky roads. Incidentally both climbs were made in second gear, except for a momentary change into bottom for the worst hairpins. This little trip also proved the adequacy of the steering lock.

Long Journeys

Long journeys in the West Country, Wales and Scotland, have proved the car’s capacity for satisfying performance in convectoring manner. A cruising speed of round about 70 m.p.h. can be held indifferently on good roads, and the springing deals with bad roads in a way which makes high average possible, whilst the bump is taken right out of Lancashire cobblestones.

The detail work is appreciated by experienced motorists. The Triplex screen, for example, folds flat or opens upwards. The rear seats are as low as the front, giving really good protection and seating comfort, whilst a permanent arm rest prevents away. A luggage trunk at the back will take one large or two small suitcases. The weather equipment is well-fitting and rigid and the door-cutaways allow free elbow movement without admitting a draught to the small of the back. Head room with the hood up and leg room in all the seats are really good. A Wilson sandwich bumper is fitted at the front.

The S.S.I TOURER

**TABULATED DATA—S.S.I TOURER**

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<th>CHASSIS DETAILS</th>
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<td><strong>Engine:</strong> Six cylinders; side by side valves; coil ignition; seven-bearing crankshaft; 73 mm by 100 mm (2,663 c.c.) Tax, £15.</td>
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<td><strong>Gearbox:</strong> Four forward speeds, with center remote control, hypoid worm engagement of second, third and top gears. Ratios, 4.25, 5.33, 8.98, 15.3 to 1.</td>
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**PERFORMANCE**

**Speeds on Geours:** Top, 114.5 m.p.h. (screen flat); third, 75 m.p.h. second, 40 m.p.h. Minimum speed on top gear, 8 m.p.h.

**Acceleration:** From standstill through the gears to 80 m.p.h., 23 secs. Standing 60, 22 secs. Average speed, 49 m.p.h.

**Topley Performance Figures:** Maximum pull in lb. per ton on gradient, top, 220 lb.; third, 300 lb.; second, 450 lb. Corresponding gradients climbable at a steady speed are, 1 in 10, 1 in 7.5 and 1 in 4.75, respectively.

**Petrol Consumption:** Driven hard, 18 m.g.

**Braking Efficiencies:** Measured by Topley meter, using the pedal only, 97 per cent. from 50 m.p.h.; 85 per cent. from 40 m.p.h. Corresponding stopping distances are 32 ft. from 30 m.p.h. and 62 ft. from 40 m.p.h.

**DIMENSIONS**

**Leading Measurements:** Wheelbase, 9 ft. 11 ins.; track, 4 ft. 5 ins.; overall length, 15 ft. 6 ins.; overall width, 5 ft. 5 ins.; height (hood up) 4 ft. 9 ins. Ground clearance, 6 ins.

**Turning Circles:** Left and right, 40 ft.

**Wheels and Tyres:** Delcot "90" 5.5-in. covers, on 15-in. Rudge-Whitworth centre-lock wire wheels.

**Weight:** As tested with two up, 292 cwt.; unloaded, 261 cwt.

**Price:** £340.