The
DROr HEAD COUPE
SPECIFICATION


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. Synchromesh gears on second, third and top. Hardy-Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive. Easy to hard change speed lever.

GEAR RATIO. 16 h.p.: Top, 4:50; Third, 6:18; Second, 9:51; First, 16:20. 20 h.p.: Top, 4:25; Third, 5:83; Second, 8:98; First, 15:30.

SUSPENSION. Ensuring smooth and steady road-holding with maximum comfort at all speeds. Long flat road suspension of low periodicity, mounted on "Silentblock" bushings. The easily accessible locking pads ensure quick erection. Harford friction type shock absorbers front and rear.

BRAKES. Highly efficient Bendix Duo-Servo. Hand and foot operate on all four wheels. Quick-action spring release hand brake lever for racing type.

STEERING. Marles Weller cam and lever type.

AXLES. Semi-floating rear axle with one-piece steel casing. Four pinion differential. Front axle: 1/16" 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 fuel filler is of 2½" diameter with quickly detachable bayonet fixing cap.

WHEELS AND TYRES. Rudie-Wilshurst centre-lock splined hub type racing wheels. 18" rims with chromium plated rim edges fitted with Dunlop 9:56 x 18 tyres. Spare wheel with metal cover silenced to match car.

ELECTRICAL EQUIPMENT. 12-volt set. Large type QBD 1665, GC head lamps with motor to match radiator cap, and dip and switch control above steering wheel. Finger-tip operated ignition control. Stop light. Reversing light. Sports type wing lamps. Special Lucas type blended note horns, clamped to match head lamps, chromium plated with grille to match the radiator, are fitted to each dumb iron. Lamps and horns all chromium plated finish.

COACHWORK. The body, constructed on the soundest lines, is of extreme strength. The frame is of prime quality selected ash through, reinforced by aluminium and steel brackets.

DIMENSIONS. Wheelbase, 9' 11". Track, 4' 5½". Overall length, 15' 6". Overall width, 5' 5½". Overall height, 4' 7". Width of body inside, 4' 6½". Width of doors, 3' 6½". Centre of backrest to pedals adjustable, 3' 8½" maximum; 3' 2½" minimum. Height of backrest (front and rear), 2' 1½". Depth of body inside, 3' 5½'. Back of front seat to centre of rear seat backrest, 3' 6½" maximum; 3' 1½" minimum.

COLOURS

BODY, WHEELS AND WINGS

Upholstery

Brown, Silver-Black, Red, Green, or Beige.

Body

Beige or Black.

Wheels

Beige or Black.

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Special Note Regarding Head Material

The material used for the head is from an exclusive source of supply and is the very finest procurable. Of close texture and with a smooth silken finish, it is faced on the reverse side with a handsome braid fabric which lends a pleasing and dignified richness to the interior of the car. The standard harness is of an attractive natural shade specially chosen to harmonise with any selected colour scheme. Other colours can be supplied to order, but owing to the need for special dying and making-up, an additional charge of £2 10s. Od. is charged necessary for colours other than beige or black.

We reserve the right to amend the specification contained in this leaflet from time to time as may be considered necessary for the purposes of improvement. The Guarantee for the model is as stated in the Company's complete catalogue.
A Full Four
INSTANTLY CONVERTIBLE

In the $8$1 Drophead Coupe will be found, not only every requirement sought by those requiring a dual purpose car, but a number of additional advantages unobtainable in any other make of car fitted with a body of the convertible type. With the head erected, this $8$ is, in every respect, a town coupe with that elegance of appearance inseparable from the $8$8 marque. With the head lowered, it is completely transformed into an open touring car possessing a clean, unbroken line from bonnet to tail—an effect achieved by means of an exclusive arrangement of the head linkwork, which enables the head to be lowered into the specially designed trunk where it is invisible and, furthermore, protected from dust.

Prices £380 (16-$)
Seater Coupe

ABLE TO AN OPEN CAR

NUMBERSOME and unsightly folding cantrails are superseded by another exclusive feature—the detachable pillar-cantrail fashioned in one unit. Instantly removable, these pillar-cantrails are carried, when not in use, in special receptacles concealed within the doors. Conversion from closed to open car, and vice versa, is speedily and simply effected without the need for special tools or winding handles. Of irreproachable appearance, open or closed, with a road performance outstanding among modern high performance cars, the SS Drop Head Coupe is in no sense a compromise, but is the embodiment of every feature justifying its right to the title of "The Perfect Dual Purpose Car."

(S.S.) £358 (20-H.P.)