## THE



1934

The S.S.I. Saloon and Coupe The S.S.I. Open Four Seater The S.S.II. Saloon and Coupé 16 H.P. Coupé £335 20 H.P. Coupé £340

PRICE



PRICE 16 H.P. Saloon £340 20 H.P. Saloon £345

COACHWORK. Coachbuilt, with leather grained head and large travelling trunk. The body, constructed on the soundest lines, and of extreme strength, represents the linest example of craftsmanship. The frame is of prime quality selected ash throughout, reinforced by aluminium and metal brackets. Everything possible has been done to ensure lasting and trouble-free quality. The accommodation is greatly increased and affords the utmost degree of comfort.

DOORS. Flush fitting and exceptionally wide, ensuring ease of access: the doors are hinged on double-strength standing pillars from bottom side to cantrail, by means of special self-aligning chromium plated hinges, incorporating Enots greaze nipples. Spring-loaded all-steel door checks are fitted to the bottom of the doors, secured to the chassis frame. Positive action slam locks are fitted, and each door is equipped with adjustable Bedford buffers.

HEAD. Leather grained, with chromium plated dummy head joints, chromium weather moulds protecting the doors and chromium bead down hinge pillar and waistline.

TRUNK. Leather grained with futuristic heavily chromium plated hinged security catches and key lock. The accommodation has been increased considerably and large suit cases, also golf clubs, may be carried quite easily. SLIDING ROOF. Quick action, self-lifting, single control operation.

Perfectly flush fitting, with very large opening, which is invisible when in the closed position.

WINDOW LIGHTS. Safety glass winding type.

WINDSCREEN. Patent type of entirely new and simplified design, with swept top rail and radiused corners. Opening from the bottom and hinged at the top with two patent hinges, the screen is quickly operated. The hinges are of the concealed type, obviating any obstruction of vision. Lucas duo blade windscreen wiper is fitted. The back light is mounted in chromium channel and may be opened to give additional ventilation.

BONNET. Stainless steel hinge and heavily louvred side panels with quickaction security fasteners.

WINGS. One-piece pressings, with deep valances, ensuring adequate protection.

UPHOLSTERY. Finest quality Vaumol hide throughout, in a range of colours to tone with the exterior colour scheme.

CABINET WORK. The instrument panel, door cappings and fillets are of polished figured walnut.

CARPETING. The floor is thickly carpeted in colours to harmonise with the exterior finish.

SEATS. Full advantage has been taken of the increased track measurement, and four adult passengers are accommodated in the highest degree of comfort.

The rear seats are constructed as two small arm chairs, and are deeply sprung with Swallow patent spring case cushions and back rests. The arm rest is heavily padded with a special cushion rubber. (The arm rest may be omitted if desired, but the axle shaft tunnel renders a one-piece cushion impracticable). Deep foot wells provide ample leg room. The front seats are constructed on similar lines to those at the rear, but there is of course no arm rest. The same remarkable comfort is effected for heath discussed accesses. same remarkable comfort is afforded for both driver and passenger, and the front seats are quickly adjustable by means of special slide rails, whilst the back rests hinge forward.

ENTRY AND EXIT to and from the rear compartment is made extremely easy by the exceptionally large doors.

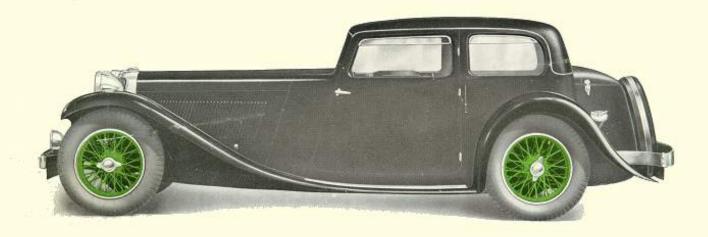
HEAD ROOM sufficient for the tallest passenger is made possible by the special dropped chassis frame.

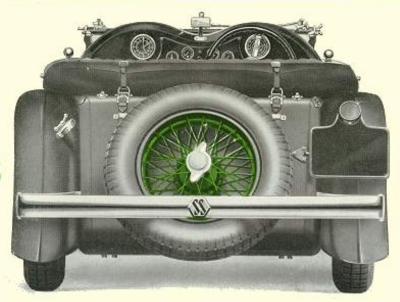
INSTRUMENTS. Illuminated panel of special unique design, with hexagon mountings for electric clock, 85 m.p.h. trip speedometer, ammeter, oil pressure gauge and radiator thermometer combined, and electric petrol gauge.

ACCESSORIES. Complete suite of interior fittings in polished chromium, incorporating interior mirror, roof lamp and switch, rear blind with driver's hand control, and ash tray.

TRAFFICATORS with concealed direction arms are also fitted (self-

SPARE WHEEL COVER. In colour to match, with chromium band:





16 H.P. £335

20 H.P. £340

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 zinclalloy casting, the filler cap being the quickly detachable bayonet fixing type.

BUMPERS. Exceptionally substantial and of attractive appearance: are domed 31-in. section. Those at the rear protect the spare wheel and trunk.

ELECTRICAL EQUIPMENT. 12-volt set, Large type QBD/166S/GC head lamps with motif 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, domed to match head lamps, chromium plated with grille fronts to match the radiator, are fitted to each dumb iron. Lamps and horns are chromium plated finish.

chromium plated finish.

COACHWORK. Coachbuilt with leather grained large travelling trunk. The body, constructed on the soundest lines and of extreme strength, represents the finest example of craftsmanship. The frame is of prime quality selected ash throughout, reinforced by aluminium and metal brackets. Everything possible has been done to ensure lasting and trouble-free quality. The accommodation is greatly increased, full advantage having been taken of the 2-in. increase in the track measurement. The utmost degree of comfort is afforded.

DOORS. Flush fitting and exceptionally wide, ensuring ease of access; the doors are hinged on double-strength standing pillars from bottom side to cantrail, by means of special self-aligning chromium platted hinges, incorporating Enots grease nipples. Spring-loaded all-steel door checks are fitted to the bottom of the doors, secured to the chassis frame. Positive action slam looks are fitted, and each door is equipped with adjustable Bedford buffers.

TRUNK. Leather grained with futuristic heavily chromium plated hinged security catches and key lock. The accommodation has been increased considerably, and three or four large suit cases may be carried quite easily. Quickly accessible tool kit and side curtain locker are also accommodated.

WINDSCREEN. Folding and opening windscreen, of sound construction with swept top rail. Lucas duo-blade windscreen wiper is fitted.

ALL-WEATHER EQUIPMENT is distinctly neat, and provides draughtproof protection. The side curtains are rigidly secured and may be erected independently of the hood. The centre panels of the front side curtains are hinged to open for signalling purposes.

BONNET. Stainless steel hinge and heavily louvred side panels with quick action security fasteners.

WINGS. One-piece pressings, with deep valances, ensuring adequate protection.

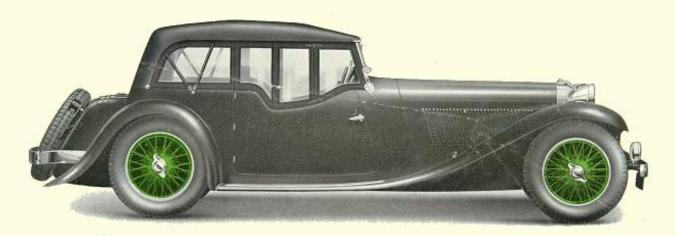
UPHOLSTERY. Finest quality Celstra hide throughout, in a range of colours to tone with the exterior colour scheme.

CARPETING. The floor is thickly carpeted in colours to harmonise with the exterior finish.

SEATS. Full advantage has been taken of the increased track measurement, and four adult passengers are accommodated in the highest degree of comfort. The rear seats are constructed as two small arm chairs, and are deeply aprung with Swallow patent spring case cushions and back rests. The arm rest is heavily padded with a special cushion rubber. (The arm rest may be omitted if desired, but the axie shaft tunnel renders a one-piece cushion impracticable). Deep foot wells provide ample leg room. The front seats are constructed on similar lines to chose at the rear, but there is of course no arm rest. The same remarkable comfort is afforded for both driver and passenger, and the front seats are quickly adjustable by means of special slide rails, whilst the back rests hinge forward.

ENTRY AND EXIT to and from the rear compartment is made extremely easy by the exceptionally large doors.

INSTRUMENTS. The instrument facia panel is equipped with 5-in, combined revolution counter and 85 m.p.h. speedometer, 5-in, clock with trip minute finger and English and French figuring, oil gauge, thermometer, petrol gauge, ammeter, starter button, key switch, and inspection lamp plug.



PRICE

10 H.P. Coupé £260 12 H.P. Coupé £265



PRICE 10 H.P. Saloon £265 12 H.P. Saloon £270

COACHWORK. Coachbuilt, with leather grained head and large travelling trunk. The body, constructed on the soundest lines, and of extreme strength, represents the finest example of craftsmanship. The frame is of prime quality selected ash throughout, reinforced by aluminium and metal brackets. Everything possible has been done to ensure lasting and trouble-free quality. The greatly increased accommodation affords luxurious comfort for four passengers.

DOORS. Flush fitting and exceptionally wide, ensuring ease of access, the doors are hinged on double strength standing pillars from bottom side to cantrail by means of special self-aligning chromium plated hinges, incorporating Enots grease nipples. Spring-loaded all-steel door checks are fitted to the bottom of the doors, secured to the chassis frame. Positive action slam locks are fitted, and each door is equipped with adjustable Bedford buffers.

HEAD. Leather grained, with chromium plated dummy head joints, chromium weather moulds protecting the doors and chromium head down hinge pillar and waistline.

TRUNK. Leather grained with futuristic heavily chromium plated hinged security catches and key lock. Provides spacious accommodation for travelling

SLIDING ROOF. Quick action, self-lifting, single control operation. Perfectly flush fitting, with very large opening which is invisible when in the closed position.

WINDOW LIGHTS. Safety glass winding type.

WINDSCREEN. Patent type of entirely new design, with swept top rail and radiused corners. Opening from the bottom and hinged at the top with two patent hinges, the screen is quickly operated. The hinges are of the concealed type, obviating any obstruction of vision. Lucas due blade windscreen wiper is fitted. The back light is mounted in chromium channel and may be opened to give additional ventilation.

BONNET. Stainless steel hinge and heavily louvred side panels with quickaction security fasteners.

WINGS. One-piece pressings, with deep valances, ensuring adequate

UPHOLSTERY. Finest quality Vaumol hide throughout in a range of colours to tone with the exterior colour scheme

CABINET WORK. The instrument panel, door cappings and fillets are of polished figured walnut.

CARPETING. The floor is thickly carpeted in colours to harmonise with the exterior finish.

the exterior finish.

SEATS. Four adult passengers are accommodated in the highest degree of comfort. The rear seats are constructed as two small arm chairs, and are deeply sprung with Swallow patent spring case cushions and back rests. The arm rest is heavily padded with a special cushion rubber. (The arm rest may be omitted if desired, but the axle shaft tunnel renders a one-piece cushion impracticable). Deep foot wells provide ample leg room. The front seats are constructed on similar lines to those at the rear, but there is of course no arm rest. The same remarkable comfort is afforded for both driver and passenger, and the front seats are quickly adjustable by means of special slide rails, whilst the back rests hinge forward.

ENTRY AND EXIT to and from the rear remeasurement is made extremely.

ENTRY AND EXIT to and from the rear compartment is made extremely easy by the wide doors.

HEAD ROOM. Sufficient for the tallest passenger is made possible by

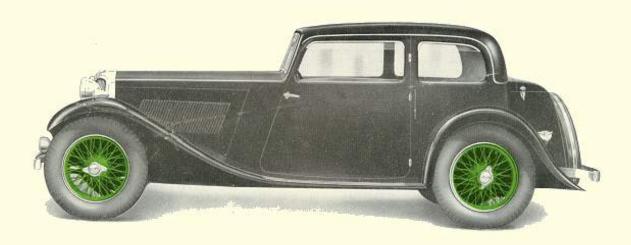
the special dropped chassis frame.

INSTRUMENTS. Illuminated panel of special unique design, with hexagon mountings for clock, trip speedometer, ammeter, oil pressure gauge, and electric petrol gauge.

ACCESSORIES. Complete suite of interior fittings in chromium, incorporating interior mirror, roof lamp and switch, rear blind with driver's hand control, and ash tray.

TRAFFICATORS with concealed direction arms are also fitted (self-

SPARE WHEEL COVER in colour to match with chromium band.



### COLOUR SCHEMES

A carefully selected range of artistic colour schemes is available—finished in highly polished cellulose as follows:

#### S.S.I. AND S.S.II. CGUPÉ AND SALOON

BODY	UPHOLSTERY	*WHEELS	WINGS	HEAD	TRUNK
Black	Brown or Black & Silver	Black	Black	Black	Black
Apple Green	Green	Apple Green	Black	Black	Black
Carnation Red	Red	Carnation Red	Black	Black	
Carnation Red	Red	Black	Carnation Red	Black	Black
New Birch Grey	Blue	New Birch Grey	Black or Birch Grey		Black
Primrose	Brown or Beige	Primrose	Black of Birch Grey	Black or Birch Grey	Black or Birch Grey
Lavender Grey	Blue			Black	Black
Dark Swallow Blue	Blue	Lavender Grey	Black or Lavender Grey	Black or Lavender Grey	Black or Lavender Grey
		Dark Swallow Blue	Dark Swallow Blue	Birch Grey	Birch Grey
Ivory	Green, Red, Brown or Beige	Ivory	Black or Ivory	Black or Ivory	Black or Ivory
Cream	Green, Red, Brown or Beige	Cream	Black	Black	Black
Nile Blue	Blue	Nile Blue	Black	Black	Black
Crimson Lake	Red	Crimson Lake	Black	Black	Black
Swallow Grey	Blue or Red	Swallow Grey	Black	Black	Black
Apple Green	Green	Apple Green	Olive Green	Olive Green	
Buff	Brown or Beige	Buff	Chocolate		Olive Green
Carnation Red	Red	Carnation Red		Chocolate	Chocolate
Crimson Lake	Red		Crimson Lake	Crimson Lake	Crimson Lake
Beige	Beige	Crimson Lake	Crimson Lake	Crimson Lake	Crimson Lake
Silver		Beige	Beige	Beige	Beige
SHARL	Blue	Silver	Blue	Blue	Blue (Extra charge £5)

\* All wheels have chromium placed edges.

Any deviation from standard order of cellulose, fabric or upholstery colour schemes, £2, 10, 0, extra each.

#### S.S.I. OPEN FOUR SEATER

All Black, Green upholstery and wheels, with Chromium Plated edges. All Black, Brown upholstery, Black wheels, with Chromium Plated edges. All Black, Red upholstery and wheels, with Chromium Plated edges. All Cream, Green upholstery and wheels, with Chromium Plated edges. All Carnation Red, Red upholstery and wheels, with Chromium Plated edges. All Beige, Brown upholstery and wheels, with Chromium Plated edges. All Nile Blue, Blue upholstery and wheels, with Chromium Plated edges.

- All Lake, Red upholstery and wheels, with Chromium Plated edges.
- All Olive Green, Green upholstery and wheels, with Chromium Plated
- All Lavender Grey, Blue upholstery and wheels, with Chromium Plated
- All Buff, Brown upholstery and wheels, with Chromium Plated edges, All Apple Green, Green upholstery and wheels, with Chromium Plated edges.

Any deviation from standard order of cellulose or upholstery colour schemes, £2, 10, 0, extra each,

#### EXTRAS

#### S.S.I. AND S.S.II. COUPÉ AND SALOON

Ace wheel discs, polished	aluminium,	S.S.I	£9.	7. 6.	per set	of fi	ve.
	and the same of the same of	5511 -	17	10 0			
If cellulose fi	nish to mate	h. £1. 5.	. 0. pe	r sec ex	ctra.		
Fitting	extra, £1.	5. 0. per	r set.				
Spot lamp, Chromium	Plated -		-	-	- £1.	5.	0.
Desmo Senior "Safebeam	" Chromiun	Plated F	og Lar	mp	- £3.	10.	D.
" Junior " Lucas Type F.T.37	**		×		- £2.		
Lucas Type F.T.37		.,			- £2.	10.	0.
Wi	ring and fitt	ing, 7/6	extra.				
Interior Visors with Amb	er Safety GI	ass	-	23	- £1.	1.	0,
C	Laborator State of the Control of th	AND DESCRIPTIONS	COLUMN TO	4.00-010-010-01-01-01-01-01-01-01-01-01-01		or and	

#### S.S.I. OPEN FOUR SEATER

Ace wheel discs, polished aluminium - - £9. 7. 6. per set of five. If cellulose finish to match, £1. 5. 0. per set extra. Fitting extra, £1. 5. 0. per set. Spot lamp, Chromium Plated - - -Desmo Senior "Safebeam" Chromium Plated Fog Lamp - £3, 10, 0, - £2, 10, 0, Lucas Type F.T.37 Wiring and fitting 7/6 extra.

Customers requiring aluminium, or Bluemel's enamel registration numbers, should specify these with their orders,

### DIMENSIONS

#### S.S.I. COUPÉ, SALOON AND OPEN FOUR SEATER

Overall	length	of car		0.000	10000	12.700	4.70	15' 6"
Overall	width	of car			333			5' 51"
Overall	height	(Coupe	and	Saloon)		200	233	4' 7"
Width	of body	inside			1000		9900	4' 0"
Width	of door	5					0.13	3' 6"
Centre	of back	rest t	o per	dals (adi	ustab	le)	3	8" max, 3' 2" min.
Height	of back	-rest (f.	ront	and rea	r)	S		2' 1"
Depth	of body	inside	(Cou	pé and	Salor	on)		3′ 5″
Back of	f front s	eat to	centre	of real	r. seat	back-r	est 3'	6" max. 3' 1" min.
Wheel	base	4.4	4.2		1.2	200		9' 11"
Track	17.25	05.50	0.00	18.50	1660	9000	4.4	4' 51"

#### S.S.II. COUPÉ AND SALOON

						E ( )
Overall length of	car	1000	4.4	224	20	14' 0"
Overall width of	car	201	2.33	23	4.4	4' 7"
Overall neight of	car	3.50	100	459	- 22	4' 6"
Width of body i	nside			33.	22	3' 9"
Width of doors		4.	0.55	55	24	3′ 6″
Centre of back r	rest to pe	dals (ac	fjustabl	le)	3	8" max. 3' 2" min.
Height of back-re			depres		2.5	2' 1"
Depth of body in	nside				64	3′ 5″
Back of front seat	to centre	of rea	r seat	back-r	est 3	5" max. 3' min.
Wheel base				100000	114	8' 8"
Track						27 1015

We reserve the right to amend the specification contained in this leaflet from time to time as may be considered necessary for the purpose of improvement.

#### GUARANTEE

The Guarantee for these models is as stated in the Company's complete Catalogue.

#### SWALLOW COACHBUILDING COMPANY LTD.

TELEPHONE 8027 (SIX LINES)

FOLESHILL, COVENTRY TELEGRAMS: SWALLOW, COVENTRY

## INTRODUCTION

#### FEATURES OF 1934

- MORE POWER
- MORE SPEED
- GREATER ACCELERATION
- SYNCHRO-MESH GEARS ON 2nd, 3rd and TOP
- LARGER AND MORE POWERFUL BRAKES
- INCREASED TRACK
- SILENT BLOC SHACKLES
- INCREASED SEATING ACCOMMO-DATION
- SINGLE-ACTION SLIDING ROOF
- INCREASED LUGGAGE
   ACCOMMODATION
- NEW RADIATOR WITH EXTERNAL QUICK-ACTION FILLER AND MOTIF
- DIRECTION INDICATORS (SELF-CANCELLING AND FLUSH FITTING)
- SPARE WHEEL COVER
- NEW HEAD LAMPS WITH MOTIF
- CHROMIUM-PLATED WHEEL RIM EDGES

HE S.S., embodying all those qualities which create the car of distinction, holds irresistible appeal to the motorist of 1934, to whom the possession of a car means much more than merely the ownership of a vehicle as a means of conveyance.

Increased power and acceleration render the performance of the 1934 model even more impressive than that of its predecessors.

Many new features are added to the specification, to meet the requirements of the most exacting owner, including synchro-mesh gears on second, third and top, re-designed large diameter brakes, and still further improved frame design.

The major units, engine, gearbox, etc., are specially manufactured by the Standard Motor Company, Ltd., whose world-famed engineering skill ensures complete mechanical perfection.

Compelling beauty of line and even more luxurious comfort distinguish the new models. The seating accommodation is greatly increased.

The 1934 range includes Coupé, Saloon and Open Sports models. No detail of the specification has been decided upon without careful deliberation, and the cars possess not only those features which are identified with reliability and satisfactory service, but also the refinements which render the S.S. a model unique amongst cars.





#### **FULL FOUR-SEATER**

The increasing popularity of the S.S. II. Coupé, which hitherto has been produced as a two-seater with provision in the rear for juvenile passengers only, indicates that not only does this model appeal to those who prefer a two-seater, but also to those who require a moderately priced four-seater of distinctive appearance and comprehensive equipment.

To meet this demand, the S.S. II. is re-designed and presented in entirely new form for 1934. Many improvements are incorporated and each detail of the specification has been embodied only after careful thought. Every refinement essential to render the S.S. II. unsurpassable in its class is now included in the equipment. The specially designed chassis has underslung dropped frame.

The seating accommodation, designed with the same meticulous care which has resulted in supreme comfort in all S.S. models, is for four adult passengers. The arm chair type rear seats, set between the wheel base, and on the same level as the front seats, are of similar design to those of the S.S. I. The maximum amount of spacious accommodation is utilised, and the result is luxurious riding comfort for four adult passengers.

S.S.II. SALOON MODEL For those who prefer four-light Coachwork, a new Saloon has been introduced. The specification of this Model is identical with that of the S.S. II. Coupé, with the addition of panelled rear quarter lights in the Saloon Head.





### OPEN FOUR SEATER SPORTS

The open sports car has always held, for a certain section of motorists, a stronger appeal than that of the closed model, and is now enjoying increasing popularity.

In presenting the S.S. I. Open Four-Seater Sports, therefore, the demands of open car enthusiasts are being fulfilled, and their requirements anticipated in a car of outstandingly handsome appearance and fascinating performance.

The car, built extremely low, is beautifully proportioned, and its long, sweeping lines convey an immediate impression of speed, which is confirmed by the ease with which the engine responds to the demands made upon it. Powerful acceleration adds infinite pleasure to the already appreciable thrill of handling this car with its spirited performance.

The seating is of the same design as that which renders the S.S. I. Coupé a superlatively comfortable car. Both front and rear seats afford ideal accommodation, those at the rear being on the same level as the front.

Those qualities which mark the modern sports car of distinction are incorporated in the S.S. I. Open Four-Seater Sports to a degree which renders it an entirely satisfying car.





#### **FULL FOUR-SEATER**

The beauty of the S.S. has now become a tradition, which the 1934 models will uphold. Characteristically elegant in line, colour and appointments, the S.S. I. maintains pre-eminence amongst those cars which fulfil the demands of the discerning purchaser.

Indisputably, it is a car of distinction, yet the design, achieved in low sweeping lines, is vividly modern.

It is a thrilling experience to take the wheel of an S.S. I. Possessing a powerful engine, the liveliest acceleration, and a silky smoothness which is fascinating, there is, in addition, a sensitiveness felt in few cars, a responsiveness which is a constant satisfaction. It has proved its efficiency and capabilities in Road Tests and Trials during 1933. The 1934 model has improved power unit, giving even greater speed and increased acceleration. Synchro-mesh gear box, and large brakes of high efficiency, are two of the improvements incorporated.

The comfort afforded to the passenger is ideal, and conducive to complete appreciation of travelling at an exhilarating speed, with utter smoothness and minimum effort, in a car which is remarkable for superb road holding. The 1934 S.S. I. possesses even more spaciously comfortable seating accommodation than the 1933 model, a 2-in, increase in the track measurement being exploited to the full,

S.S. I. SALOON MODEL

For those who prefer four-light Coachwork, a new Saloon has been introduced. The specification of this Model is identical with that of the S.S. I. Coupé, with the addition of panelled rear quarter lights in the Saloon Head.





ENGINE. Specially manufactured Standard Six cylinder. 16 h.p.: 65-5 m.m. bore × 106 m.m. stroke: 2143 c.c. Tax £16. 20 h.p.: 73 m.m. bore × 106 m.m. stroke: 2663-7 c.c. Tax £20. Side by side valves. Exceptionally stiff 7-bearing crankshaft. 2-in, diameter main bearing. 14-in. diameter big end. Aluminium pistons. Chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. High efficiency induction and exhaust manifold. 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.

GEAR RATIOS. Top. 4-75; third, 6-52; second, 10-21; first, 17-1.

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. × 12-in.; front springs, 34½-in. × 12-in.

BRAKES. Entirely new type highly efficient fully compensating Bendix Duo-Servo. Large Millenite cast brake drums, deeply ribbed, 12½-in, external diameter, hand and foot operated on all four wheels. The hand brake is readily accessible.

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  $5.50 \times 18$  tyres.

CARBURETTER. Special high speed type R.A.G. carburetter is fitted, imparting even greater smoothness and ease of acceleration to the engine. 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  $3\frac{1}{2}$ -in. section. Those at the rear protect the spare wheel and trunk. ELECTRICAL EQUIPMENT. 12-volt set. Large type QBD 166S,GC head lamps with motif 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, 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.

# E A DISTINCTIVE







**ENGINE.** Specially manufactured Standard six cylinder. 16 h.p.: 65-5 m.m. bore × 106 m.m. stroke; 2143 c.c., Tax £16, 20 h.p.: 73 m.m. bore × 106 m.m. stroke; 26637 c.c., Tax £20. Side by side valves. Exceptionally stiff 7-bearing crankshaft. 2-in. diameter main bearing. 12-in. diameter big end. Aluminium pistons. Chromitum iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. High efficiency induction and exhaust manifold. 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.

GEAR RATIOS. Top. 4-75; third, 6-52; second, 10-21; first, 17-1.

SUSPENSION. Ensuring smooth and steady road-holding with maximum comfort at all speeds. Long flat road springs of low periodicity, Shock

absorbers mounted on "Silentbloc" bushes. The easily accessible jacking pads ensure quick erection. Rear springs,  $42\frac{1}{6}$ -in.  $\times$   $1\frac{3}{6}$ -in.; front springs,  $34\frac{5}{6}$ -in.  $\times$   $1\frac{3}{6}$ -in.

BRAKES. Entirely new type highly efficient fully compensating Bendix Duo-Servo. Large diameter Millenite cast brake drums, deeply ribbed, 123-in, external diameter. Hand and foot operate on all four wheels. The hand brake is readily accessible.

STEERING. Maries Weller cam and lever type.

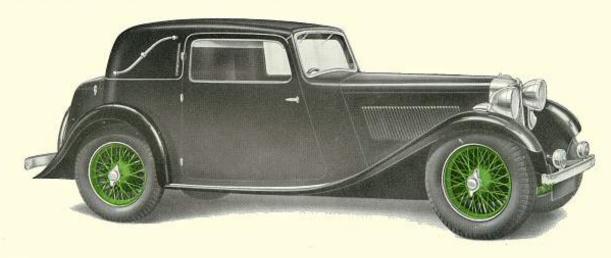
AXLES. Semi-floating rear axle with one-piece steel casing. Four pinion differential. Front axle : "H" section with reversed Elliott stub axles.

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 a 23-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 edges, fitted with Dunlop  $5\cdot30\times18$  tyres.

CARBURETTER. Special high speed type R.A.G. carburetter is fitted, imparting even greater smoothness and ease of acceleration to the engine.

## CLASS



ENGINE. Specially manufactured Standard four-cylinder three-bearing engine. 10 h.p.: 63.5 m.m. bore = 106 m.m. stroke; 1343 c.c., Tax £10. 12 h.p.: 69.5 m.m. bore × 106 m.m. stroke; 1608.5 c.c., Tax £12. 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 blecks. 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.

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 cop. Hardy Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive. Easy to hand change speed lever.

GEAR RATIOS. Top, 5-28; third, 7-66; second, 12-82; first, 20-8. SUSPENSION. Long, flat road springs of low periodicity mounted on "Silentbloc" bushes. Quickly accessible jacking pads obviate any difficulty

SHOCK ABSORBERS, Hartford friction type, front and rear. Rear springs, 38&-in. × 13-in.; front springs, 293-in. × 12-in.

BRAKES. Entirely new type highly efficient fully compensating 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.

CARBURETTER. Special R.A.G. high-speed type.

RADIATOR. Entirely redesigned 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 23-in, section.

ELECTRICAL EQUIPMENT. 12-volt set, L8/140/EDFE/5 head lamps with dip and switch control above steering wheel. Sports type wing lamps. Sports light. Reversing light. Special Lucas type blended note horns, domed to match headlamps, are fitted to each dumb iron. All lamps and horns chromium plated finish.