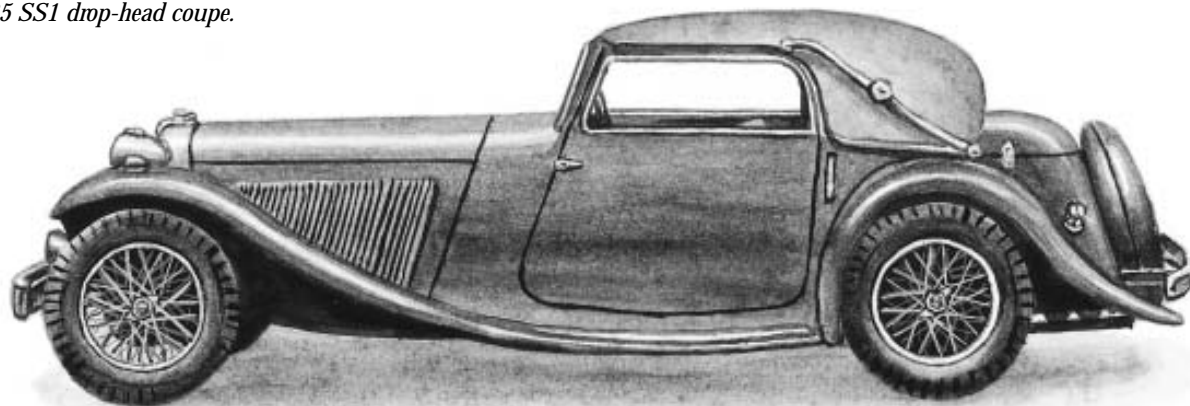


*The 1935 SS1 drop-head coupe.*



The timber dashboard was spruced up with a plated fascia and a hexagonal surround for each instrument. Otherwise the interior fittings were similar to those in the previous models.

William Walmsley resigned from the company in November 1934.

### **1935 models**

The four-seat open tourer and four-light saloon bodies were retained for 1935, but the other SS1 and SSII body styles were slowly phased out through the year (and the early part of 1936) in favour of several new models on the SS1 chassis. The new models were the Airline saloon, SS1 drop-head coupe and the SS90 - the latter built on a shortened SS1 chassis).

The Airline, actually released in September 1934, was a two-door, four-seat saloon with streamlined bodywork fashionable worldwide in that year. For the first time, bonnet louvres ran horizontally, spare wheels were located in both front wings and a boot was incorporated into the rear bodywork - replacing the previous trunk.

The SS1 drop-head coupe was not dissimilar to a convertible version of the 1934 SS1 coupe and the car's proportions were particularly attractive.

Equally pretty was the SS90 two-seat roadster; the six-cylinder engine in a light body gave lively performance. Neither the drop-head coupe nor the SS90 were built in great numbers.

Each season saw a revamp of the radiator grille on SS cars. Still retaining a slight rake, the 1935 grille was considerably wider than previously and the slats were fatter. A cast SS badge with painted inserts was fixed

to the peak of the grille. With modifications, this same general grille shape and badge arrangement was used right through to the end of the Mark V model in 1951.

Chassis were made more rigid for 1935, although the overall dimensions were unchanged.

The option of a 16hp or 20hp engine was still available in the SS1, although twin carburettors and a rise in compression to 7.0:1 gave the cars more power than the first series SS1 at 5.8:1.

Interior accommodation still consisted of individual front seats and two armchair-type rear seats. In the Airline the back of the front seats contained fold out, walnut veneered picnic tables, while leatherwork on seats and door trims gained a "modern" unpleated look.

Unsold SS1 and SSII cars of late 1935 were fitted with Jaguar style grilles and sold as 1936 models.

### **1936 models**

1936 heralded radical changes to the range of SS cars. Body styles were revamped dramatically and a new, more powerful engine installed. To mark the beginning of a new era, Lyons gave all subsequent SS cars the model designation "Jaguar".

The SSII model was dropped from the range, as were the SS1 saloon, SS1 drop-head coupe, Airline saloon and SS90 roadster. In fact the only body style carried over was the four-seat open tourer, although the two-seat roadster also continued in modified form as the SS100.

The mainstays of the new SS range were two, four-door sports saloons. Their bodywork was still timber framed and, in SS tradition, featured long sweeping wings with running boards. The four doors were hinged from their rear edges and included wind-up windows. Early cars were not fitted with quarter vent windows. A single spare wheel was mounted in the nearside front wing. The smaller car was still fitted with the old 1½-litre side valve engine.

Up until this point, the Standard Motor Company had supplied SS with Standard side valve engines for all models. Looking for a more powerful unit, Lyons engaged Harry Weslake to design a new 2½-litre engine. It was based on the bottom end of the previous Standard engine, but featured overhead valves operated by pushrods from the camshaft. Engine construction was once again contracted to the Standard company. Finally SS Cars Ltd had its own power plant, complete with "SS" cast into the block. Fitted with two SU carburettors, the new 2½-litre engine gave an extra 30hp over the old 2½-litre side valve unit.

The grille badge for 1936 models featured wings much wider than used previously and the SS badge was an enamel insert.

*The 1936/37  
1½-litre SS Jaguar saloon.*

