

Introducing
the



90

Specification

ENGINE. Specially manufactured Standard six cylinder. 20 h.p. : 73 m/m. bore \times 106 m/m. stroke ; 2,663 c.c. Compression ratio 7 to 1. Special high lift overlap camshaft. Exceptionally stiff seven-bearing crankshaft ; 2 $\frac{1}{2}$ " diameter main bearings. 1 $\frac{1}{4}$ " diameter big ends. Aluminium pistons. Chromium iron cylinder blocks. Light alloy connecting rods. Machined combustion chambers and ports. Detachable high compression aluminium cylinder head. Single dry plate light action clutch.

INDUCTION SYSTEM. Two special high-speed carburetters.

IGNITION. Lucas BR 12 type coil ignition.

LUBRICATION. High pressure submerged pump. Crankcase is heavily ribbed to ensure efficient cooling. Capacity, 2 $\frac{1}{2}$ gallons.

COOLING. By centrifugal pump and fan. Adjustable thermostat. Honeycomb radiator protected by chromium plated stone guard.

FRAME. Special dropped underslung frame of extreme rigidity with main members cross-braced.

TRANSMISSION. Hardy-Spicer all-metal propeller shaft and universal joints. Spiral bevel final drive. Four speed gearbox with synchro-mesh gears on 2nd, 3rd and top.

GEAR RATIOS. First : 15.30 ; Second : 8.98 ; Third : 5.83 ; Top : 4.25 to 1.

SUSPENSION. Road springs of low periodicity mounted on "Silentbloc" bushes. Telecontrol shock absorbers independently adjustable from driving seat.



BRAKES. Large diameter ribbed drums. Hand and foot operate on all four wheels. Quick-action spring release racing type hand brake lever.

STEERING. High ratio. 18" diameter spring spoked flexible steering wheel. Turning circle, 35ft. 6in.

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

PETROL SUPPLY. By dual pump, A.C. mechanical and S.U. electric, from 18-gallon tank at rear of chassis. Tank filler of 2 $\frac{1}{2}$ " diameter with quickly detachable bayonet fixing cap. Reserve tank and two-way tap.

WHEELS AND TYRES. Rudge-Whitworth centre-lock splined hub racing wheels. 18" rims with chromium plated edges fitted with Dunlop 5.50 \times 18 tyres. Spare wheel and tyre carried on chromium plated bracket at rear of petrol tank.

ELECTRICAL EQUIPMENT. 12-volt set. Large type, QBD/1665/GC head lamps with stone guards. Finger-tip dip and switch control. Stop light. Reversing light. Wing lamps. Special Lucas type blended note horns. Finger-tip ignition control.

WINDSCREEN. Folding windscreen. Special electric duo-blade screen wiper.

BONNET. Heavily louvred top and sides. Quick-action security fasteners.

WINGS. One-piece pressings, sharply flared to offer minimum wind resistance.

INSTRUMENTS. The instrument facia panel is equipped with 5" 100 m.p.h. speedometer, 5" revolution counter, oil pressure gauge, ammeter, thermometer, telecontrol shock-absorber pressure gauge and regulators, starter button, key switch and inspection lamp plug.

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. The Guarantee for this model is as stated in the Company's complete catalogue.

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SS
90

A New *High-Performance*

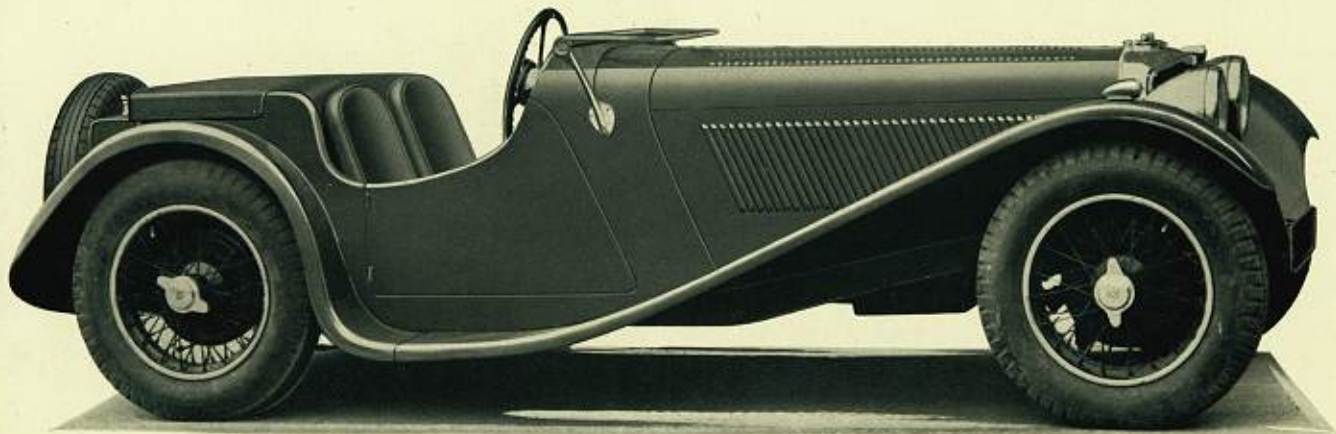
THE introduction of the SS 90 sees the gap filled between the car of purely racing specification and the sports car designed for normal fast road travel.

Here is a car with every consideration directed to the attainment of performance which will rank it high amongst successful competition cars.

The short wheelbase rigidly braced chassis, with dropped underslung frame, has a specially developed Standard 20 h.p. engine with high-lift overlap camshaft, twin carburetter induction system and compression ratio of 7 to 1. It has an extremely high power-weight ratio and, in consequence, possesses remarkable acceleration. To this characteristic—so essential for competition work—must be added its ability to attain speeds in excess of 90 m.p.h. whilst affording road adhesion and cornering stability definitely without parallel in any other car of its type.

Yet, notwithstanding the virility of its performance, the SS 90 is sufficiently tractable for use as a fast touring car without modification.

Built in conformance with the regulations of the International Sporting Code, the SS 90 holds a strong appeal for the enthusiast seeking a car that can be pitted with confidence against the strongest opposition to be met from British and Continental marques.

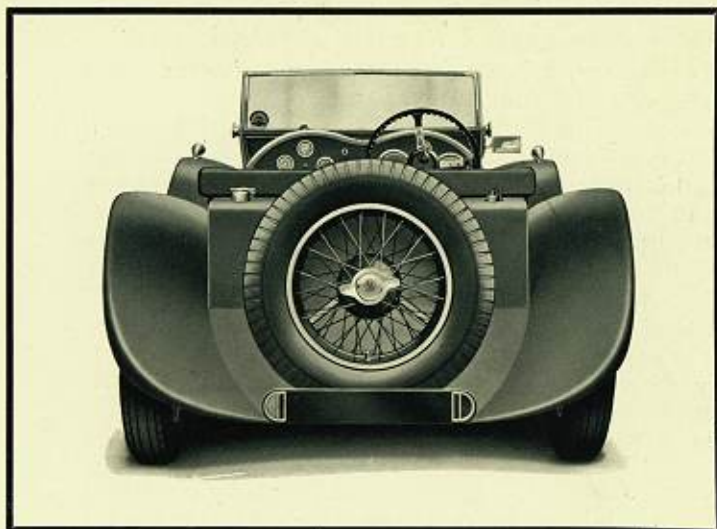


The SS 90 in full touring trim with screen lowered. For general touring purposes and trials work this model is supplied with a final drive ratio of 4.25 to 1. A special alternative ratio of 4.5 to 1 is available. The SS 90 is also supplied with a two-seater body.

Price £395 at works

Competition Model

W
90



Rear view showing the flush-folding hood, spare wheel mounting and 18-gallon petrol tank. Luggage accommodation is provided behind the seats.

PRINCIPAL DIMENSIONS

Wheelbase : 8 ft. 8 ins. ; Track : 4 ft. 6 ins. ; Overall length : 12 ft. 6 ins. ; Overall height : 3 ft. 8 ins. (with screen lowered) ; Overall width : 5 ft. 2 ins. ; Weight in full touring trim 19½ cwt.



Front view of the 90, showing the extremely low build, flared wings and small frontal area which reduce wind resistance to the minimum. Note also the heavily-ribbed large-diameter brake drums.