

THE PRESS
ON THE DOINGS OF

Vauxhall
• CARS •

IN 1908, 1909
AND 1910.

VAUXHALL MOTORS
• LIMITED •

130 GT PORTLAND ST
LONDON. W.



THE PRESS
ON THE DOINGS OF

Vauxhall
CARS

In 1907, 1908, 1909 & 1910

with a few interesting snapshots
of Vauxhall Cars "on the road."



VAUXHALL MOTORS
LIMITED.

180-182, Great Portland Street,
— LONDON, W. —

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VAUXHALL SUPERIORITY

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What does your Favourite Paper say about the Vauxhall?

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THE PRESS ON THE DOINGS OF VAUXHALL CARS

Country Life, November 5th, 1910.

"The phenomenal success of Vauxhall cars, both in trials upon the road and in racing on the track, has not, as is sometimes the case, been secured by building a small number of cars of special design and lavishing upon them all the brains and skill at the command of the firm, but by taking standard cars and tuning them up to the highest possible pitch. The public successes of the Vauxhalls

have therefore been good evidence of the excellence of their standard machines,

instead of having no bearing whatever on the point, as where the racing car and touring car of the same maker bear little or no resemblance to each other. The

experience gained on the track has always been utilised for the purpose of improving next year's models, with the result that each year

the Vauxhall shows a steady advance, which keeps it in the very front rank of high-class cars. . . . The most striking feature of these cars is their marvellous simplicity and neatness, the design offering in these respects a most refreshing contrast to that of the majority of the cars in the Show."



(A)

Autocar, December 3rd, 1910.

"Mr. T. B. Adair, a member of the Transvaal Automobile Club, drove a 20-h.p. Vauxhall standard touring Phaeton in the club hill-climb of October 8th last. Notwithstanding the fact that he was carrying with him seven passengers, he covered the eleven hundred yards in 1 min. 53 secs., winning from a field of fifteen competitors."



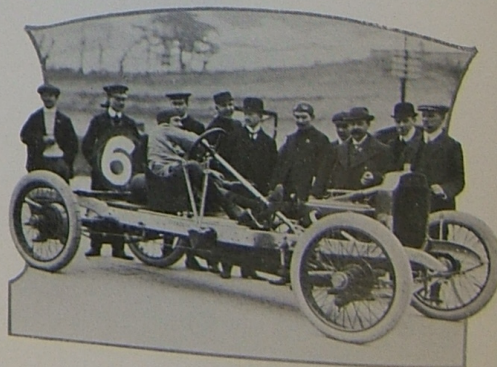
(A)

Glasgow Herald, November 15th, 1910.

"The 20-h.p. Vauxhall car has four cylinders measuring 90 mm. bore and 120 mm. stroke (or 3.5 inches by 4.75 inches, about). To make the size of these cylinders clearer to the lay mind—to the man who is better versed in domestic economy than in machine dimensions—let it be said that the cylinders are about the same dimensions as the external measurements of a 2 lb. jam jar before it rounds off near the top. Well, the other day at Brooklands one of these cars covered a half-mile with a flying start at a speed of 100.08 miles per hour."

(B)

To appreciate what that means one has to understand the trying conditions. This is not a case of going at a straight-away course such as Florida Beach, in which the resistances to be overcome are merely *vis inertiae* and atmosphere.



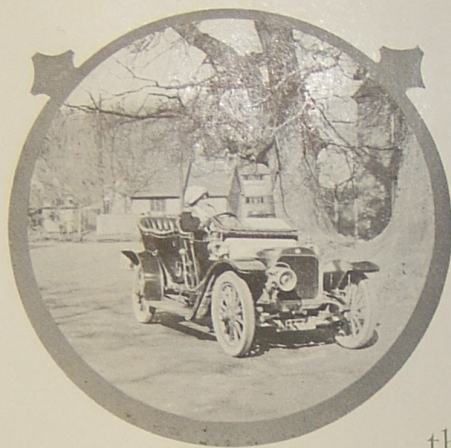
On Brooklands, the car is going round a curve most of the time, and on a fairly rough surface at that, if the

Glasgow Herald, November 15th, 1910—*continued.*

irregularities and extreme hardness be taken into account.

The effect thus of rounding a curve is to cause severe lateral pressure due to centrifugal force, which must have a serious slowing effect, notwithstanding the counteraction (A) of the banking.

When all the circumstances are taken into account the work performed by those four small cylinders and the pistons within them is simply amazing."



World, November 15th, 1910.

" . . . No single automobile . . . has created such general interest . . . during the past two years as has the 20 h.p. Vauxhall. A friend who owned a car of double this power recently acquired a 20 h.p. Vauxhall and has come to the conclusion that, to use his own words, he can (B) 'just make rings round the old 40 h.p.'

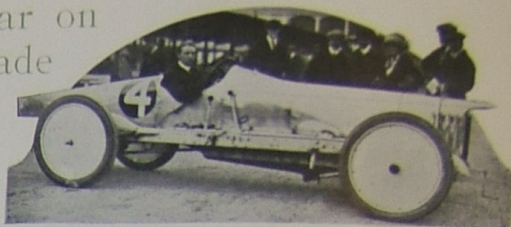
—which was, be it stated, of another very well-known make. The '20,' he says, is faster, a better hill climber, quieter and far more lively than the 40 h.p. car, and this being the case I feel confident that the new six-cylinder 30 h.p. Vauxhall will be very good indeed."

Globe, November 11th, 1910.

" Utterly phenomenal successes, such as are those standing to the credit of Vauxhalls, are dependent on three factors: (1) skill in design; (2) perfect material; and (3) absolute mastery over that difficult process known as 'tuning-up.' " (C)

Daily Mail, November 9th, 1910.

"Prodigious! That seems about the only word expressive enough to describe the recent wonderful performance of a 20 h.p. Vauxhall car on the Brooklands track. . . . It made quite a dramatic beginning for the Show period, and not only eclipses the previous world's record made by the same car in December, 1909, but is actually faster, by over 5 miles per hour, than the record made by a 40 h.p. car."



(A)

Manchester Courier, Nov. 8th, 1910.

"These cars have been steadily growing in public favour for some years past and have made many remarkable performances, on track, hill and road that have won for them the respect of the whole trade."

(B)

Morning Post, November 8th, 1910.

" . . . Vauxhall cars about a couple of years ago . . . by their sheer merit . . . leapt from comparative obscurity into machines of world-wide repute. . . . Not only have they from that date to this swept the board at home in all manner of competitions for efficiency, but they have, further,



made excursion into France and beaten the French on their own soil. . . . Year after year the Vauxhall people have consistently improved on their performances of two years ago, which we were told at the time they could never surpass because they had had the luck to produce a single vehicle which was practically perfect. The story of the behaviour of these cars in the hands of the private user

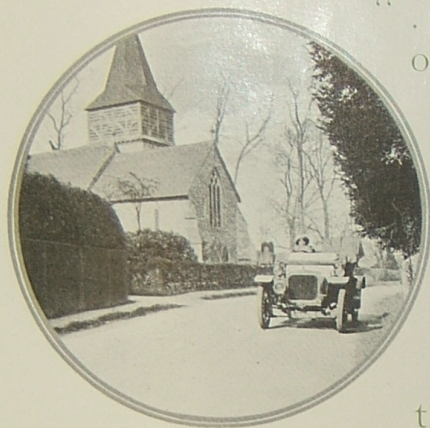
(C)

Morning Post, November, 8th, 1910—continued.

has sufficiently disposed of all such nonsensical talk. The Vauxhall car to-day is surpassed by none in the world's markets. . . . The six-cylindere engine is . . . certainly quite one of the finest bits of motor engineering in the show. . . . The fact . . . that such extraordinary efficiency, simplicity and pleasing appearance are got with such, if one might so style them, conventional methods must be taken as a striking example of what can be done by sheer perfection of design in every detail and accuracy of workmanship, in combination with the best materials."

(A)

Horseless Age (Chicago), November 7th, 1910.



" . . . It is but bare justice to pick out one firm in particular who have literally revolutionised car design in Britain, namely, the makers of the Vauxhall Car. . . . "

(B)

Motor News, Nov. 5th, 1910.

"The great merit of the Vauxhall performances resides in the fact that they are made upon stock chassis.

. . . The car has given away nothing at all. All it has done is to demonstrate that whether on road or track its design, material and method of construction make it equal to any call that may be made upon it. . . . It is one of the seven wonders of the automobile world that a 90 by 120 four-cylindere car can manage to do the things which have been done by the Vauxhall on the track."

(C)

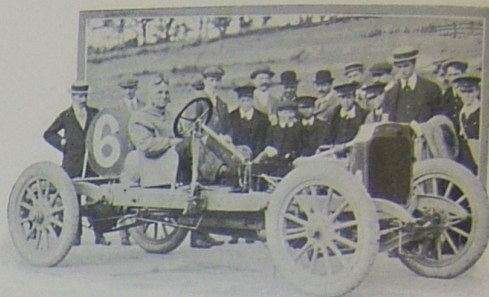
Dundee Courier, November 5th, 1910.

"In speed contests during this year the Vauxhall has practically swept the board."

(D)

Globe, November 4th, 1910.

"The progress of the Vauxhall company, of London and Luton, is invariably watched with great interest by those capable of appreciating the wonderful strides made by this firm in the direction of efficiency. . . . The Vauxhall firm do not attach any importance to speed for its own sake, their recent campaign of record-breaking having been undertaken entirely with a view to showing that Vauxhall cars have reached a pitch of general efficiency beyond that of most of their rivals."



(A)

Evening Standard, November 4th, 1910.

" . . . The capabilities of the modern small engine have never been exemplified as in the case of Vauxhall cars. During the present season these cars, though of bore and stroke no greater than 90 mm. and 120 mm., have literally swept the board at Brooklands and elsewhere."

(B)

Golfing, November 3rd, 1910.

" . . . The Vauxhall people build a car as good as it is fast—capable of giving sterling service to the most toddling of everyday private owners. . . . There is no finer car of its engine-size in the world than the four-cylindered 20 h.p. Vauxhall, and by all indications its six-cylindered sister promises to be just such another beauty."

(C)



Bystander, November 2nd, 1910.

"There are a few British cars which have already exhausted eulogy. The Vauxhall in its class, is one."

(D)

Motor, November, 1st, 1910.

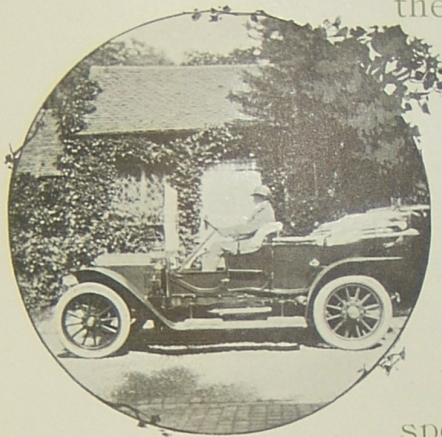
"The 20 h.p. Vauxhall, with a four-cylindere engine of 90 mm. by 120 mm., on October 26th last, for the third time in eighteen days, broke its own Brooklands 21h.p. Class Record, covering a flying half-mile at the wonderful speed of 100.08 m.p.h. This is faster by over 5 m.p.h. than the speed of the car holding the Brooklands 40 h.p. Class Record."

(A)

Motor Car Journal, October 29th, 1910.

"... Much of the success of Vauxhall cars is due to the great care shown in the choice of raw materials for the various components of the chassis, and to the special attention that is devoted to improving the efficiency of the engine."

(B)



Country Life, Oct. 29th, 1910.

"The Vauxhall has been setting up some astonishing records at Brooklands in the 21 h.p. Class. It covered a flying half-mile at a speed of 100.08 m.p.h., and ten laps (approximately $27\frac{3}{4}$ miles), from a standing start at a speed of 90.22 m.p.h."

(C)

Pall Mall Gazette, October 27th, 1910.

"... By the look of things, Vauxhalls should not only maintain the leading position they have made for their cars, but should forge even further ahead next year."

(D)

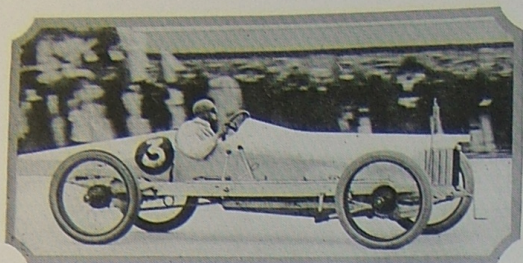
Motor World, October 27th, 1910.

"... What the purchaser wants to know now is that he is buying a car that he can depend upon to keep going all day and every day, with the minimum amount of trouble and attention. The Vauxhall victory in 1908

(E)

Motor World, October 27th, 1910—*continued*.

demonstrated that here was a car that would do all this—the mere fact that it can win races on the track may



be useful as a means of keeping the name forward, but means nothing beside the phenomenal victories scored on the road."

(A)

British Australasian, October 27th, 1910.

"... In the matter of establishing records, there is, apparently, no finality for Vauxhall cars, for on top of these which we noted recently come more remarkable performances."

(B)

Autocar, October 22nd, 1910.

"All the experience and knowledge gained in the construction of the well-known racing 20 h.p. Vauxhalls have been contributed to the design and manufacture of the new car."

(C)

Field, October 22nd, 1910.

"... The speedy Vauxhall, to look at which makes one marvel at the capabilities of its little engine, ... more than maintains the splendid lead held by this wonderful machine during the season."

British Australasian,
October 20th, 1910.



(D)

"In the recent New Zealand Hill Climbing Competition on the Hackthorne Road the three Vauxhall cars which were entered showed their superiority by making the fastest times, irrespective of horse-power, and also

(E)

British Australasian, October 10th, 1910—*continued.*

winning on formula. It will be remembered that the two Vauxhall cars which were entered for the Australian A.C. Hill Climb at Coogee, N.S.W., on June 25th last, also secured the first two places. The Vauxhall cars have, indeed, had a striking run of successes in Australasia. They have won every event in which they have been engaged in both the Commonwealth and New Zealand during the past two years." (A)

Bystander, October 19th, 1910.

" A characteristic run of wins on hill and track would seem to have caused many people to overlook the fact that the Vauxhall company's exhibit at the Brussels Exhibition was awarded a Gold Medal just before the outbreak of the fire which destroyed all the British exhibits." (B)



Truth, October 19th, 1910.

" The Vauxhall is an exceptional car" (C)

Globe, October 12th, 1910.

" We owe a great deal to firms such as the Vauxhall, because the experimental work performed by them enables us to procure small cars which are capable of doing everything that was done by the larger machines of a year or two ago, and doing it at far less cost to their owners, both in the matter of taxes and so far as general running expenses are concerned." (D)

Daily Telegraph, October 6th, 1910.

"... The 20-h.p. Vauxhall, the most remarkable 'twenty' in the motor-car world."

Indian Engineer, Aug., 1910.

"... The speed and petrol consumption tests recently held by the Canterbury, N.Z., Automobile Association were followed by the publication of some results which would stand good had not the petrol tank of one of the competing cars since been found to be fitted with a false bottom, which gave her driver credit for a consumption far beyond the capability of his car. Now that this discovery has been made, it is found that the 1908 20 h.p. Vauxhall driven by Mr. W. B. Scott (which has been in use as a hire and trial car for two years), in addition to winning the half-mile sprint race, won the petrol consumption test. This was made immediately after the sprint race, which was from a standing start. The winning Vauxhall covered the half-mile (the track being oval, and several laps to the mile), in 48 secs. Then without any adjustment of carburettor or preparation of any nature whatever, the Vauxhall won the consumption test with a result of $34\frac{1}{2}$ miles per gallon. Evidently such a device as a false bottom is, like most dishonest dodges, not proof against a good car well driven, even if the car be two years old..."



Times, June 22nd, 1910.

"From these tests the Vauxhall car emerged with flying colours... As to the durability of the Vauxhall,"

Times, June 22nd, 1910—*continued.*

one owner reports :—‘ My car is going as well as ever, and excepting for the work you did for me last year I have never even tightened a screw on the engine or cleaned a valve. Not bad, for nearly two years’ work!’ ” (A)

Motor, June 21st, 1910.

“ . . . Of the three Vauxhalls competing in the Prince Henry (International Reliability) Competition two came through the trying ordeal with absolute non-stops. Mr. Percy Kidner’s otherwise perfect score was spoilt by a burst radiator tube. . . . The Vauxhall team’s performance was in every way excellent, and once more gives evidence of the thoroughness which characterises this firm’s undertakings.” (B)

Glasgow Herald, June 14th, 1910.

“ . . . Vauxhalls have well upheld the honour of the British industry in the Prince Henry Trial.” (C)

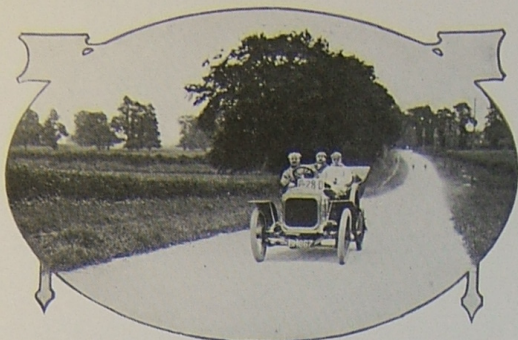


Graphic, May 7th, 1910.

“ . . . The other is the 20 h.p. Vauxhall, winner of the Australian Automobile Club’s Reliability Trial of March 4th and 5th last. The particular point of its performance is that its amateur owner, Mr. L. W. Pye (the well-known Paramatta cricketer), obtained delivery of the car only three days before the opening of the Trial and had never previously driven or handled a Vauxhall car; yet he secured the highest aggregate marks for reliability, petrol consumption, and hill-climbing. In view of the general assumption that most winning cars have been specially tuned, tested and even equipped for such tests, the super- (D)

Graphic, May 7th, 1910—*continued*.

fluity of such proceedings in the case of the Vauxhall would seem to be demonstrated."



Globe, March 30th, 1910.

"... The Vauxhall engine is not in any way a freak, but is one which it is a pleasure to drive, when the gearing is suitably adjusted, on an ordinary high road."

(A)

Motor World, February 3rd, 1910.

"... Since the Vauxhall came through the 2,000 miles Trial and Scottish Trial with flying colours (in 1908), its record has been one of consistent success, and it does not require any very close scrutiny of the chassis to see where the reason lies. Good material, scientifically disposed and design on well-tried lines, is the Vauxhall policy."

(B)

Scotsman, February 1st, 1910.

"... The Vauxhall cars attract attention because of their outstanding successes in the Scottish Automobile Club's Trials, both in 1908 and 1909. In the former year they won the Gold Medal and made the fastest times in all five hill climbs, while last year beside the Gold Medal and a Bronze Medal for highest marks in hill-climbing they were awarded a Special Silver Medal. Both cars gained highest marks for petrol consumption throughout the Trials."



(C)

Motor, February 1st, 1910.

"... With a reputation on road and track second to none, the Vauxhall naturally comes in for its share of attention."

(D)

Motor World, January 27th, 1910.

" . . . Few British-built cars have achieved such distinction on road and track as the Vauxhall." (A)

Times, December 19th, 1909.

" . . . In the Royal Automobile Club's 2,000 Miles Trial of 1908 the 20 h.p. standard Vauxhall car made a non-stop run throughout, the finest performance achieved by any competing car, and one constituting a world's record. Over all the 2,000 miles of English and Scottish roads this car met nothing to give it pause. It completed the distance without receiving any attention but the replenishment of its fuel tank. Less than two gallons of lubricating oil sufficed for the whole journey, and no refilling of the water-tank was at any time necessary, despite the fact that no cooling-fan was used. (B)



In addition to winning a Silver Cup in this Trial, this car was awarded a Gold Medal for its performance in the Scottish Automobile Club's Trial of the same year, for an unbroken series of daily non-stop runs. The fastest ascents (in class D) of all the timed hills in this Trial were made by the same car. . . . (C)

In 1909 competitions Vauxhall successes may best be indicated by the bald statement that, competing in thirty-six events, they have secured twenty-four 'firsts,' eight 'seconds,' and four 'thirds'—a more creditable analysis, showing a higher percentage of 'places,' than can be shown by any other car, British or foreign. (D)

Times, December 19th, 1909—*continued*.

To-day, when with all possible good feeling for other nations we are striving our utmost to best them in industrial competition, there can be no more satisfactory reflection than that the most advanced, most wealthy car manufacturing companies existent, at home or abroad, are not enjoying greater prosperity than are Vauxhall Motors, Limited.

All-British, unmixedly successful both commercially and in competition, the Vauxhall car is one of those productions which enable one to listen with comparative equanimity to sad tales of our national decadence."

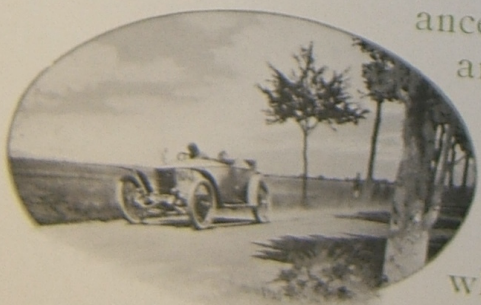


Westminster Gazette, November 12th, 1909.

"It is no exaggeration to say that the Vauxhall has been the car of the year." (B)

Motor World, July 15th, 1909.

"If there is one car on the market that had a sudden and merited leap into popularity by reason of a single very fine performance, it is the 20 h.p. Vauxhall. Its performance in the 2,000 Miles R.A.C. Trial and the Scottish A.C. Trial of last year, through both of which it ran absolutely without being penalised a single mark, stands out as a record in public trials which has never been equalled." (C)



Car, July 14th, 1909.

"The high reputation of the Vauxhall car has been established not only by its many successes in public (D)

Car, July 14th, 1909—*continued*.

events both at home and abroad, but by its efficiency and reliability when left in the hands of private owners and amateur mechanics." (A)

Motor, July 13th, 1909.

" . . . Not only do Vauxhall cars prove victorious in the competitions for which they are entered, but they give evidence of the possession of all the good points desirable in the case of a touring car. They are fast, flexible, silent and comfortable and their efficiency is only equalled by their durability. The outcome of the Irish and Scottish A.C. Trials proves this and the high position secured by the competing Vauxhall cars in each of the Trials is eloquent testimony to their merits and good touring qualities." (B)



Motor World, July 1st, 1909.

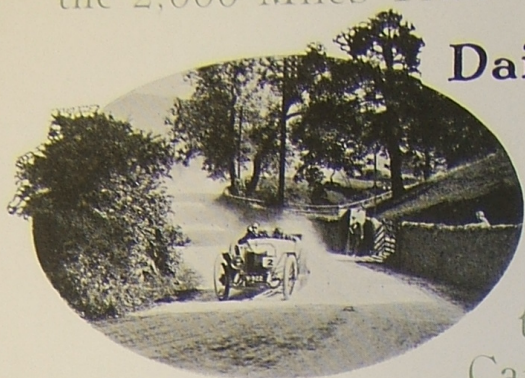
" . . . In three successive motoring events, each of prime importance, Vauxhall cars made excellent performances. So far in the history of motor racing it has been given to few cars to secure such a sequence of important successes, vouching as they do sturdily for the excellent construction and reliability of these cars." (C)

Indian Engineer, April, 1909.

"In the annals of automobilism, 1908 will loom largely if only from the fact that it discovered an all-British car fully capable of meeting Continental competition, and fulfilling the onerous conditions of the Royal Automobile Club's 2,000 Miles Trial in every particular. This car was the 20 h.p. Vauxhall. . . ." (D)

Tatler, April 7th, 1909.

"Quite the finest car of the many that took part in the 2,000 Miles Trial." (A)



Daily Telegraph, Mar. 6th, 1909.

"The New Zealand agents for Vauxhall cars received a new 20 h.p. Vauxhall just in time to fill her tanks and start her for the Annual Reliability Trial of the Canterbury (N.Z.) Automobile Association, which was contested during the last four days of 1908. This Vauxhall secured a Prize for the Highest Number of Marks in the Hill Climb, another for Highest Number of Marks for Reliability and a Gold Medal for an Absolute Non-Stop Run throughout the Trial; but the triumph of the Trial was their securing a Trophy for Fastest Time in the Hill Climb, irrespective of class." (B)

The agents state that had their driver had time to familiarise himself with the driving and carburation of the car they would also have topped the lists on the point of petrol consumption."

Country Life, November 21st, 1908.

"At one time the Italian automobile was supposed to be *facile princeps* in clean design, but there is at least one English car — the Vauxhall — which possesses the virtue in a truly remarkable degree."



Morning Post, November 16th, 1908.

"The 20 h.p. Vauxhall embodies all the features of the machine which did so extraordinarily well in the 2,000

Morning Post, November 16th, 1908—*continued*.

Miles Reliability Trial, being indeed (irrespective of class) by far the most successful that competed; while the fact that it has been taken over to France, and has been successful there against the pick of the Continental industry is in itself indicative of the tremendous advancement made by this firm, which has assuredly brought its products into the front rank." (A)

Sporting & Dramatic News, November 14th, 1908.

"The unprecedented success of the 20 h.p. Vauxhall car in the 2,000 Miles Trial, organised and carried out by the Royal Automobile Club last summer, is mainly responsible for the new types of 1909 being confined to three only." (B)



Daily Graphic, November 13th, 1908.

"The splendid success of the Vauxhall car in the 2,000 Miles R.A.C. Trial, and in a series of subsequent competitions, at home and abroad, has probably brought this car into greater prominence than it has ever enjoyed before." (C)

Autocar, November 7th, 1908.

"No car has figured more prominently in open competitions and trials during 1908 than the victorious Vauxhall." (D)

Motor, October 27th, 1908.

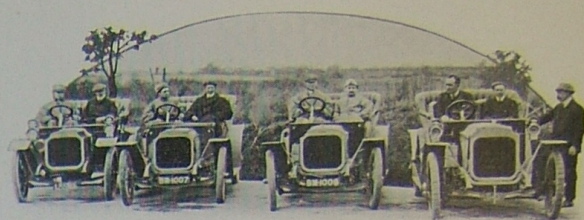
"At the recent Gaillon Hill Climb held in France, not only did the 20 h.p. Vauxhall secure first place on formula and fastest time in Class 5, but the car came out second of (E)

Motor, October 27th, 1908—*continued*.

the whole entry for general efficiency, its co-efficient being only .002 lower than that of the winner and .011 higher than that of the third car."

Tatler, September 9th, 1908.

"I think only one car benefitted by the 2,000 Miles Trial, and that was the amazing little Vauxhall. That machine embodied such exceptional merits that it could have been entered for any number of other competitions, and still it would have leapt into prominence in exactly the same fashion. In other words, its success was not wholly dependent on the 2,000 Miles Trial, for the public would have learnt of its existence by other means had that event not been held."



(A)

Engineering, August 14th, 1908.

"Turning from the failures to the successes, it is noticeable that the only car to make an absolute non-stop run was the Vauxhall. There is no doubt that this car made a most exceptionally good performance, as it has won in its Class both in the 2,000 Miles Trial and also in the Scottish Trial (although the systems of classification were quite different in the two cases), and in addition it was the first of its Class in hill-climbs in both Trials."



(B)

World, July 29th, 1908.

"The 20 h.p. Vauxhall has an absolutely clean sheet, and did not even have to fill up its tank with oil, or its radiator with water during the whole 2,000 miles run."

(C)

Illustrated London News, July 11th, 1908.

"Special and particular distinction may be said to accrue to the Vauxhall, whose performance throughout has been quite the surprise-packet of the party. As the conditions of the Trial pre-supposed the perfect car, the Vauxhall approached nearest to this most desirable condition. Save for putting petrol into the petrol-tank, this car had no attention from the moment she left Carlow Street on the morning of the 11th ult. until she finished at Brooklands on the 22nd ult."

(A)

Motor, July 7th, 1908.

"There can be no doubt that the performance of the Vauxhall—which went through from start to finish without a moment's loss of time under any head—was undoubtedly *the* performance of the Trial."



(B)

Motor, July 7th, 1908.

The Vauxhall . . . as a crown to the whole, covered the distance of 2,200 miles without a single mechanical adjustment, repair or replacement of any kind whatever, had no punctures or tyre stops, required not a drop of added water or lubricating oil, and thus heads the list as the only machine with an absolutely clean scoring sheet from start to finish."

(C)

Dublin Daily Express, July 6th, 1908.

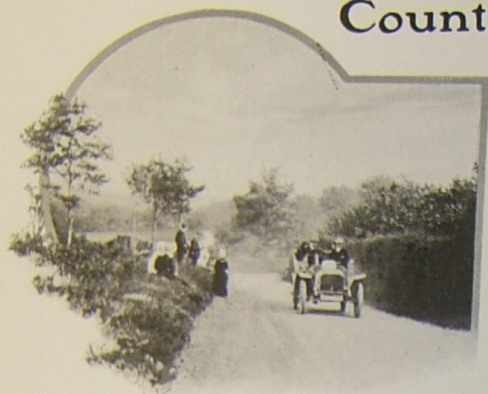
"The Vauxhall's record is interesting. Not only was it the first in its class and the lowest penalised of all competing cars for stops on the road, but it actually went through the 2,000 miles road trial and the 200 miles run on the track without once replenishing either lubricating oil or radiator water, and without a stop of any kind for mechanical

(D)

Dublin Daily Express, July 6th, 1908—continued.

troubles. This unique performance stamps the Vauxhall cars as of sterling make; one of which British manufacturers may be justly proud." (A)

County Gentleman, July 4th, 1908.



"Class E contained the only machine out of the whole list that went through the long Trial without mechanical or tyre stoppage, the 20 h.p. Vauxhall. To have achieved this result is a most praiseworthy feat; all the more to be commended, perhaps, because the Vauxhall is a car which has been for some seasons before the public, and has been steadily brought by its manufacturers to the present degree of efficiency." (B)

Sporting & Dramatic News, July 4th, 1908.

"The two Vauxhalls secured first places, one in the R.A.C. 2,000 Miles Trial and the other in the Scottish A.C. Trial." (C)

Winning Post, July 4th, 1908.

"For instance, the 'star' car of the Trial, the Vauxhall, bounded into the front rank of fame at once by not losing a single mark for anything, from start to finish. . . . It was a wonderful performance." (D)



Manchester City News, July 4th, 1908.

"The running of the 20 h.p. Vauxhall in Class E. was remarkable for the fact that it lost by far the fewest marks of any vehicle in the trial, and its splendid system (E)

Manchester City News, July 4th, 1908—*continued*.

of lubrication was so efficient that it did not have to replenish its oil-supply throughout the whole 2,000 miles run, neither was any addition of water to the radiator necessary. Not a single mark was lost by the Vauxhall through mechanical defects or tyre troubles—a remarkable achievement indeed for an all-British car."

Financial News, July 3rd, 1908.

"The performace of the Vauxhall car was little less than wonderful, for from the moment that the car left London on June 11th . . . to the very end of the whole



business the only thing that was done to it was to replenish its petrol-tank each day. The tyres were never touched. This is indeed a triumph for the Vauxhall, and all the press is singing its praises to-day."

Manchester Guardian,
July 3rd, 1908.

"Of those gaining special distinction I might mention the 20 h.p. Vauxhall which ran through the whole 2,000 miles without a single adjustment of any kind, not even having to refill lubricating oil or water tanks."

Motor World, July 2nd, 1908.

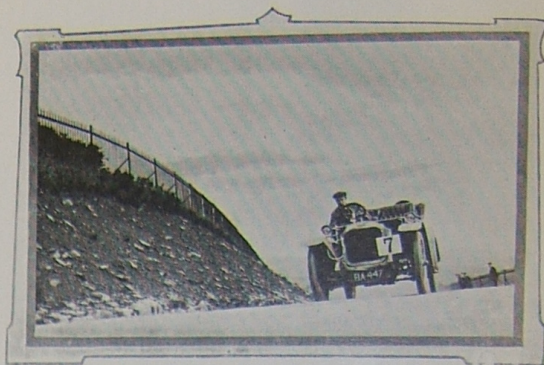
"The performance of the Vauxhall is one that while little less than sensational is none the less thoroughly deserved, on account of the conscientious work and thoughtful design embodied in the Vauxhall Car from its very beginning."

Daily Mail, July 2nd, 1908.

"In the case of the Vauxhall, throughout the whole Trial it did not lose a single mark for anything whatever. . . . Not a single adjustment of any description was made, and it is really a remarkable performance." (A)

Motor World, July 2nd, 1908.

"The Vauxhall made undoubtedly *the* performance of the Trial."



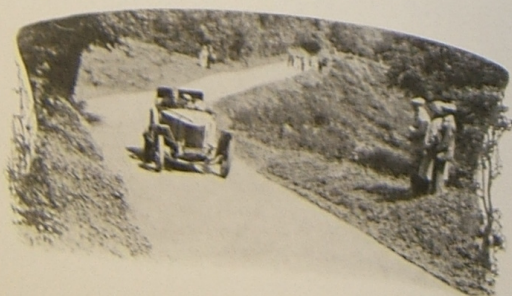
Vanity Fair, July 1st, 1908.

"The achievement of the 20 h.p. Vauxhall car in Class E, without the loss of a single mark, simply compels mention as the most masterly thing in the whole Trial." (C)

Motor Trader, July 1st, 1908.

"I have spoken of the Vauxhall as the 'star' of the Trial, and I think even the other competitors will agree, for there was not one with whom I chatted who did not speak in generous terms of the marvellous performance of the Vauxhall." (D)

Motoring, July 1st, 1908.



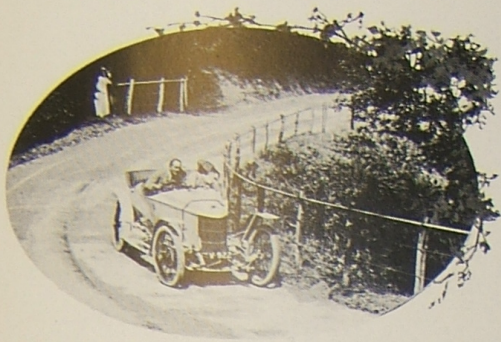
"The result in Class E was never in doubt, the Vauxhall having done so well on the road that its long lead precluded all possibility of its being beaten." (E)

Westminster Gazette, June 30th, 1908.

"The most meritorious performance, irrespective of class, was that of the 20-h.p. Vauxhall." (F)

Referee, June 28th, 1908.

"It was indeed a splendid achievement, and the remarkable run of the Vauxhall will always be one of the best-remembered features of the great Trial of 1908." (A)



Daily Graphic, June 27th, 1908.

"In Class E, the leading car was the 20 h.p. Vauxhall, which really made the best performance in the Trial." (B)

Motor World, June 25th, 1908.

"... The Vauxhall was the dark horse of the Trial. In making the fastest time in its Class on every hill it accomplished a remarkable performance, considering there were cars twice its nominal power." (C)

Autocar, December 21st, 1907.

"Chief among its excellent points are its silent running, exceptionally sweet clutch, neat gate change (which allows the gear to be altered with perfect ease and absence of noise), good springing and excellent control. The car proved itself to be a really good hill-climber, was delightful to drive in the thickest traffic, and capable of maintaining a good average speed."



(D)

Daily Telegraph, November 19th, 1907.

"There can be no doubt that the Vauxhall productions are of sterling merit." (E)

The Booklet—
“Users’ Testimony Concerning Vauxhall
Motor Carriages” will be posted on
request. It makes interesting reading.



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