VAUXHALL MOTOR CARRIAGES

Vauxhall

THE CAR SUPEREXCELLENT

CATALOGUE OF THE

25 h.p. & 30-98 h.p. VAUXHALL CARS

CONTENTS

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ADMIRALTY & WAR OFFICE CONTRACTORS

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FOREWORD

November 1921. In addition to the 25 h.p. and the 30–98 h.p. chassis, Vauxhall Motors Limited are now building an entirely new 14 h.p. chassis, which is fully described in a separate catalogue

DURING a period when car buyers have compared values very carefully, the 25 h.p. Vauxhall has held its position as one of the most advantageous offers in the large car market.

One reason for this is that its price, which some months ago was stabilised at a figure that compares very favourably with the pre-war price, is recognised to be a moderate one for the quality given.

Then unquestionably it has a reputation for upkeep economy. Owners find that the 25 h.p. Vauxhall is remarkably light on tyres, and that its consumption of fuel and oil is low. Built as it is, and guaranteed for three years, expenses under the head of wear-and-tear repairs are negligible.

It is because it is an economical car in its class, as well as a car noted for its performance and fine appearance, that the 25 h.p. Vauxhall finds its buyers among users of motor carriages who wish to avoid needless expense.

¶ The 30-98 h.p. Vauxhall, which is now built in considerable quantities for its type, is substantially reduced in price.

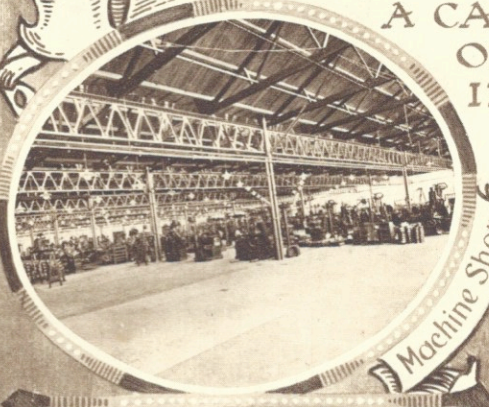
Taken as a whole there is nothing to equal the '30-98' as a fast touring car in which delightful driving qualities and ease of control are combined with exceptional power. Its running cost is not, as might be imagined, on the high side, but distinctly moderate.

¶ The new 14 h.p. Vauxhall, dealt with in a separate catalogue, is designed to meet the desire expressed by many motorists for a small car of Vauxhall grade.

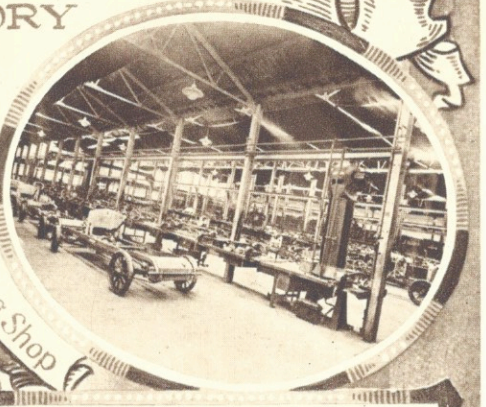
BODIES A large carriage department is a feature of the Vauxhall works. Great care is paid to the construction of bodies, and the requirements of car users are carefully studied in each particular type. The descriptive notes will be found helpful in deciding on the type of body to be chosen.

THE VAUXHALL WORKS

A CAR FACTORY OF HIGH IDEALS



Machine Shop

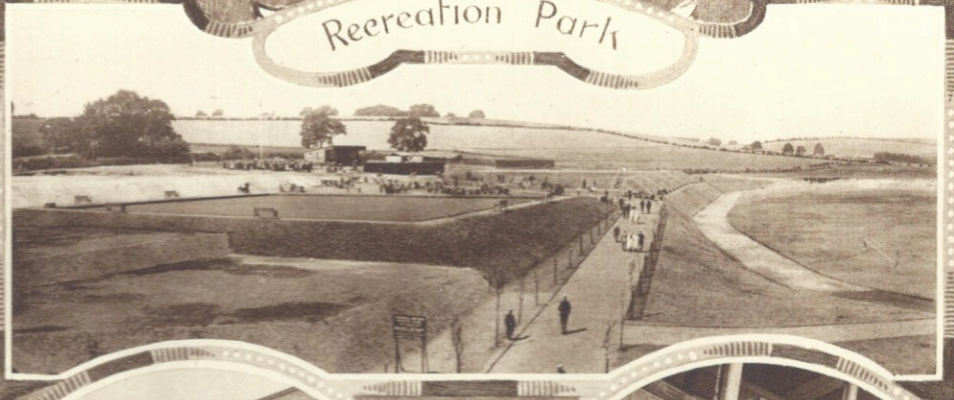


Erecting Shop

One of the Laboratories

Carriage Dep^{t} (Trimming Shop)

Recreation Park



Offices (Exterior)

Offices (Main Hall)

THE 25 H.P. VAUXHALL

THE strength which is evident in all parts of the Vauxhall chassis has been determined by experience embracing the widest range of conditions and extending over many years. The Vauxhall has always been looked upon as a high-duty car. This reputation was acquired and has been maintained by specialising in high-speed research work, and by systematic participation in reliability trials.

ROBUSTNESS

The work done by Vauxhall cars in the Overseas Dominions, in Russia, and on the Brooklands Track, has afforded the most valuable data relating to the strength needed in the various parts of the chassis to withstand the severest conditions of use; no better corrobation of its value could be cited than the acknowledged pre-eminence of the Vauxhall as a military staff car, on which point the opinion of Mr. H. Massac Buist may be quoted :—"The 25 h.p. Vauxhall did as much to win prestige for British cars in all the theatres of war as practically all the other makes together did to lose it! In short, it came out on top under the severest ordeal of all."

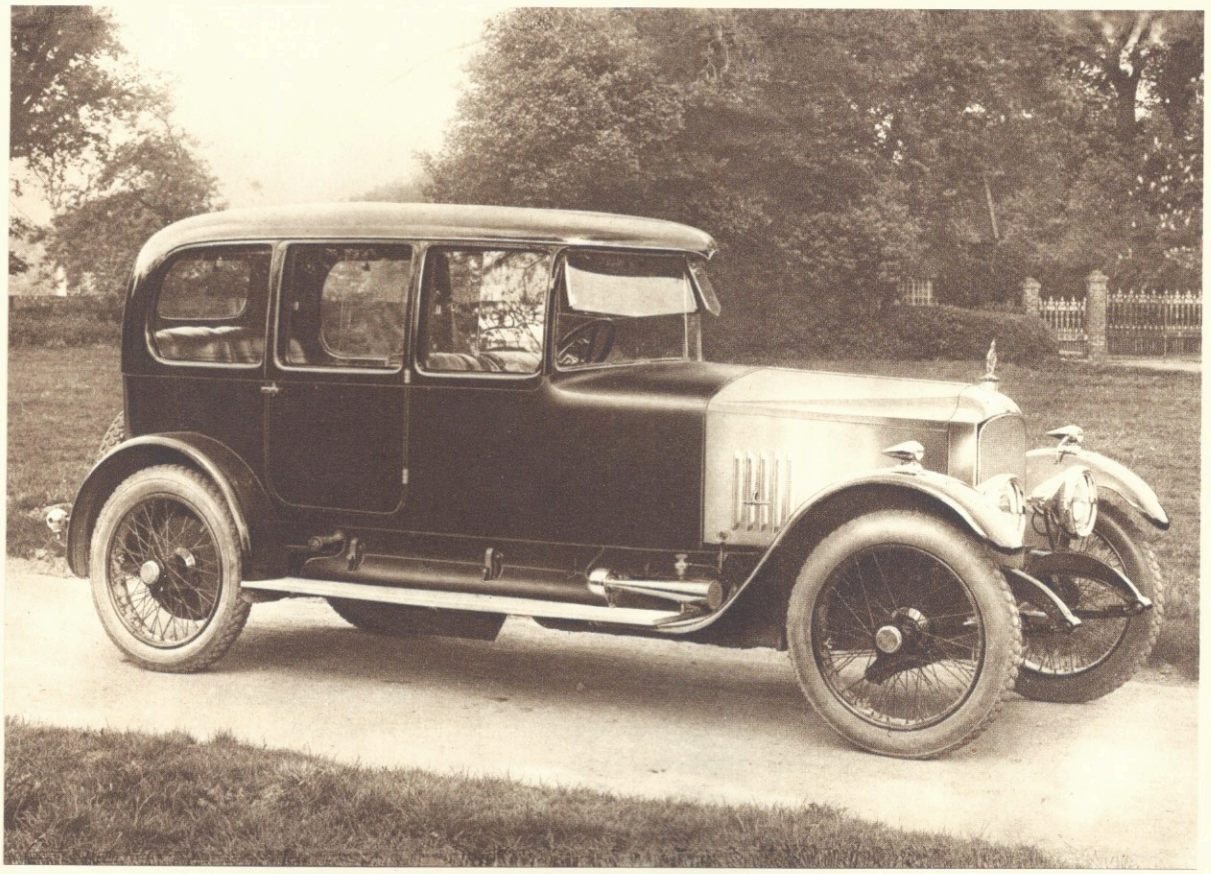
The whole construction has been considered chiefly from the standpoint of absolute reliability rather than reduction of weight or cost of production. Nevertheless the Vauxhall chassis does not exceed in weight the average for the type. Attention is drawn to the design of the frame, springs, axles and hubs : the user's safety depends upon these cardinal points.

LIVELINESS

Though the Vauxhall cannot be classified as specially light, it is notable for acceleration (or liveliness). This liveliness has been achieved by making the best use of the possibilities which experiments have shown to be available in the petrol engine.

In many engines power is suppressed by having recourse to small carburettors, low compressions, etc., owing to the fact that prolonged running at high speed produces in them serious overheating and lubrication defects. In the Vauxhall design great attention has been given to these points, so that the engine can be run at full throttle without causing any apprehension in the mind of the driver. Further, as a consequence of careful camshaft design and a close study of carburettor proportions, the liveliness of the Vauxhall engine is coupled with an unimpaired capacity for running slowly.

The ability of the Vauxhall engine to run at very high speeds, if required, has an important bearing on hill climbing. The speed of the Vauxhall car in hill climbing is exceptional because the pull of the



25 H.P. VAUXHALL-WINDSOR INTERIOR DRIVE LIMOUSINE, £1525 *For description, lift up print*

THE 25 H.P. VAUXHALL

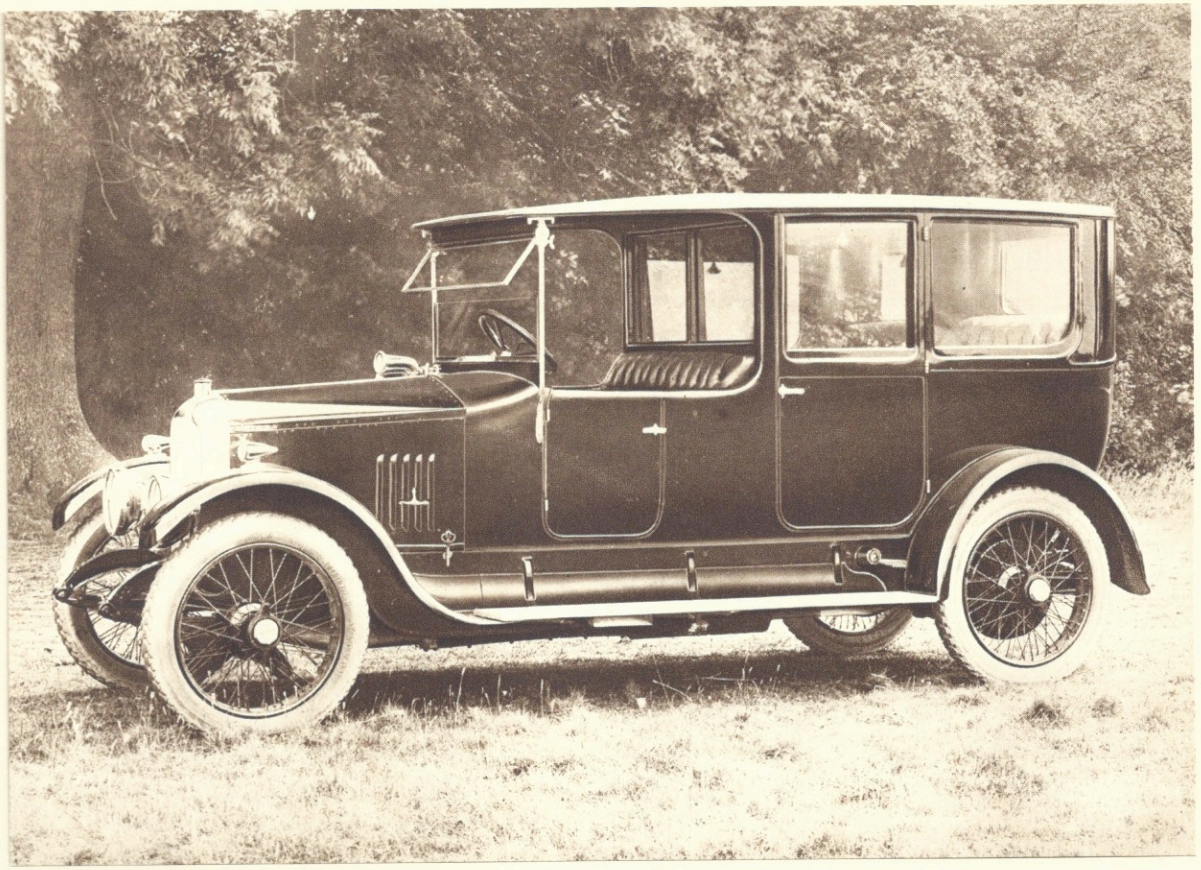
engine is maintained at a very high rate of revolution. The car will climb a hill much faster on third speed than on the direct gear, or on second speed than on third, according to the gradient. This inherent capacity to maintain its torque at high engine speeds is a distinctive feature of the Vauxhall. In the majority of cars the range of engine speed does not offset the reduced transmission efficiency of the lower gears. In short, with proper gear manipulation, which is easy, the Vauxhall has very remarkable hill-climbing powers.

A necessary complement of extreme liveliness is ample stopping power. A great deal of careful thought has been put into the Vauxhall braking system, which is both powerful and smooth. The size of the brakes and the character of the asbestos fabric braking-surface are such that renewal of the brake lining is very seldom needed.

SWEETNESS OF RUNNING

The Vauxhall engine has always been noted for its smooth running and absence of periods.

Its design is of peculiar rigidity : the cylinders are mono-bloc ; the crankcase is of very stout section ;



25 H.P. VAUXHALL-SALISBURY LIMOUSINE, £1425

For description, lift up print

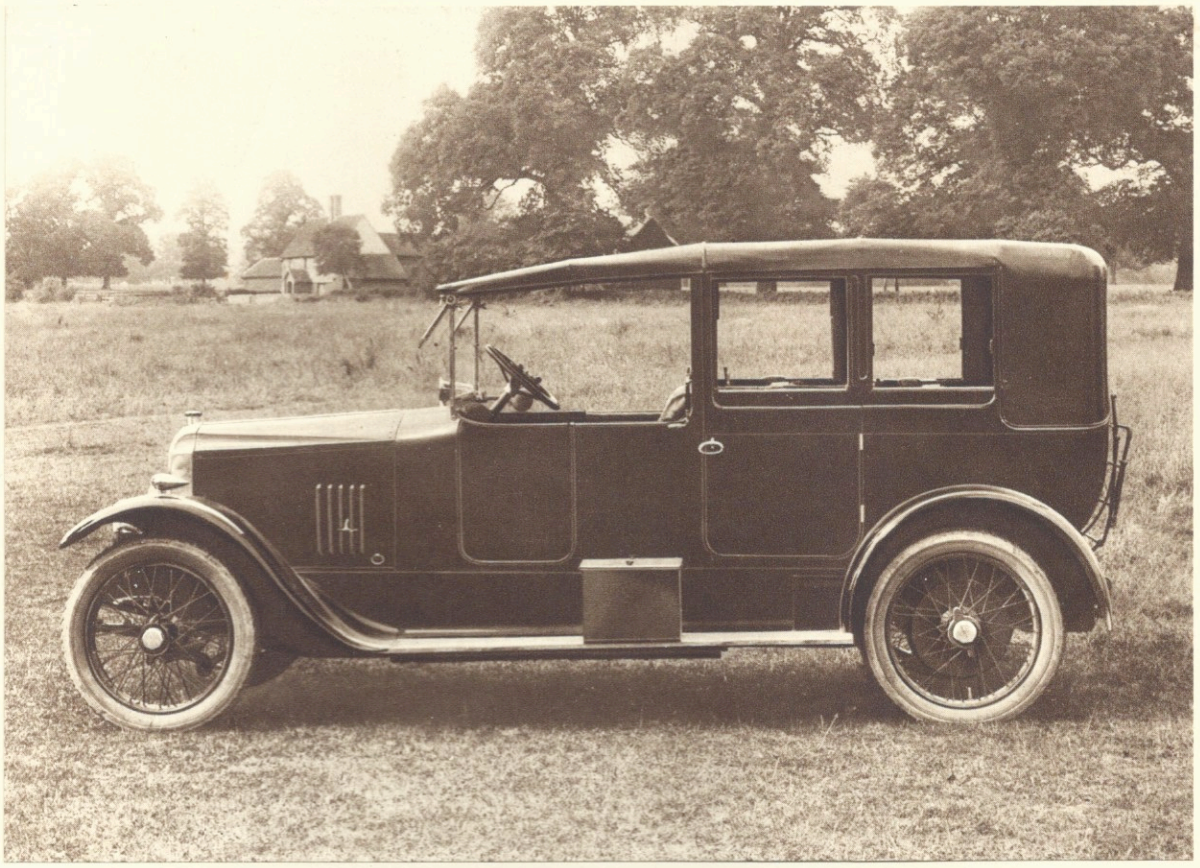
THE 25 H.P. VAUXHALL

the crankshaft is of large diameter and supported on five bearings. The weight of the reciprocating parts is calculated in relation to the compression ratio, and each engine is carefully adjusted for perfect rotary balance with the flywheel and clutch fitted. The assiduous care paid to these familiar principles explains why the Vauxhall has always displayed a smoothness of running unequalled in any other four-cylindered engine.

SMOOTH RIDING

The sweetness of running of the Vauxhall car as a whole is assured by the special attention given to the formation of the gears, the disposition of the propeller shaft, and the spring suspension.

All springing systems aim at providing an elastic power that will absorb road shocks without transmitting them to the body, and thence to the occupants, of the car. But when the springs are too flexible, a very unpleasant heaving sensation is experienced every time the car goes round a corner. Semi-elliptic springs, both for the rear axle and the front axle, enable flexibility to be combined with avoidance of heaving in the greatest degree possible. In the Vauxhall design the springs are built up of many thin plates, whereby great mechanical strength is obtained—that is, the tendency of a



25 H.P. VAUXHALL-SUTHERLAND THREE-QUARTER CABRIOLET, £1400 *For description, lift up print*

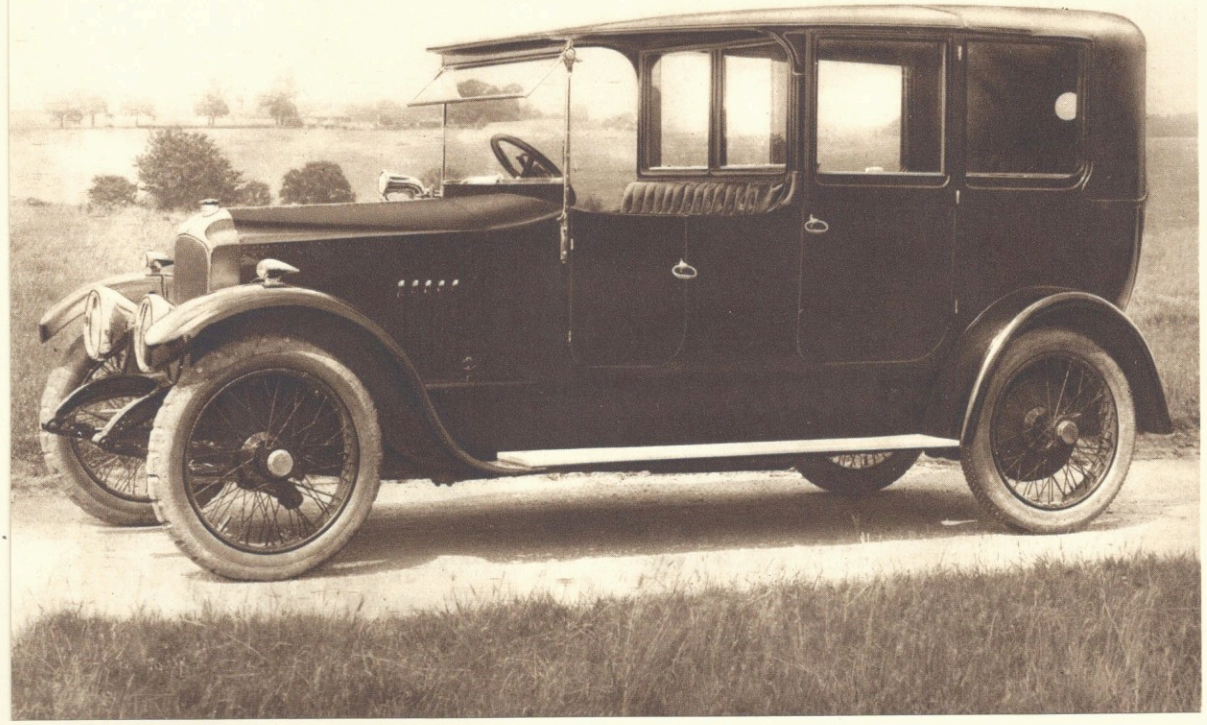
THE 25 H.P. VAUXHALL

plate to fracture is reduced—and a certain degree of internal friction is set up, owing to which the springs act as their own shock absorbers, taking up and at once dissipating sudden blows, notwithstanding conditions of recurring periodicity.

In many cars rattles develop in all directions after about twelve months of service. Steps to prevent this have been carried to great lengths in the Vauxhall design, as will be seen on critical examination of the spring leaves and shackles, universal joints, front axle pivots, steering connections, etc.

MINIMUM ATTENTION

The chief attention needed by a car is lubrication. A great advantage of the Vauxhall design is the slight demand made on the time and trouble of its owner to keep his car lubricated. The engine oil consumption is very low. The filler is conveniently placed, and the float indicating the oil level can be watched as the oil is being poured in. A unique feature in petrol engine construction is the Vauxhall detachable oil filter tray, which on account of its form and large surface thoroughly cleanses the oil as it returns from the engine, and is easily removed without the trouble of emptying the oil from the sump. Oil leakage from the front and the back of the crankcase and from the gearbox,



25 H.P. VAUXHALL-WARWICK LANDAULETTE, £1400 *For description, lift up print*

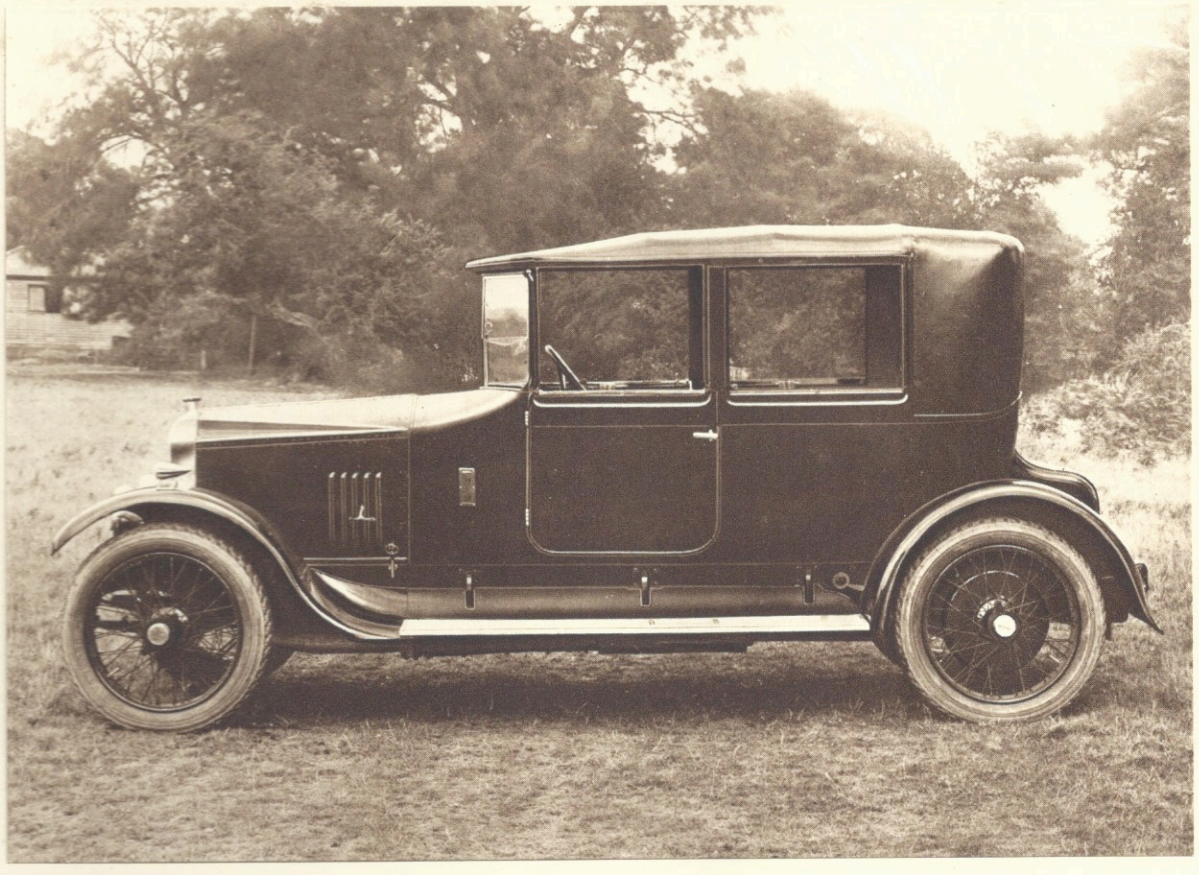
THE 25 H.P. VAUXHALL

rear universal joint, and back axle, is very fully provided against.

The spring shackles are fitted with a ball oil-retaining valve. The centres of the shackle bolts are drilled out so that a considerable quantity of oil can be retained; consequently the lubrication of these parts gives very little trouble. Throughout the chassis the number of greasers is reduced to a minimum. Simplicity of design is observed in all parts of the chassis. It is worth mentioning that consideration has been given even to simplifying the work of washing the car; no mud can accumulate in places whence it cannot be easily removed.

APPEARANCE

The shape of the Vauxhall radiator and the lines of the bonnet are everywhere admired. That they have a distinctive appearance admits of no question. The proportions of the chassis allow the body builder the scope needed for the production of fine bodies.



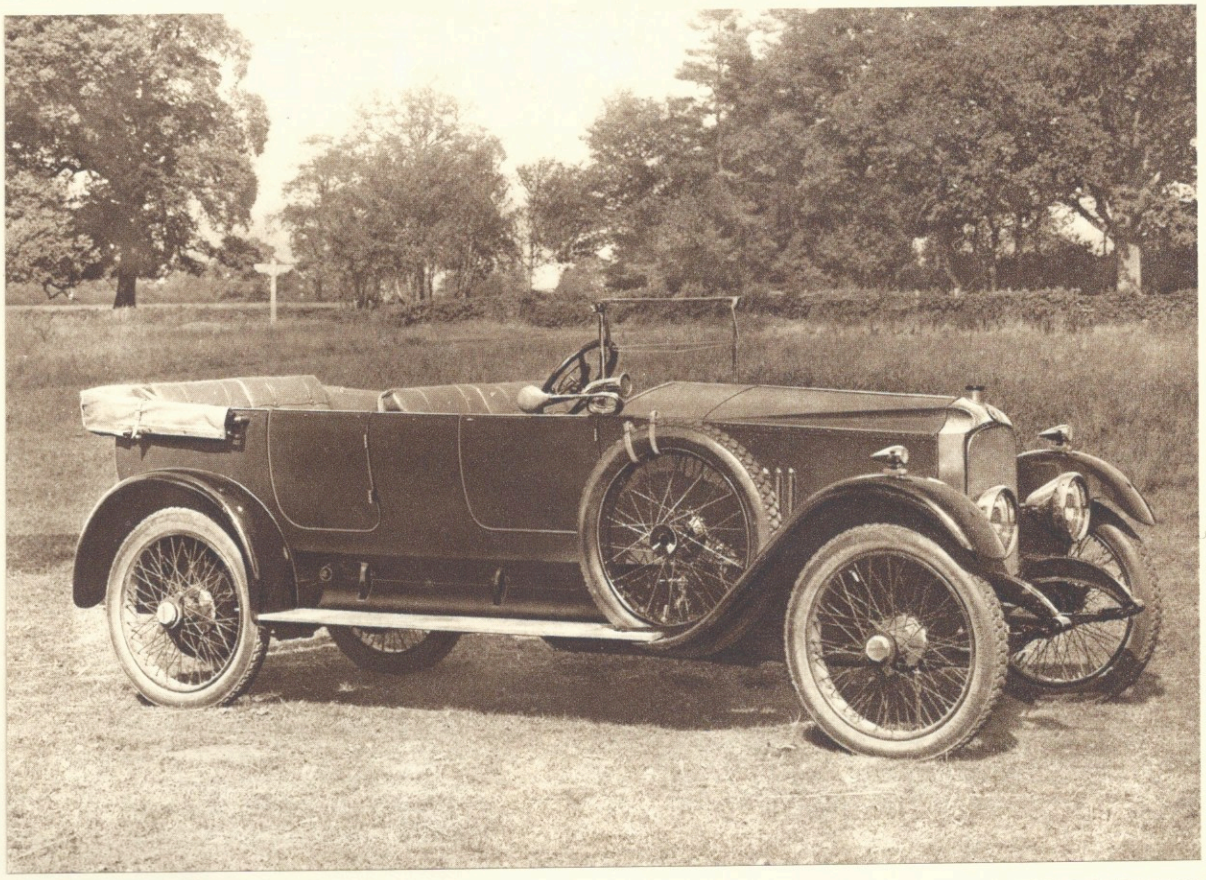
25 H.P. VAUXHALL-ARUNDEL INTERIOR DRIVE CABRIOLET, £1380 *For description, lift up print*

THE 30–98 H.P. VAUXHALL

THE study of the fast touring car as a special type has engaged the attention of Vauxhall Motors Limited for many years. They are admittedly pioneers in this field. In 1907 the Company produced an engine which made a considerable stir in the motoring world. Its success in the hill climbs, the Scottish Trial, and the R.A.C. 2000 miles International Reliability Trial of 1908 was extraordinary. In this car was the germ of the Vauxhall fast light touring car. During 1908, 1909 and 1910, the Vauxhall engine made many notable performances. Attaining in October 1910 a speed of 100 m.p.h., the Vauxhall was the first machine of its relatively small size—namely, 4 cylinders, 90 mm. bore by 118 mm. stroke—to achieve this distinction, and in beating, in 1912, the 50 miles world's record, with a speed of 97.15 m.p.h., it was the first 3-litres engine to get into world's record class for this distance. Later, the size of the engine was increased, and in August 1913 world's records (only beaten by a much larger machine) were obtained by a Vauxhall car with a 4-cylindered engine of 95 mm. by 140 mm. This feat comprised all records from 2 hours to 9 hours and from 150 miles to 700 miles (average speed, 87.74 m.p.h.).

The ability of these engines to give satisfaction in fast cars to be used on the road having been placed beyond doubt, the Company began in 1911 to build a fast light touring car as a regular model, and from that time became known as the one company producing exceedingly fast cars in quantities—cars which on being tested invariably demonstrated their capacity to run at the speed claimed for them.

The 30–98 h.p. Vauxhall fast touring car is the latest outcome of the special experience in high-speed research which has been indicated in the foregoing remarks. Extremely fast—approximating in speed to the fastest racing cars in the world—it is at the same time remarkable for refinement, silence and economy. The petrol consumption at high touring speeds can be well under a gallon to twenty miles. A tyre life of 6000 miles is by no means unusual.



25 H.P. VAUXHALL-KINGTON OPEN CAR, £1100 *For description, lift up print*

THE 30–98 H.P. VAUXHALL

The engine retains the sweetness of running characteristic of Vauxhall machines, and the car is very considerably easier to handle at low speeds than the ordinary touring car of other makes.

The best indication that can be given of the speed and power of the 30–98 h.p. Vauxhall is that so long ago as 1913 a car of this type, with 'four up,' climbed Shelsley Walsh Hill from a standing start in 55⅕ secs., average speed, 42 m.p.h., only 3 seconds below the record made by a single-seater car in 1921. The hill has a double bend in the middle, is 1133 yds. long, and the average gradient is 1 in 9.35. A guarantee can be given that with a single-seater body the 30–98 h.p. Vauxhall will attain 100 m.p.h. on the track. Clients should bear in mind that a car intended for track racing will have a higher gear ratio than one to be used simply as a fast roadster. It may also be well to point out that much depends on road conditions and wind direction. In practice there is bound to be a certain variation of performance according to the circumstances; but the guarantees given above make clear that the speed capabilities of this model are exceptional, particularly when considered in conjunction with its silence, economy and ease of handling.

SOME SUCCESSES OF THE 30-98 H.P. VAUXHALL IN 1921

Oxford M.C. hill climb, Kops Hill.
One first and two seconds.

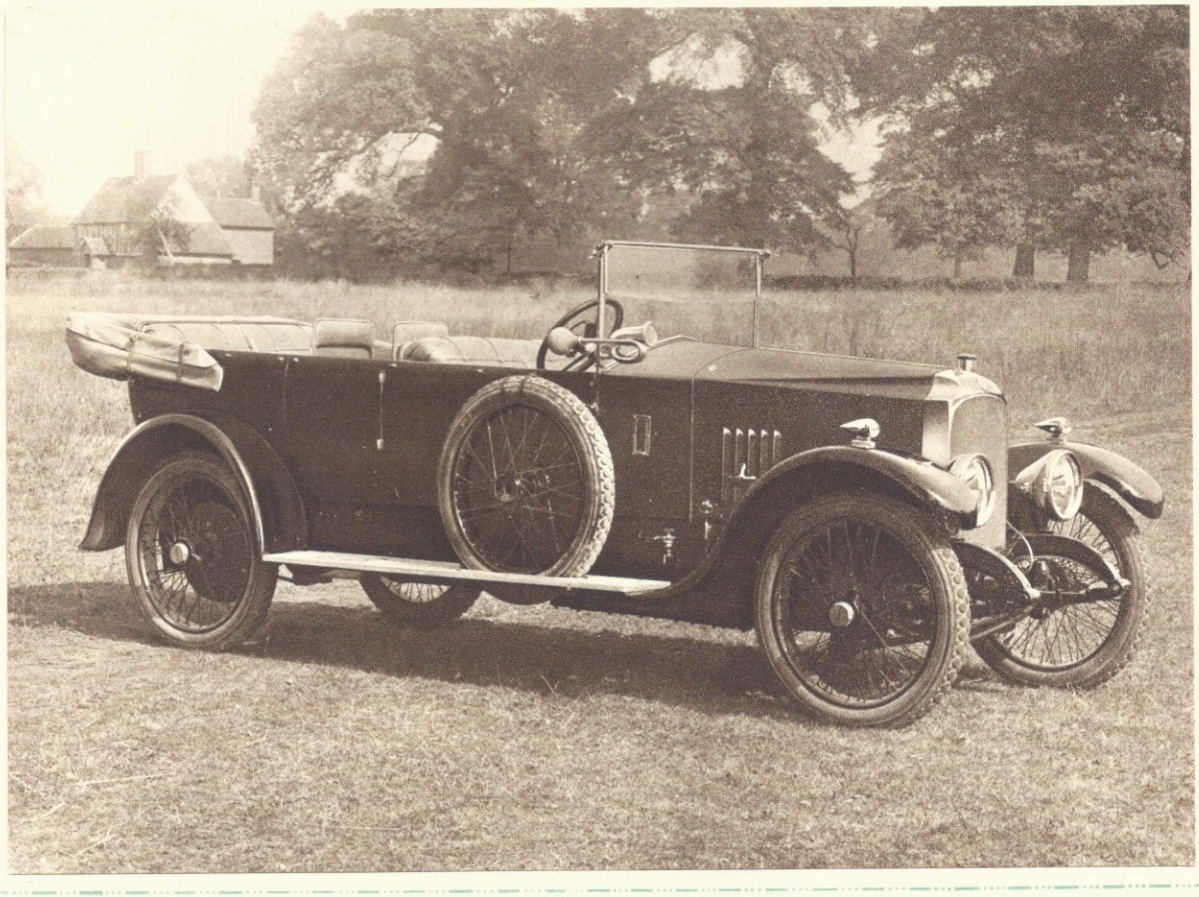
Southport A.C. speed trial.
One first, one second.

Transvaal A.C. record for Jan Meyer's Hill beaten by 41⅖ secs.

Middlesex County A.C. hill climb, Handpost Hill.
Fastest time.

Hants. A.C. hill climb, Spread Eagle Hill.
First on time and formula.

Herts. A.C. hill climb, Aston Hill.
Class 2 (on time). First and second.
Formula results—first and second in class 2.
Fastest time, and record.



25 H.P. VAUXHALL-MALVERN OPEN CAR, £1150 *For description, lift up print*

THE 30–98 H.P. VAUXHALL

Manchester A.C. reliability trial.
Fastest and second fastest times in the hill climb.

Brisbane-Sydney reliability trial.
Fastest time in each of the two hill climbs.

Midland A.C. hill climb, Shelsley Walsh.
Closed event, first on formula.
Open event, second on formula.

Leicestershire A.C. hill climb.
First in three events. Fastest time, and record.

Oxford M.C. hill climb.
Unlimited class, first. Fastest time.

Liverpool Motor Union's speed trials.
Standing kilometre, first. Flying half-mile, first.

BROOKLANDS TRACK In the B.A.R.C. racing season of 1921, more firsts were won by Vauxhall cars than by any other make.

Points in the design of the chassis generally to which attention may be drawn are :—

The low frame, which is an important factor in ensuring the stability of the car when taking corners at high speed.

Simplicity of construction.

Grease cups are practically eliminated and are replaced by ball-valve oil lubricators for all shackle pins, pivots, pins, etc.

The care paid to the method of lubricating essential parts, such as the gearbox, universal joints, back axle, etc., which only need attention at long intervals.

SUSPENSION The problem of suspension in the fast car is distinct from that of the ordinary touring car. Experience with very fast cars has shown semi-elliptic springs to be the best form of suspension for machines of this type. Other forms, such as the cantilever and three-quarter elliptic, have too great a tendency to occasion rolling when the car is going at high speed round a corner, and furthermore the slow periodicity of these springs is unfavourable to fast travelling on rough roads. The semi-elliptic springs used on the 30–98 h.p. model are of adequate length and quite flat. They are, moreover, mounted above the axle, because thereby the rolling tendency, compared with springs mounted below the axle, is lessened.

WEIGHT The weight of the 30–98 h.p. chassis with VM equipment and tanks full, is 23¾ cwt. The complete Vauxhall-Velox four-seater car weighs 26¾ cwt. Customers intending to have a body built by their own coach-builder are notified that the *maximum* body weight for this chassis is 5 cwt.

30–98 H.P. VAUXHALL-VELOX OPEN CAR, £1195 *For description, lift up print*

THE 30–98 H.P. VAUXHALL

In a manner not quite attained by any other car the 30–98 h.p. Vauxhall appeals to the sporting instinct. It offers in the skilful handling of a refined powerful machine that exhilarating pleasure which is the essence of sport—a pleasure accentuated by the remarkable way in which it holds the road and answers to its brakes. Its performance is a constant source of delight to those who have a predilection for mechanical ingenuity. This interest, the fascination of swift, silent motion, and the zest of road mastery, make driving a pure joy, with which perhaps there is nothing comparable in any other open-air pursuit.

Specification

ENGINE Four cylinders, 98 mm. bore by 150 mm. stroke, developing on the bench 100 b.h.p. R.A.C. rating, 23.8 h.p. Cylinder capacity 4.5 litres.

IGNITION High tension magneto, variable spark.

CARBURETTOR Zenith aero type 48 RA.

LUBRICATION Vauxhall plunger-pump system.

COOLING Vauxhall fan and pump combination. Honeycomb radiator.

CLUTCH Vauxhall multi-disc.

GEARBOX Four speeds and reverse. Direct on top.

BACK AXLE Semi-floating type. Bevel drive and bevel differential.

BRAKES Foot brake on propeller shaft; hand brake on rear axle hubs, diameter 12 inches.

SUSPENSION Semi-elliptic springs, with shock absorbers throughout.

WHEELS Detachable wire, 820 mm. by 120 mm.

PETROL SUPPLY Air-pump pressure feed from tank at rear holding 12 gallons. Petrol level indicator.

BODY A specially light body—the Vauxhall-Velox—is built by the Company. See remarks on weight, page 11.

FINISH Nickel.

GUARANTEE The 30-98 h.p. chassis is guaranteed for one year, whether for home or overseas use.

SPECIFICATION OF THE 25 H.P. (D TYPE) CHASSIS

ENGINE Four cylinders, 95 mm. bore by 140 mm. stroke. R.A.C. rating, 22.4 h.p. Cylinder capacity 4 litres. Firing order 1-2-4-3. Crankshaft has five bearings of following dimensions: front and rear 2 inches diameter by 3 inches; second, third and fourth 2 inches diameter by 2¼ inches. Pins, 2 inches diameter by 2¼ inches.

IGNITION High tension magneto, variable spark.

CARBURETTOR Zenith. An extra air inlet worked by a lever fitted above the steering wheel allows the strength of the mixture to be varied at the will of the driver, who can thus make his choice between maximum power and maximum economy.

LUBRICATION The forced lubrication is on the Vauxhall plunger pump system, and requires no attention whatever.

COOLING The Vauxhall fan and pump combination, successfully employed since 1912. The same belt drives the pump and the fan, and the size of the water connections ensures adequate cooling by thermo-syphon action, should the fan belt be removed, which may be done in winter. Experience on practically all cars demonstrates that the belt is the only satisfactory method of driving a fan, on account of the very large effort required to accelerate the fan when the engine throttle is opened. This effort will break chains and ordinary gear teeth, but no such troubles occur with the belt, as it can slip slightly. Bearing in mind that the horse-power required to drive the pump at an engine speed of, say, 1500 revs. per minute, is about one-fortieth of that required to drive the fan, it is obviously unnecessary to use a gear drive of the size usually fitted for working the pump. Moreover, if during frosty weather the impeller freezes to the casing of the pump, a breakdown of the pump driving gear is caused when the engine is started. In the Vauxhall design the belt merely slips on its pulley and no damage is done. The arrangement of the belt renders adjustment very rarely necessary; when required, it can easily be made, as the belt pulley on the fan spindle is of the adjustable cone type. Capacity of cooling system, 6 gallons. Honeycomb radiator.

FRONT AXLE The front axle has inclined steering pivots, which are completely encased and lubricated with oil. The steering connections are so disposed that no shocks are transmitted through the steering wheel.

STEERING Worm and wheel type. The Vauxhall steering gear is noted for being exceedingly light in operation and for its automatic stability. Steering wheel 17 ins. diameter.

CLUTCH Vauxhall multi-disc with dry plates running in graphite. The power is taken up with perfect smoothness, and there is no end thrust from the crankshaft when the clutch is engaged. The Vauxhall clutch is particularly light in operation.

GEARBOX Four speeds and reverse. The top speed is direct, and just as its ratio is that which is considered to be the most suitable for top gear purposes, so the first speed is sufficiently low to tackle the most trying conditions. Vauxhall special form of gear teeth.

FOOT BRAKE The foot brake is placed at the rear of the gearbox, and is easily adjustable. Asbestos fabric lined.

BACK AXLE The back axle is of orthodox design, with straight tooth differential gear and spiral bevels. The road wheels are carried on sleeves, so that the axle is of the full floating type.

REAR BRAKE 16 inches diameter. Internal (expanding), asbestos fabric lined.

SPRINGING The springs are semi-elliptic, made of silico-manganese steel. Front 36 inches by 2 inches; back 48 inches by 2¼ inches.

PETROL SUPPLY Tank at rear with air-pump feed. Tank holds 12 gallons.

WHEELS Detachable wire, 880 mm. by 120 mm.

FINISH Nickel.

EQUIPMENT Complete Vauxhall cars supplied by the Company have a standard equipment (known as the VM equipment) of electrical starting and lighting (6 lamps), aluminium instrument board fitted with speedometer, clock, lamp, switchboard and gauges, five detachable wire wheels and five Dunlop Magnum tyres, bulb horn and electric horn, and full tool kit. When a chassis only is delivered, the equipment included in the chassis price is the same minus number plates.

VARIATIONS OF STEERING RAKE AND SPRINGS The D type chassis is built for three types of body:

(1) Open body with torpedo steering rake and open car type springs. *Order—Chassis D Open.*

(2) Closed body to be driven by chauffeur, with upright steering, and closed car type springs. *Order—Chassis D Chauffeur closed.*

(3) Closed body to be driven by owner, with torpedo steering rake, and closed car type springs. *Order—Chassis D owner closed.*

The following particulars of standard open body dimensions will be found useful:—

Width of front door opening	19 ins.
Width of rear door opening	20½ ins.
Leg room, front seats to pedals	23 ins.
Leg room, rear seats to footboards	25 ins.

D (Export Type) Chassis, 25 h.p.

This model is of the same design as the 25 h.p. model described in the foregoing pages, and therefore possesses the great structural strength and general reliability which are necessary for constant use on bad roads, and travelling long distances in countries where assistance is seldom within easy reach.

COOLING The adequacy of the Vauxhall cooling system, described on this page, is attested by wide experience, including hill-climbing of the severest kind in the Balkans and among the Italian Alps.

GEAR RATIO All cars for overseas use have our lower gear ratio, which enables them to cope with the most trying conditions and to give the top gear performance usually required overseas.

ACCESSIBILITY All parts requiring attention are easily got at and are so designed that they give the least possible trouble.

SPRINGING The springs are specially adapted for overseas use, the leaves being thicker, more in number, and slightly cambered.

CLEARANCE About 9 inches under the rear axle. It may be mentioned that Vauxhall cars with this clearance made the record runs:

Melbourne—Adelaide (580 miles).
Melbourne—Sydney (575 miles).
Brisbane—Sydney (650 miles).
Brisbane—Sydney Reliability Trial (R.A.C. of Australia, 1921) 817 miles, won by Vauxhall car driven by Mr. Boyd Edkins.

WITH THIS MODEL A GUARANTEE FOR THREE YEARS IS GIVEN, WHETHER FOR HOME OR OVERSEAS USE

DIMENSIONS, GEARINGS AND PRICES

(*For variations of D type steering rake and springs—see p. 13*)

	D type	*E type*
Horse-power	**25**	**30–98**
R.A.C. rating	**22.4**	**23.8**
No. of cylinders	**4**	**4**
Bore and stroke	**95** mm. × **140** mm. **3¾** ins. × **5½** ins.	**98** mm. × **150** mm. **3⅞** ins. × **5⅞** ins.
Transmission	Four speeds, live axle	Four speeds, live axle
Gear ratio on direct drive	**3.6 : 1**	**3 : 1**
Speeds (in miles per hour) at 1000 r.p.m. ...	1st **7.5** / 2nd **12** / 3rd **19** / 4th *Direct* **28.5**	1st **8.7** / 2nd **13.7** / 3rd **20.8** / 4th *Direct* **32**
Gear ratio on direct drive — **For cars with closed bodies and all overseas cars**	**4.12 : 1**	No alternative gear is standardised for the E type
Speeds at 1000 r.p.m. — **For cars with closed bodies and all overseas cars**	1st **6.6** / 2nd **10.5** / 3rd **16.5** / 4th *Direct* **24**	
Wheelbase	**10** ft. **10** ins.	**9** ft. **6** ins.
Distance from dash to centre of back wheel	**7** ft. **9¼** ins.	**6** ft. **4** ins.
Length from dash (body space)	**8** ft. **8** ins.	**7** ft. **1** in.
Length over all	**14** ft. **6** ins.	**13** ft. **4** ins.
Length of car over all (hood down) ...	**15** ft.	**13** ft. **10** ins.
Track	**4** ft. **8** ins.	**4** ft. **6** ins.
Width of frame	**35** ins.	**34** ins.
Width over all	**5** ft. **8** ins.	**5** ft. **6** ins.
Size of standard tyres	**880 × 120**‡	**820 × 120**
Weight of chassis	**26** cwt.* With VM equipment	**23¾** cwt.* With VM equipment
Price of chassis	**£800** Delivery at works	**£895** Delivery at works
Tax	**£23**	**£24**

**Including starting and lighting installation with lamps, instrument board with fittings, spare wheel and tyre, horns, tool kit, and water in radiator.*

‡*Larger wheels and tyres* (895 × 135) *are recommended for closed cars, in order to secure the greater comfort and tyre economy. The extra charge when these wheels are fitted is* **£11 10s.**, *on the basis of present price lists.*

OWNERS' OPINIONS OF THE VAUXHALL

Each year many letters are received by Vauxhall Motors Limited from owners of Vauxhall cars, expressing opinions which show that the ideal at the back of the Vauxhall design is thoroughly appreciated. A few of the most recent of these letters are published below.

Dependability—a Vauxhall characteristic

"This car (25 h.p.) was bought by me in May 1919, and in the meantime has never let me down during its total mileage of 45,000 miles. Further than this, it has not cost me more than the price of a new top spring leaf, and this in the last fourteen days. Garage repairs nil for mechanical breakdowns.

It has been a wonderful car for me as you will see by its record, and it is running as well as ever to-day."

Ref. F— P—. T.F. No. 764

Delightful driving qualities

"My 25 h.p. Vauxhall-Kington continues to give absolute satisfaction, and my only regret is that I did not touch the Vauxhall many years ago. It is quite wonderful how the engine will take the car away so easily, and it is most remarkable how little effort is required at the wheel. The car is really a treat to drive, and I derive more pleasure from it than from any car I have ever handled—six-cylinder modern cars included."

Ref. W— M— W—. T.F. No. 757.

Power, speed and petrol economy

"It gives me great pleasure to tell you that I am delighted with this car (25 h.p.), and its power and speed are a continual source of pleasure.

Petrol consumption is 24–25 m.p.g., which is excellent.

After 16 years owning many of the best known cars I have at last found a car which fulfils every requirement."

Ref. C— W—. T.F. No. 759.

Long tyre life on rough roads

"We have now run about 6000 miles and have nothing but praise for the car. Our roads about here, I am sure, would not lose many points if compared with the so-called roads of the war area, and our Vauxhall has stood up well to the rough usage, and is a delight to handle. I am still using three of the original tyres, and I think that says something for the balance of the car, as our last one required new tyres every 3500 miles and running on superior roads to what we have had lately.

As we have no chauffeur ,I tend the car myself ,and I have yet to find any inferior workmanship in it. My husband is as delighted as I am with our car, and we never tire of proclaiming its virtues to other motorist friends."

Ref. J— P— M—. T.F. No. 747.

Easily handled and non-fatiguing

"I left Stamford at 9.40 a.m., arrived at Boro'bridge 1.45, left Boro'bridge 2.15, arrived Penrith 5 o'clock, left Penrith 5.20, and arrived home (Monkton) 8.25 p.m. I had three other stops—two level crossings, and missed my road once, making about 15 minutes in all. My running time was therefore 9 hours 55 minutes for 310 miles (average speed 31¼ m.p.h.) The time alone I think is good enough, but the distance covered amazes me, as I arrived as fresh as could be, and in no way tired; my hands were just a tiny bit shaky, and my eyes just a wee bit tired—that's all.

I shall be only too pleased for you to tell any lady prospective owner this, as it proves beyond a shadow of doubt how easily handled the 25 Vauxhall is, and how perfectly comfortable the whole thing must be to allow a woman to go such a distance without any anxiety or feeling of tiredness. It is the longest run I have ever done in one day by a few miles.

I may add that I have now driven cars for twelve years, and almost all the best known makes, but I could never have done such a long journey in any of them without being absolutely 'done'—anyhow on arrival."

Ref. G— R—. T.F. No. 750.

A car for long journeys

"I might say that I only returned yesterday from a trip of nine days, running 1351 miles and my consumption was 67½ gallons, or just 20 to the gallon, four passengers and luggage.

Am delighted with the car. Not a second of trouble, nor a puncture."

Ret. J— A— C—. T.F. No. 753.

A fascinating car—the '30-98' Vauxhall

"I find the 30–98 h.p. Vauxhall a delightful car in every way. The flexibility of the engine is remarkable. It will throttle down to 10 m.p.h. on top gear without any uneven running whatsoever, and will pick up from this speed very quickly and smoothly, although, of course, by changing down into third speed, a much faster 'get-away' may be made.

The speed obtainable with the standard four-seater Velox body and equipment is 85 m.p.h. Petrol consumption is good for a car with such a highly efficient engine as this; from 18 to 20 m.p.g. should be obtained on long runs, at the same time keeping up a fast average. If the car is reasonably used, tyres should do from 5000 to 6000 miles.

This car is most pleasing and fascinating to drive; the acceleration is wonderful; and this, together with the good brakes and road-holding capabilities, makes the car always to feel under complete control."

Ref. R— M—. T.F. No. 761

Fine road performance of the '25'

"I left Portsmouth at 4.0 a.m. for Ilkley in Yorkshire and arrived at the latter place at 12.25 p.m., having stayed at Grantham for half an hour for breakfast and petrol. The actual running time was 7 hours 55 minutes, and the distance was 301.3 by speedometer. I came via London; of course the roads were quite clear. (Average speed 37 m.p.h.).

The consumption worked out at 19.7 miles to the gallon, half benzole and half petrol being used, and I was able to keep the extra air open the whole time.

The car ran most perfectly the whole way, and after two years' continual use she seems, if possible, to run better than ever. To my mind, after ten years' motoring experience, I consider the 25 h.p. Vauxhall one of the best propositions on the market.

I had the engine down about two months ago, after having completed 12,500 miles since it was last down, and found the condition perfect and wonderfully clean; the only thing that required doing was to fit four new rings."

Ref. T— C—. T.F. No. 760.

Closed-car economy

"The car has now done over 15,000 miles, carrying an 'All-weather' body, total weight being approximately 34 cwt.

My average consumption of petrol for the whole period has been 18.5 miles per gallon; 75 per cent. of the mileage run has been in and around London, as I use it every day from my house to works.

The original tyres supplied with the chassis did 5000 miles, and when I took them off were unpunctured; they were then revulcanised and turned over to one of our light weight vans to be worn out. I then fitted oversized Michelins and have done over 10,000 miles without a puncture or trouble of any description, and am now carrying the two tyres from the back wheels as spares.

The car has only once been in dock, and that for three days for decarbonising after having done 7000 miles.

My total expenditure on spare parts has been one piston ring.

I have been a private owner for the last 18 years and have owned in all 12 different cars, and can unreservedly say that no car that I have ever owned has given me such entire satisfaction as this Vauxhall."

Ref. G— E— L—. T.F. No. 755.

CONDITIONS OF BUSINESS

PAYMENT Deposit payable with order, and the balance on delivery. The catalogue prices are strictly net.

DELIVERY Delivery at the Company's works, Luton, Bedfordshire. Our agents are authorised to charge the cost of freight from the works to the customer's address.

ALTERATIONS OF SPECIFICATIONS We reserve the right to make at any time such alterations in our specifications as we may deem desirable.

PRICES The price to be paid for each complete car or chassis is the *price current at the time of delivery*. Should this price be more than 10 per cent. in excess of the price previously specified, the customer has the option of cancelling his order.

GUARANTEE* The 25 h.p. Vauxhall chassis is sold subject to and with the benefit of the Company's guarantee for three years, and the 30–98 h.p. Vauxhall chassis for one year, from the date of the delivery of the chassis to the purchaser. The form of this guarantee is printed as part of the contract on the Company's official order sheets. It can therefore be seen by a purchaser before he gives his order, and all purchasers are recommended to use the Company's official order sheet and to read the guarantee before signing it. A signed copy of the guarantee will be supplied to each purchaser at the time of the delivery of the new chassis.

Such guarantee is in substitution for every other guarantee or warranty, and no other guarantee, warranty or undertaking whatsoever, statutory or otherwise, is given or is to be implied whether a purchaser at the time of purchase shall receive a copy of the Company's guarantee or not.

The Company's guarantee and any warranty, statutory or otherwise, shall not apply to any car used for hiring purposes, or to accessories not of the Company's manufacture.

BODIES SUPPLIED BY OTHER FIRMS When a body is fitted to a chassis by another firm the Company will require to inspect the car before the guarantee can be issued. *It is therefore essential that all cars having such bodies should be inspected.* Inspection fee £5; out-of-pocket expenses additional (when the inspection takes place elsewhere than at Luton).

THE TERM 'AGENT' is used in a complimentary sense only, and those persons or firms whom we style our agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account, other than the sale of goods purchased by them from us: nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the Company's guarantee.

OVERSEAS PRICES Vauxhall cars are sold in the Overseas Dominions at the English prices plus all importation charges.

SERVICE The Vauxhall Company may claim always to have studied how to give what may be termed after-sale satisfaction to purchasers of Vauxhall cars. This spirit is shared by the Company's agents, who (1) will do all in their power on the sale of a new car to see that it gives complete satisfaction, and to instruct the buyer so to manage it that this result is obtained; and who (2) undertake when repairs or adjustments become necessary to carry out the work at reasonable charges.

INSPECTION SCHEME A specially important feature of Vauxhall service is the inspection scheme, whereby owners of Vauxhall cars (of after-war manufacture) can have their cars inspected by an expert from the Vauxhall works, at the premises of the Vauxhall agent for the district, free of charge.

INSURANCE Under a "Vauxhall" policy repair work may be begun immediately, without delay or formality of any kind. Full information, together with proposal forms, may be obtained from Vauxhall Motors Limited.

*Maximum weights allowed under the Vauxhall three years' guarantee

(The weight of the fully equipped 25 h.p. Vauxhall chassis, see page 14, is 26 cwts.)

When springs are	*Bodies must not exceed*	*Complete cars must not exceed*
Open car type (25 h.p.)	7½ cwts.	Open car: 33½ cwts. unloaded 42 cwts. loaded
Closed car type (25 h.p.)	10½ cwts.	36½ cwts. unloaded 48 cwts. loaded

The guarantee cannot be given in respect of any car that exceeds these weights. Stress is laid on the point that they are maximum weights and allow a considerable margin for different methods of construction. Bodies having ample strength and provision for comfort can be built without going to these limits. The Vauxhall-Kington body, for example, weighs but 5¾ cwts., and the complete car, with tanks full, 31¾ cwts.—that is 1¾ cwts. lower than the maximum.

VAUXHALL MOTORS LIMITED
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