

ALL BRITISH

1908

Hb

Weigel



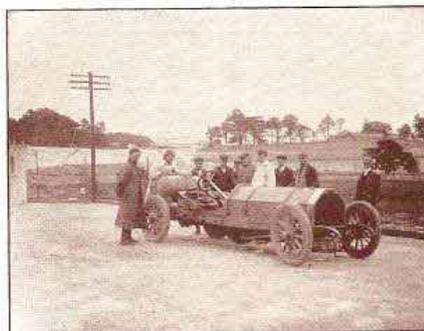
WORKS



90, GOSWELL ROAD

LONDON E.C.

Telephone :—
6841 Central.



Telegrams :—
Weigelmoto,
London.

At Brooklands.

WEIGEL CHASSIS

1908.

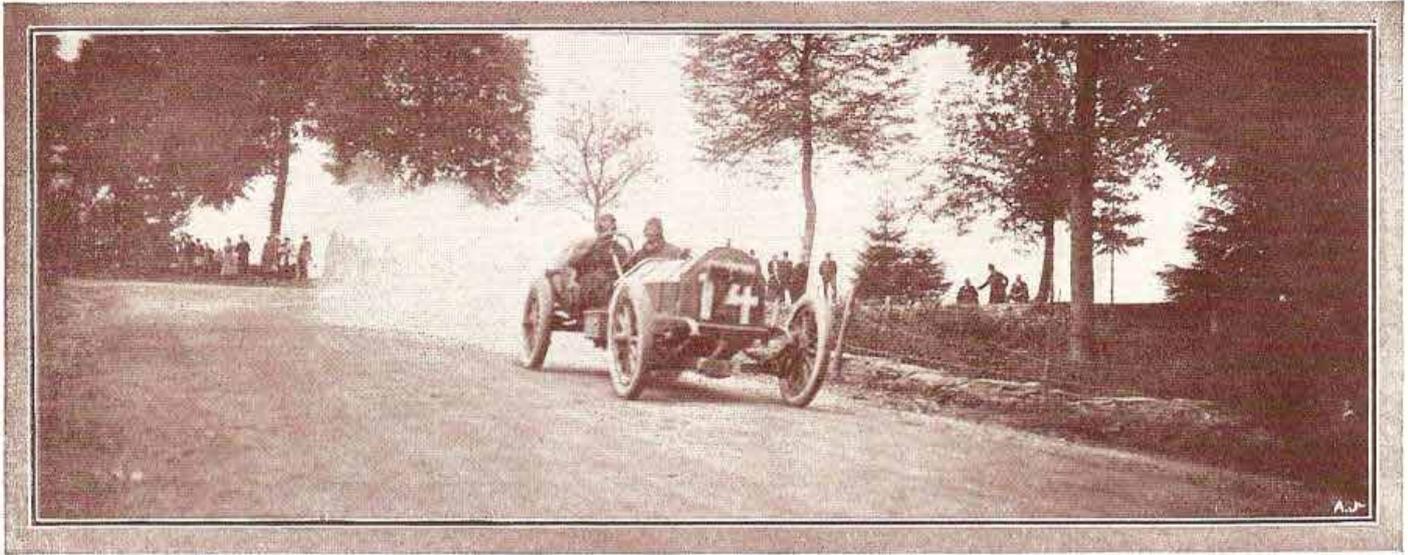
60 H.P.	6 cylinder	Chassis	..	..	£1,100	Chassis complete.
40 H.P.	4	..	..	..	£700	..
40 H.P.	4	.. (long)	..	..	£750	..
25 H.P.	4	..	..	..	£495	..
25 H.P.	4	.. (long)	..	..	£550	..

Extras : If required—

High Tension Ignition by Accumulator	..	£15	0	0
.. .. six Cylinder	..	£20	0	0

Complete Specifications.

	Chassis Price	No. of Cyl.	Bore	Stroke	Brake H.P.	Speeds	Re-verse	Ignition	Tyres, Front	Tyres, Back	Wheel Base	Track	Distance from Dashboard to back of Chassis
60 H.P.	£1,100	6	mm. 130	140	75	4	1	Low Tension Magneto	875 × 105	895 × 135	ft. in. 11 8	ft. in. 4 9	
40 "	695	4	130	140	54	4	1	"	870 × 90	880 × 120	9 3	4 9	
40 "	750	4	130	140	54	4	1	"	870 × 90	880 × 120	9 11	4 9	
25 "	495	4	110	120	33	3	1	H. T. Magneto	870 × 90	875 × 115	8 6	4 7	
25 "	550	4	110	120	33	3	1	"	870 × 90	875 × 115	9 6	4 7	



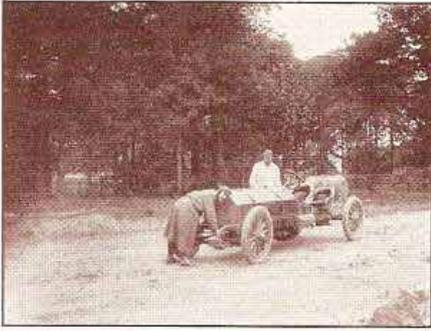
Laxen in the Ardennes Races.

Introduction.

IN the short period of something under twelve months the productions of Weigel Motors (1907) Ltd. have earned not only in England but throughout the world a name second to none in the Motor Industry. The reputation so earned has been merited by the perfect design, by the highest class of construction, and by the use of the finest material.

Built throughout by British hands in British workshops with British material and British capital, it has added to the well-merited reputation of British Motor Cars. It has not been designed haphazard and produced with the mere thought of immediate gain, but with the hope that the great reputation enjoyed from its foundation will lead to future and prosperous business.

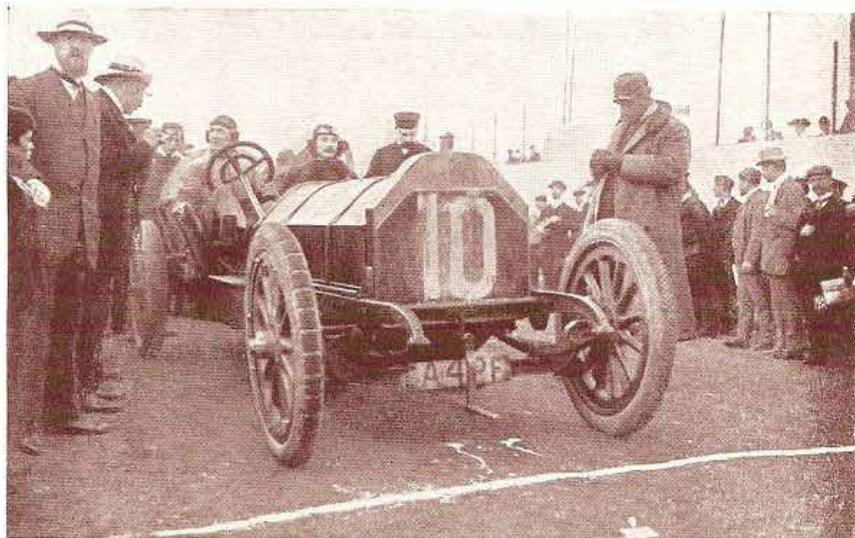
In 1907 the Weigel Cars were the only cars that represented Great Britain in the classic Continental races and earned a high reputation for



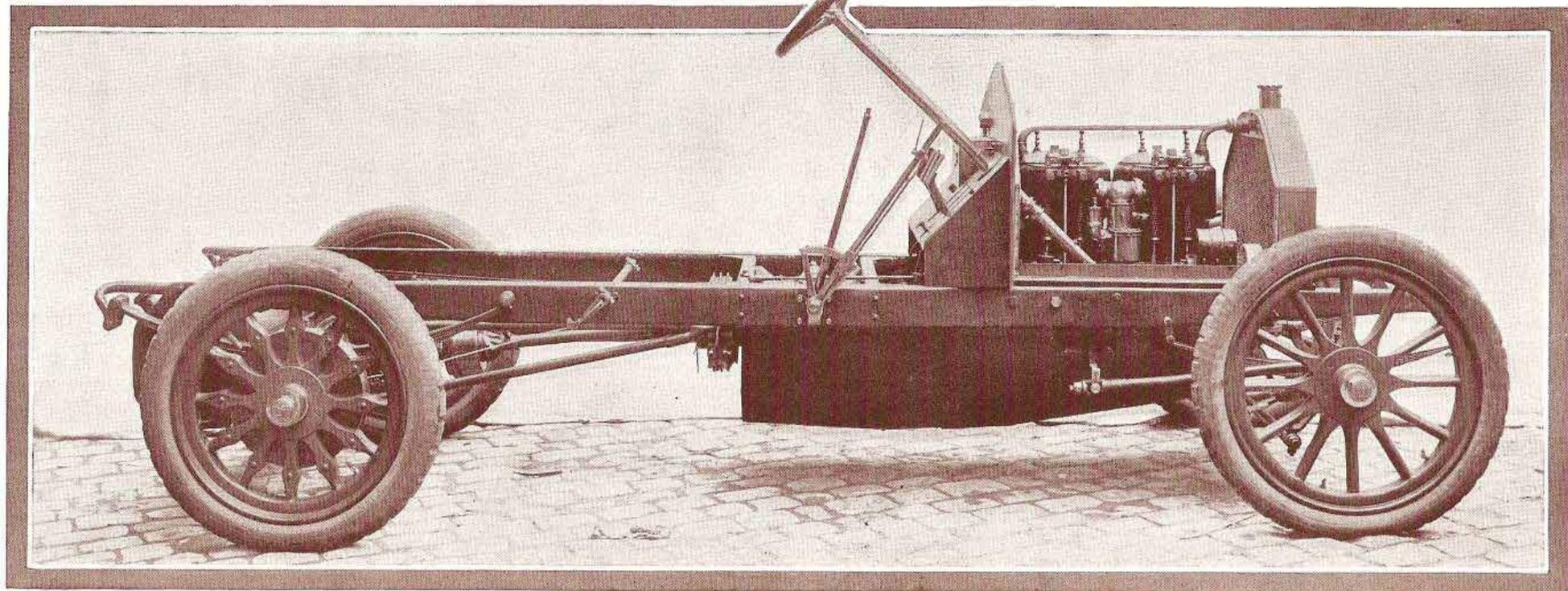
Harrison at Practice. "Grand Prix" Race.

their reliable, steady and consistent running both in the Grand Prix and the Ardennes Races, and it is interesting to note that these racing cars were built of standard touring chassis parts.

For the year 1908 the productions of Weigel Motors (1907) Ltd. will be a 40 h.p. chassis, a 60 h.p. six cylinder engine built on similar lines, and a 25 h.p. four cylinder engine, which is practically a smaller reproduction of the 40 h.p. model. Throughout the construction of these three cars the same high-class material, workmanship and design will be embodied. For the future programme of Weigel Motors (1907) Ltd. this is perhaps not the occasion to speak, but it may be taken for granted that the enterprising policy which prompted a comparatively unknown English firm to battle for Continental racing honours in 1907 will be continued during the forthcoming season.

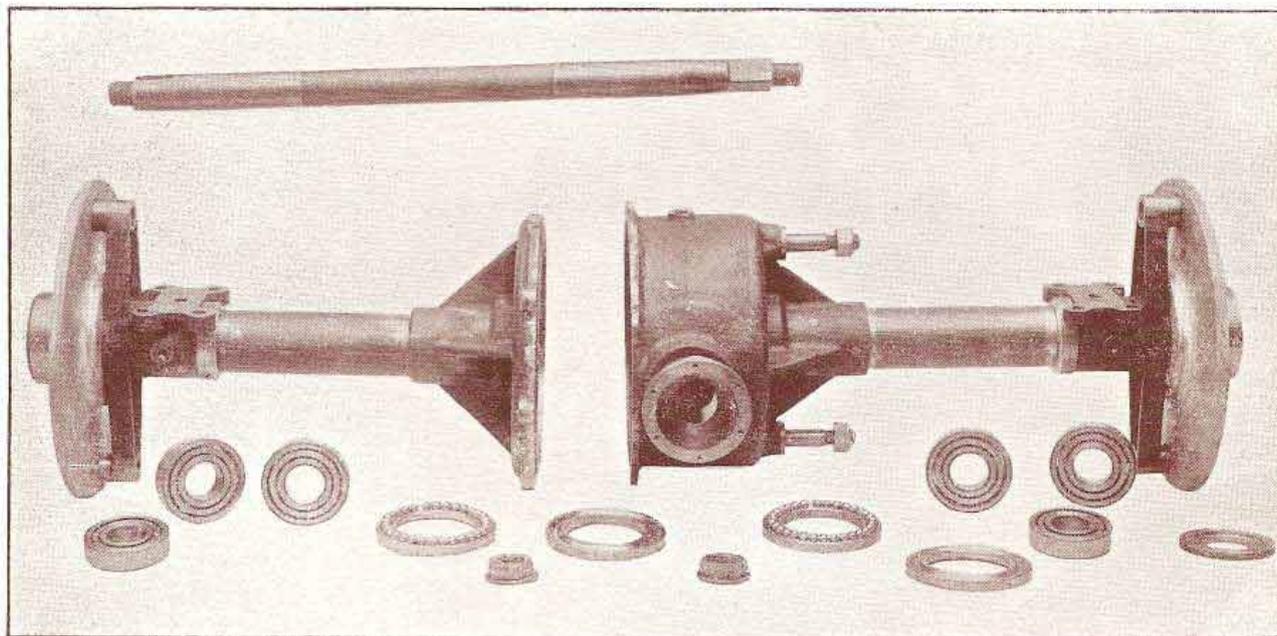


Harrison Starts. Ardennes Race.



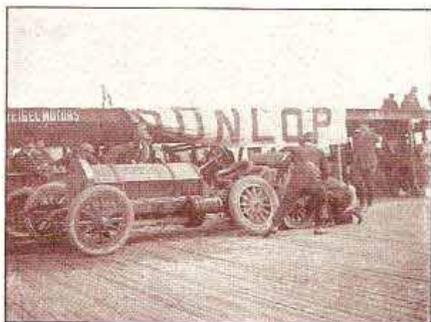
40 H.P. Weigel. Elevation.

The 40 H.P. Weigel Chassis.



Back Axle, 40 H.P. Weigel.

THE ENGINE is of the four cylinder type, having a bore of 130 mm. and a stroke of 140 mm. The cylinders are cast in pairs, and the valves, which are interchangeable, are placed on either side of the cylinder. The seatings of the valves are water jacketed. The base chamber is, as usual, of aluminium, and the lower half is so arranged that it can be removed independently of the crank shaft bearings.

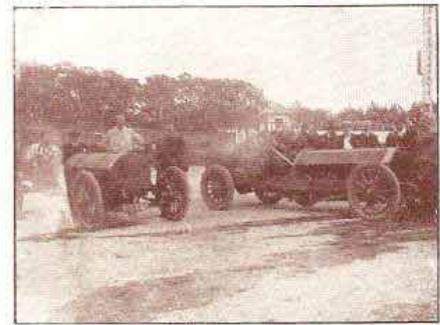


Tyre Troubles, "Grand Prix" Race.

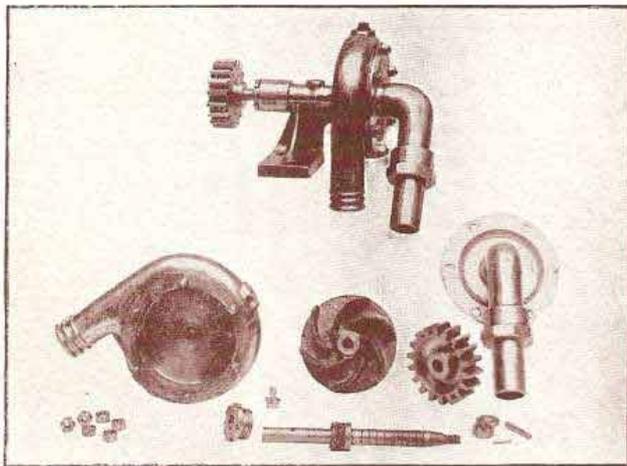
The CRANK SHAFT is of vanadium steel, this material being used owing to its resistance of fatigue, and the crank shaft bearings—as are all bearings in the engine—

are of phosphor bronze lined with white metal.

The CARBURETTOR is placed between the two cylinder castings and is so designed that there is no inlet pipe. It is of the usual float feed type with auxiliary air inlet, and virtue is its simplicity. The distributing wheels are of phosphor bronze and entirely encased in the aluminium crank case.



Harrison and Laxen at Practice for "Grand Prix" (Brooklands).



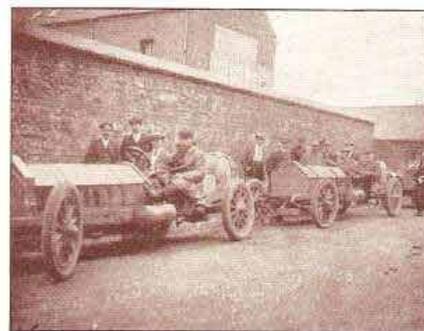
Circulating Pump.

The Ignition is the low tension magneto system, with a somewhat unusual form of mechanism, the tappets being contained in the valve covers and contact made or broken by a revolving cam connected by a vertical shaft driven direct from the cam shafts by a helical gear.

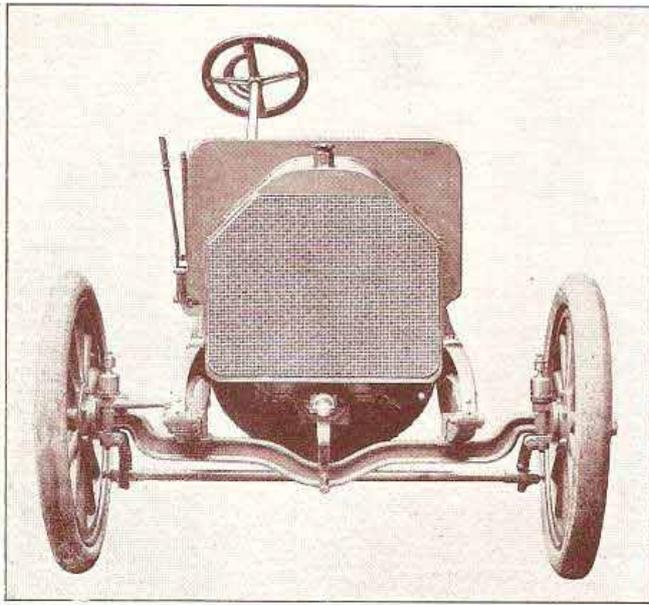
The cam shafts are in special steel, the cam and the shaft being cut out of the solid and the whole case-hardened.

The Water Circulation is the usual type, the water being forced by a centrifugal pump and cooled through a honeycomb radiator.

The CHASSIS is pressed steel, the



The "Grand Prix" Team at Dieppe.



Front view 40 H.P. Weigel.

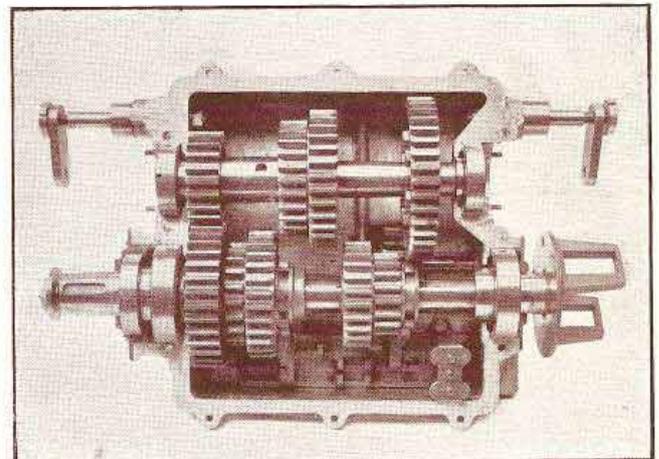
metal employed being steel with an alloy of 3% nickel.

The FRONT AXLE, as the photograph shows, is of a specially artistic design, and again the material employed is nickel steel.

The STEERING is interesting because the arm and quadrant are each respectively cut from

the solid with their respective shafts, it being obvious that where there are no parts screwed or bolted together there is less likelihood of breakage or shake, and thus in one of the most essential parts of the car the greatest security has been studied in the design.

The GEAR BOX has four forward speeds and one reverse, the two shafts lying side by side. The case is of aluminium, the shafts and gear-wheels of special steel case-hardened, and the bearings are the well-known Hoffmann ball-bearings. It will be noted that the shafts are very short and stout in diameter, the wheels are exceedingly large across the face, and the combination makes for great



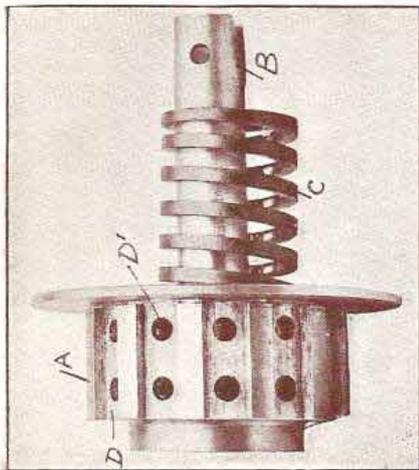
Gear Box, 40 H.P. Weigel.
Note Short Shaft and Wide Wheels.



Robinson in the Irish Automobile Club's Hill Climb.

rigidity and strength. The change speed mechanism is upon the principle of what is known as the gate control, but in the Weigel

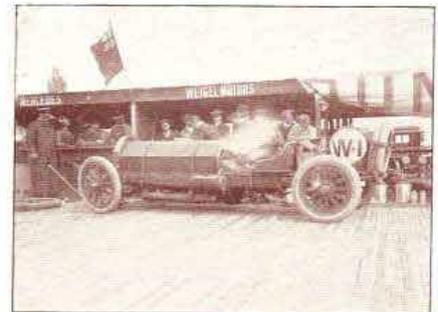
Gear Box the whole of the mechanism is contained within the box which is running in oil, and no parts are liable to be covered in dirt or mud.



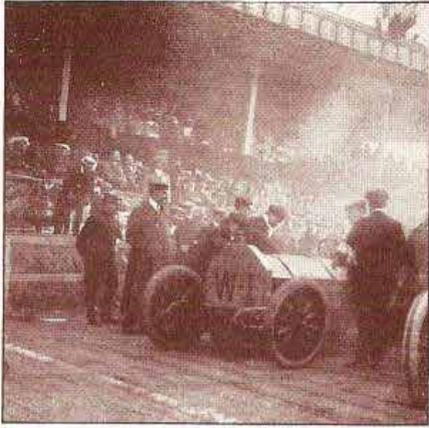
Clutch Drum. Cut from solid forging.

The CARDAN JOINTS are exceedingly simple and are made so that the drives are concentric to each other. All parts, the plates as well as the forks, are of special steel and are case-hardened.

The BACK AXLE. It will be noted that the case proper of the back axle is not split across the neck, but at the side, assuring greater rigidity to the case. So substantial are these back axle cases that no tie rod is used, and a back axle broken in any part is absolutely unknown. It will be noted that the differential



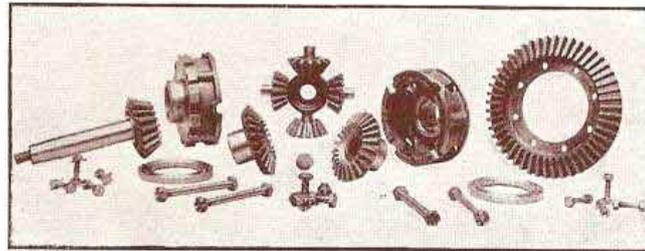
Tyre Troubles. "Grand Prix" Race.



Laxen Starts. "Grand Prix" Race.

box is supported on each side by thrust bearings, and the axle itself upon ball bearings, and the wheels are again supported through all bearings upon the case proper and not upon the axle.

The differential is of the bevel type, the four small satellites being carried upon a four-way bearing pin. The pins and the wheels are all made of a special

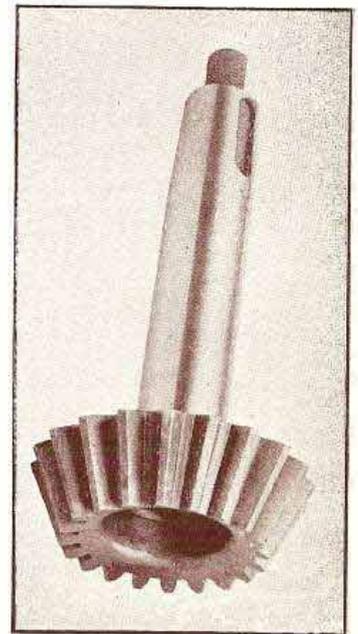


Differential Parts, 40 H.P. Weigel.

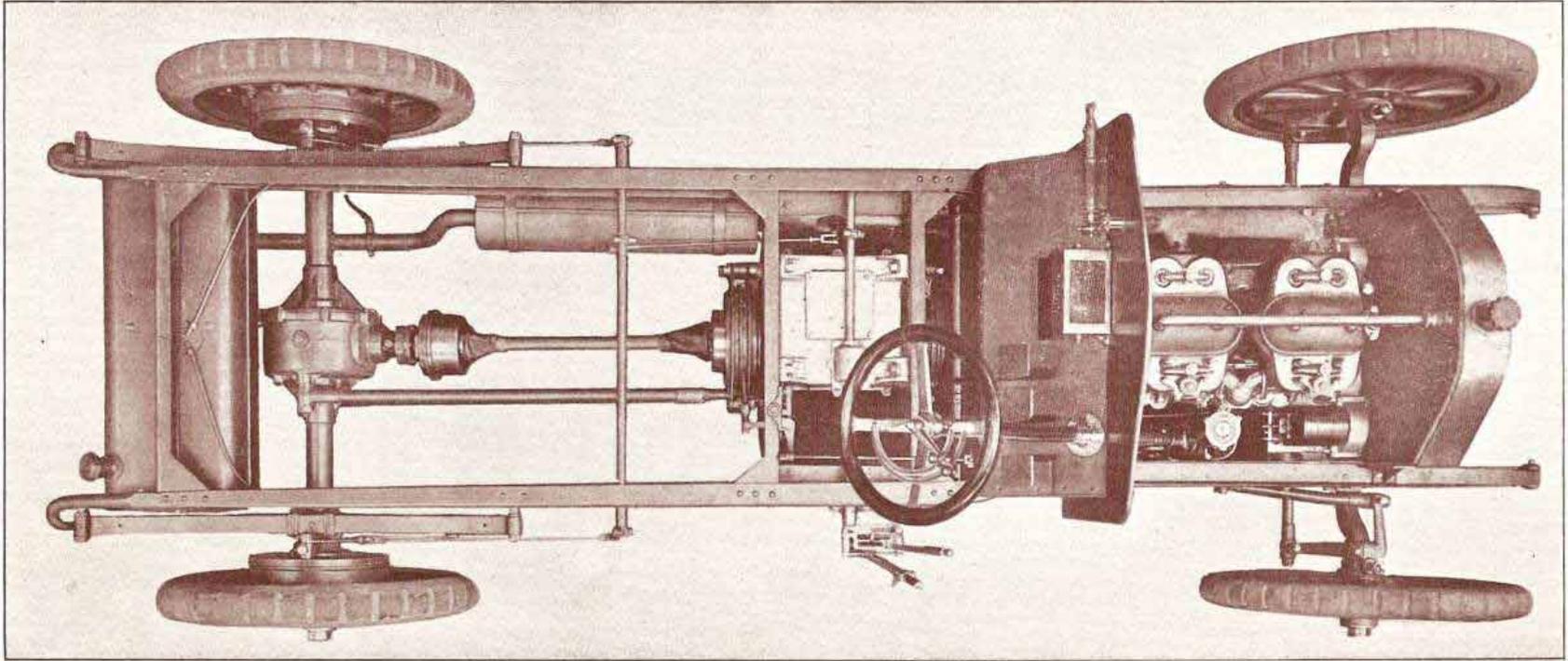
steel and case-hardened: unlike the usual practice in most cars these differential wheels do not run upon iron or steel bearings made in the box itself, but the box or the wheels, as the case may be, are bushed with phosphor bronze bearings.

It should be specially pointed out that the bevel wheel driving pinion is cut out of the solid together with its shaft, again carrying out the principle of having as few parts as possible.

The BRAKES, which are three in number—a



Driving Bevel and Shaft, cut from solid.



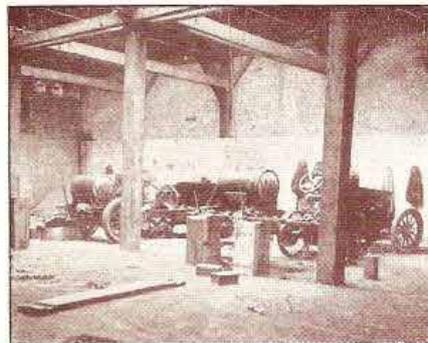
Plan, 40 H.P. Weigel.

transmission brake and a gear-shaft brake operated by the feet and a back-wheel brake operated by the hand—are not excelled by the brakes of any car on the market. They are of extremely large dimensions, easy to operate, simple to adjust and very smooth in action.

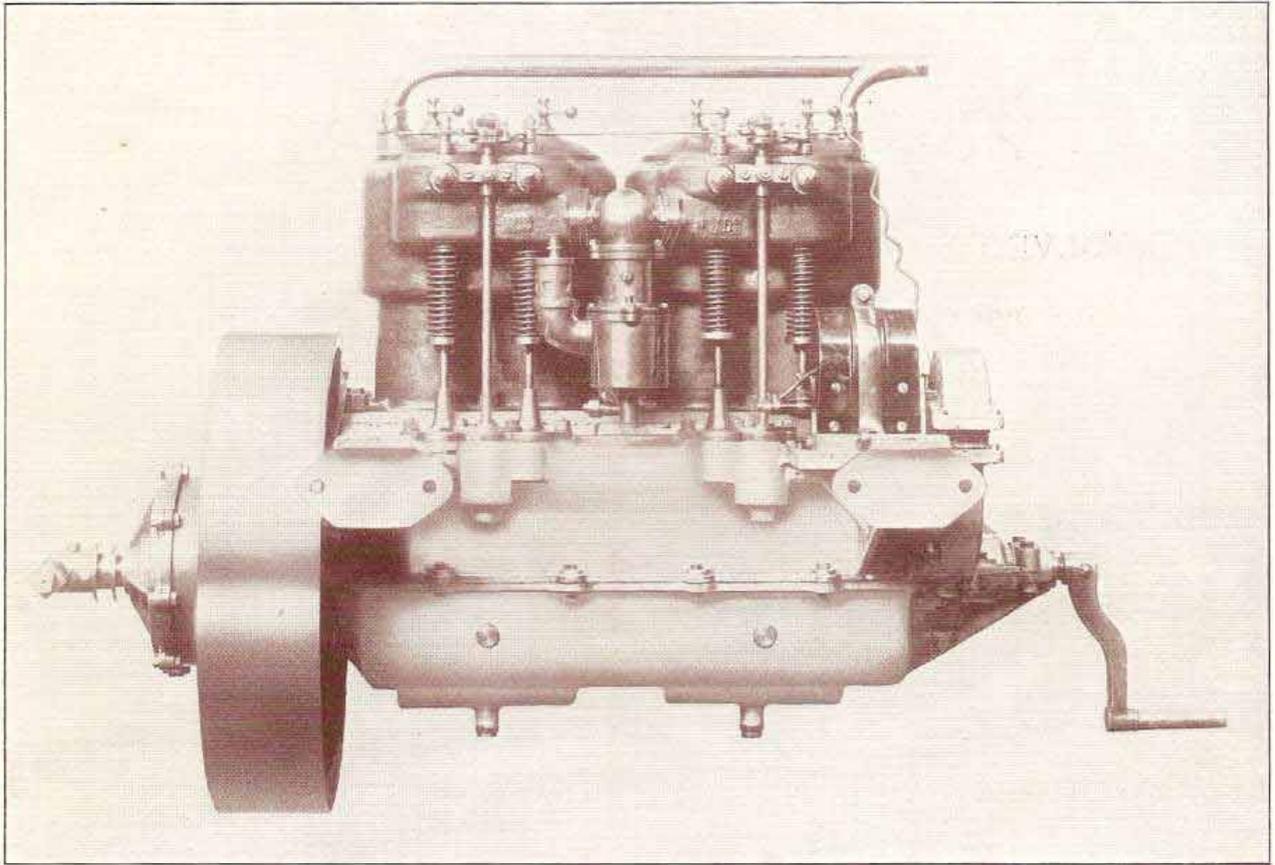
The TRANSMISSION SHAFT is of special steel with a 3% alloy of nickel. Throughout the whole chassis where great strength is required, in both small and large parts, this material—regardless of expense—has been used.

The LUBRICATOR is what is known as the dredger type, the principle being that by the use of a belt a shaft is revolved inside the lubricating box, which draws up small buckets containing oil, which is tilted into a cup to feed the engine.

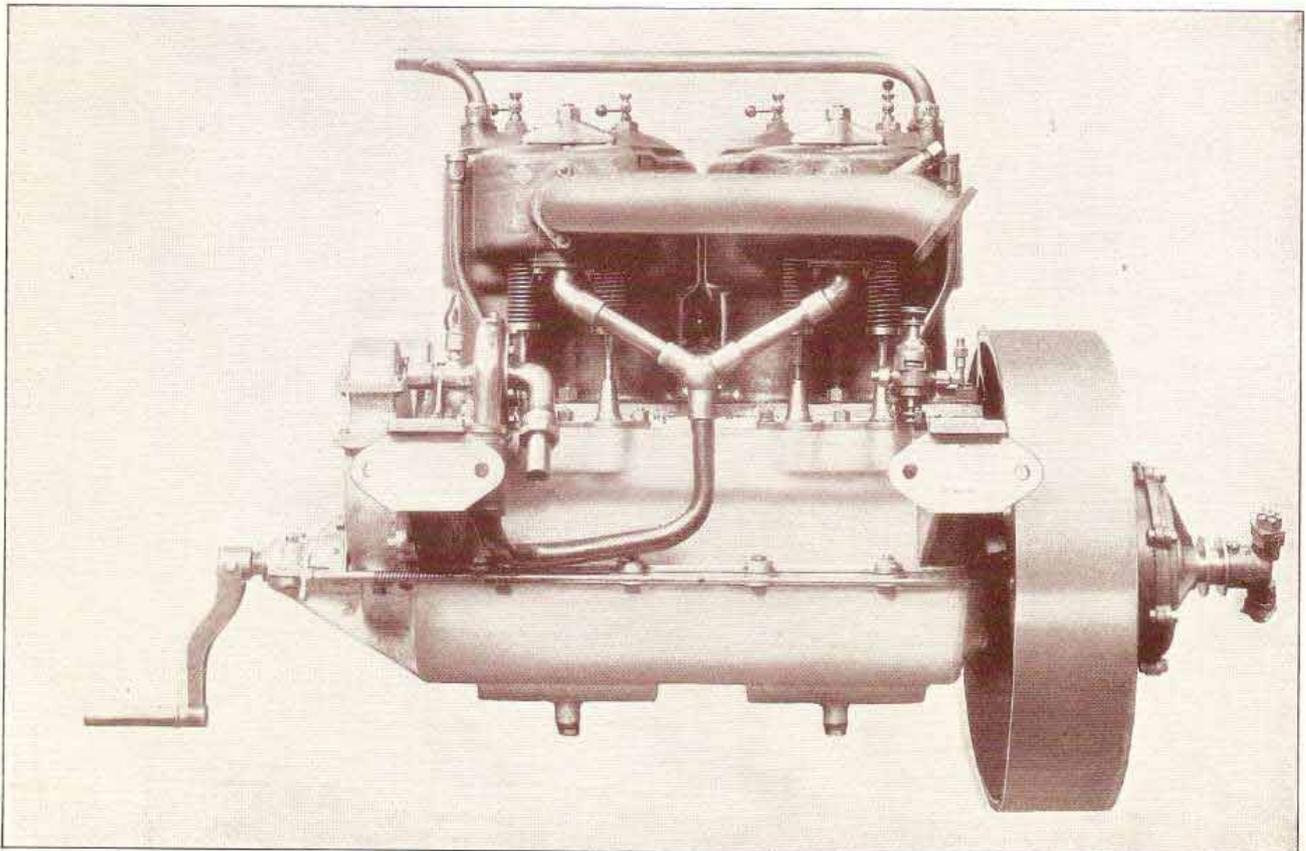
No detail, however small, has been neglected, no part left unstudied, but the chassis throughout, whether it be nuts, bolts, or essential working parts, or whether it be in design or in workmanship, has been studied with the one idea of making the Weigel chassis first in reputation for quality, speed, elegance and durability.



"Grand Prix"—The Garage.



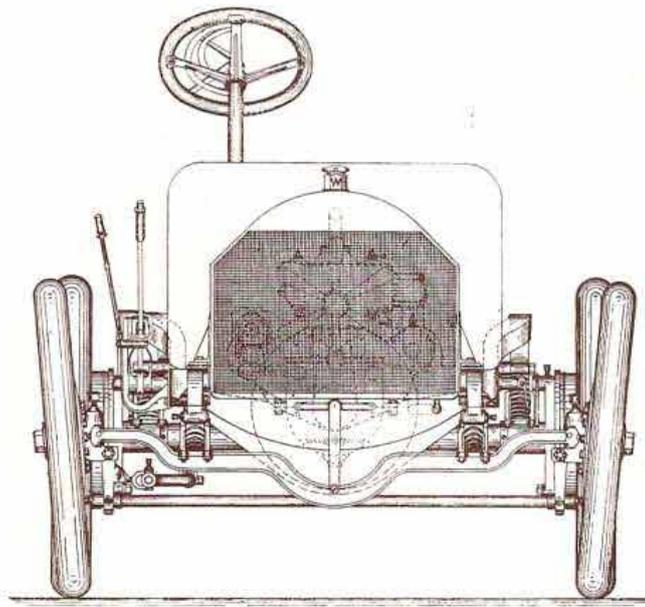
Inlet side, 40 H.P. Weigel.
Showing Carburettor and Ignition System.



Exhaust side, 40 H.P. Weigel.

25 H.P. Weigel Chassis.

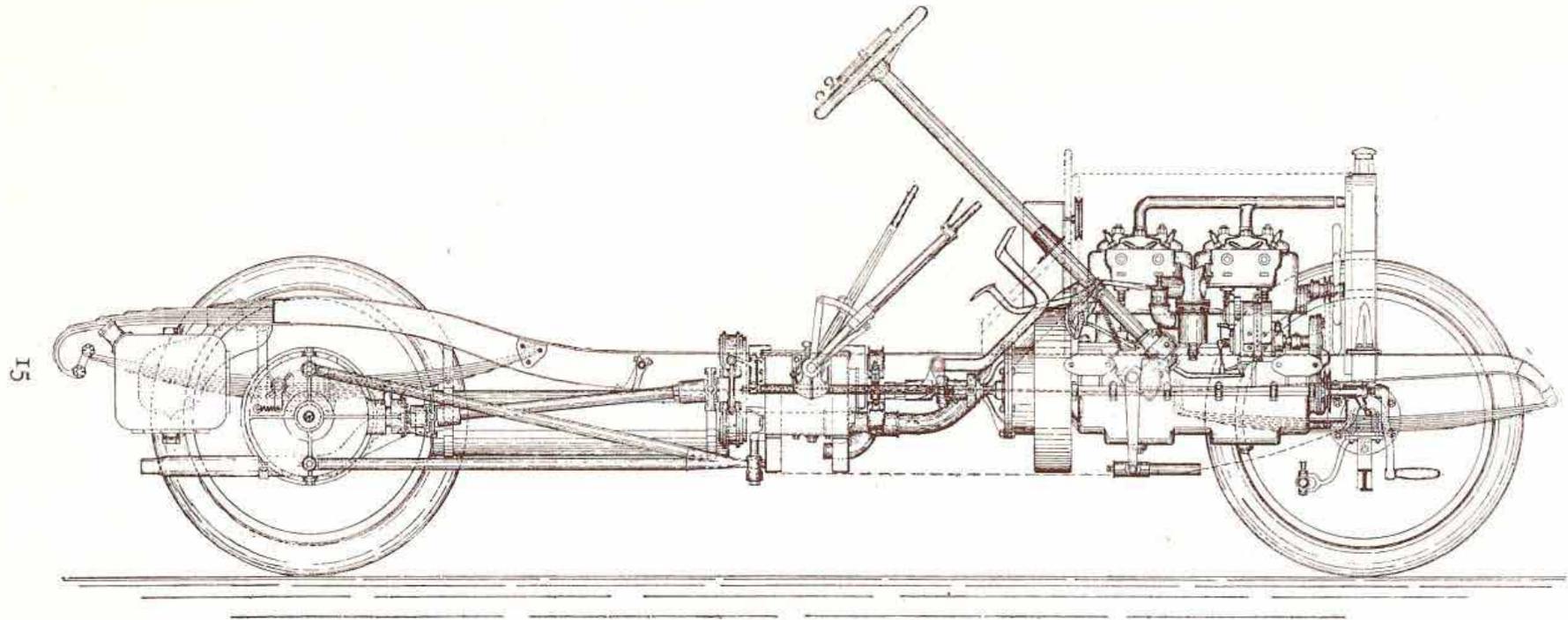
EVOLVED from the 40 h.p. the 25 h.p. bears much resemblance to it, and there is no difficulty in seeing the similarity of design



25 HP. WEIGEL CHASSIS

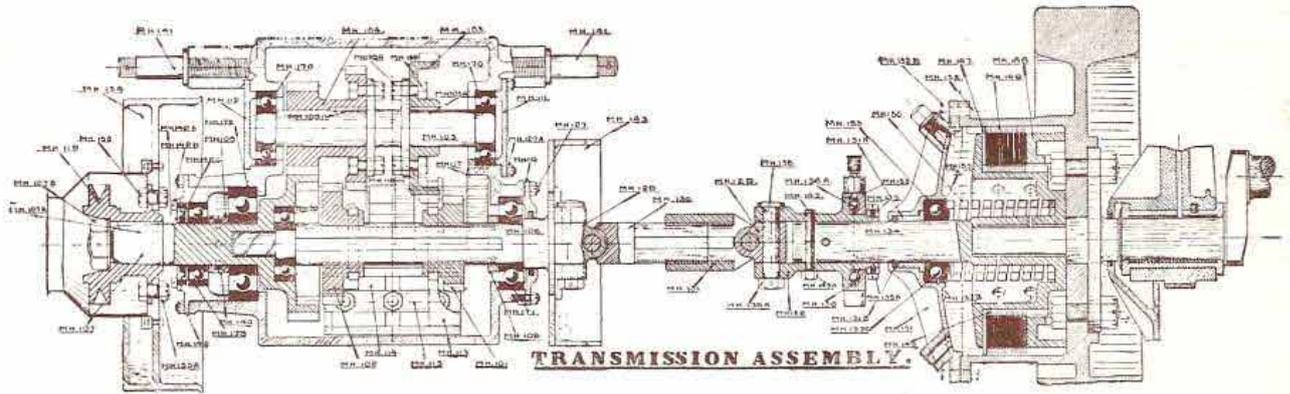
FRONT VIEW

and the equally fine workmanship which is carried throughout. No attempt has been made to place upon the market a cheap car. It is not suggested that the 25 h.p. "Weigel" will compete in price merely against many other articles of a similar size upon the market, but it has been designed and constructed and placed upon the market with the object of supplying a high-class article as fine in construction, design and workmanship as higher power and more expensive cars, but of a medium horse power.



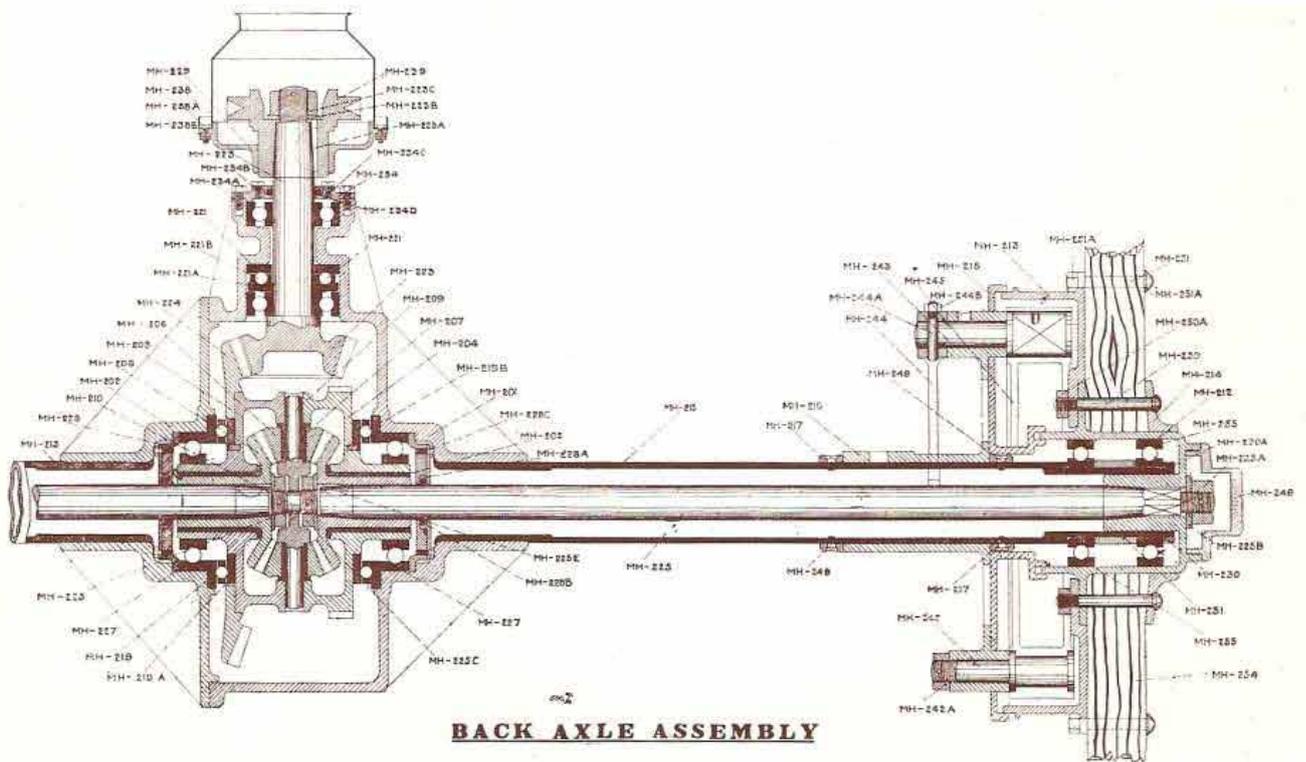
— 25 HP WEIGEL CHASSIS —

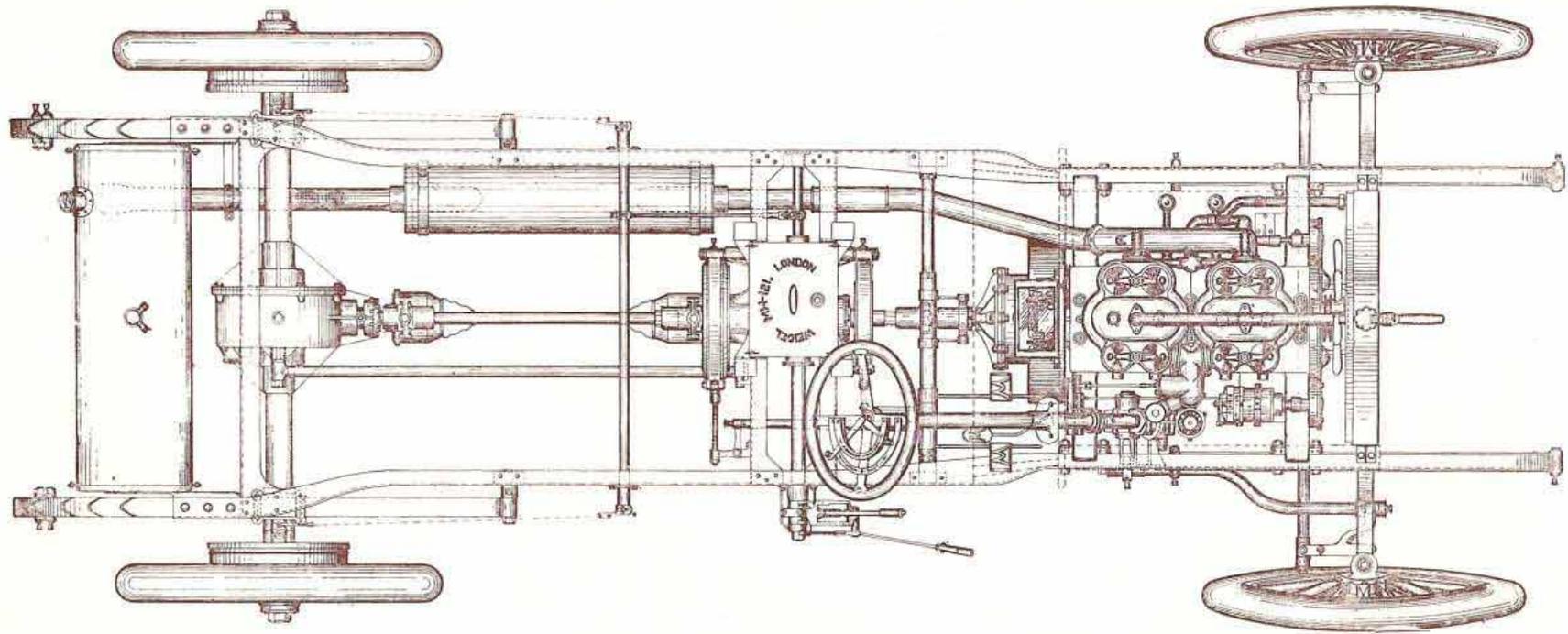
— SIDE ELEVATION —



Details of Gear Box, Clutch and Flywheel.

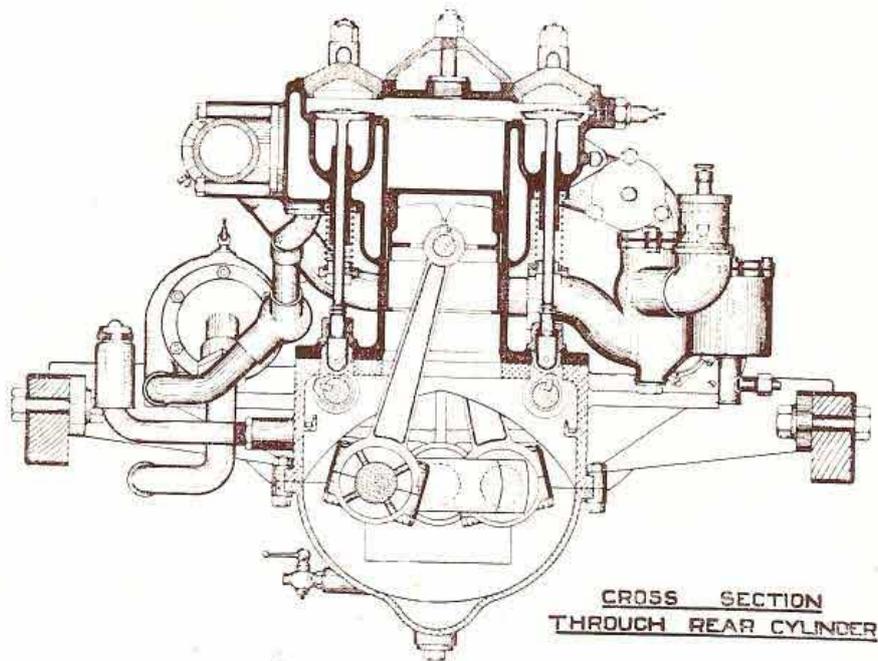
The engine, it will be noted, is practically similar to the 40 h.p., with the difference that the ignition is high tension magneto. The arrangement of the carburettor, valves, etc., is exactly similar in all the Weigel cars. The circulation of the water is upon similar lines.



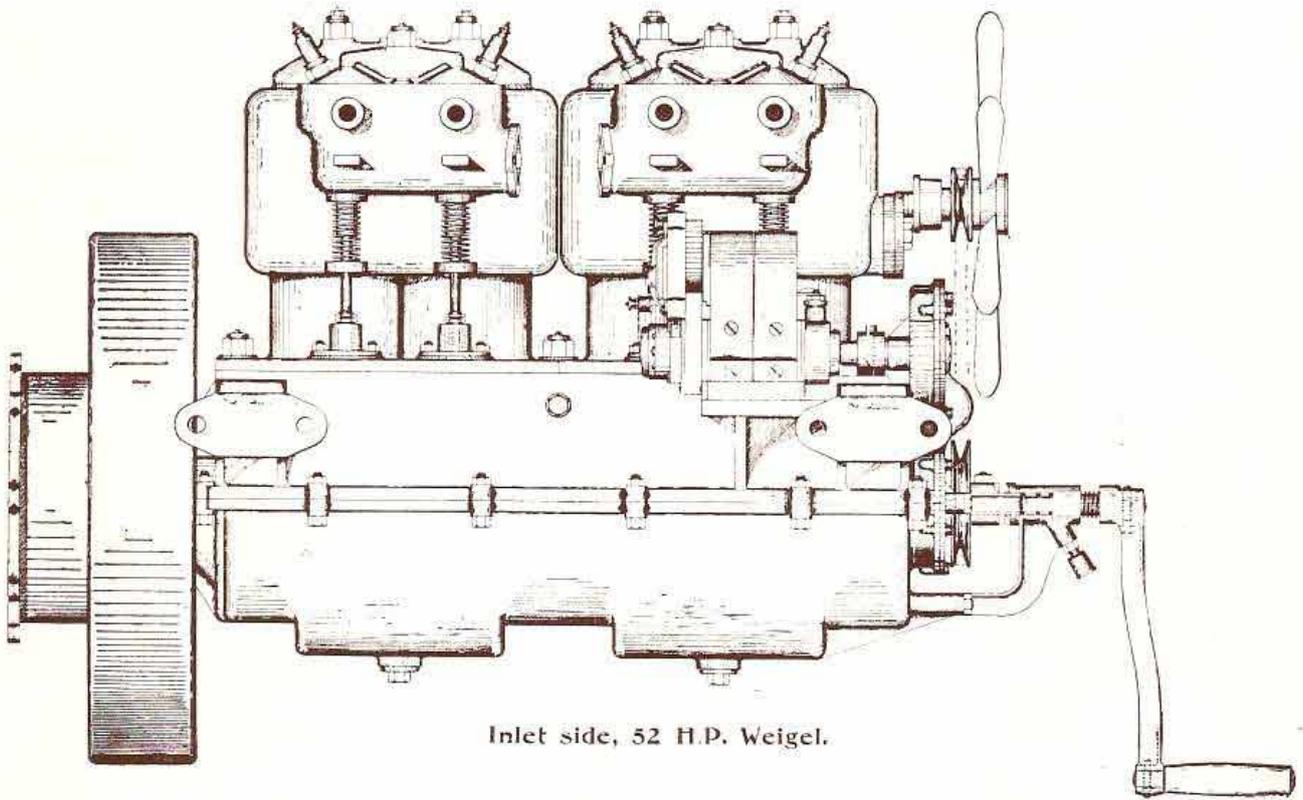


Plan of 25 H.P. Weigel.

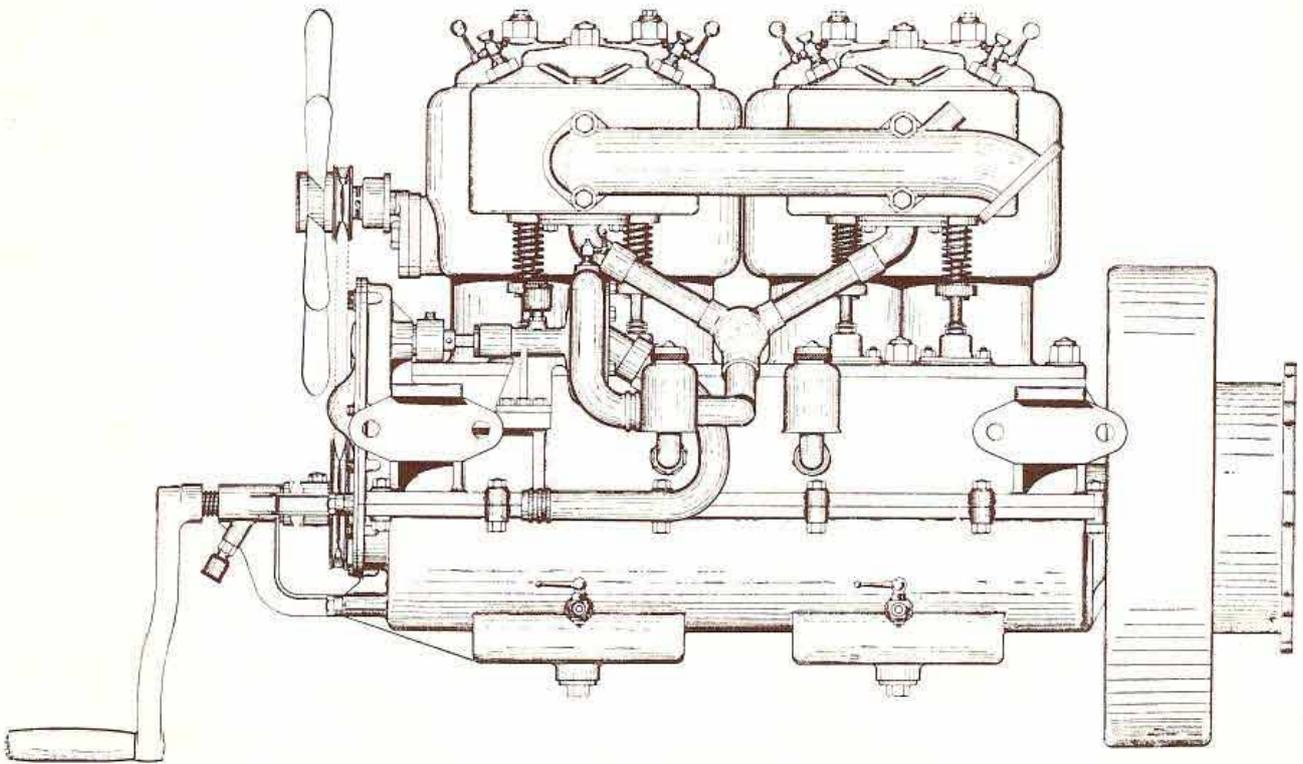
The gear box is also similar, the clutch is similar, the back axle is similar, and, in fact, it can be called the same car with a few variations. One of these is the adoption of a true cardan joint between the flywheel and the gear box, and we think it is the first time that a true joint of this description has ever been placed upon a motor car.



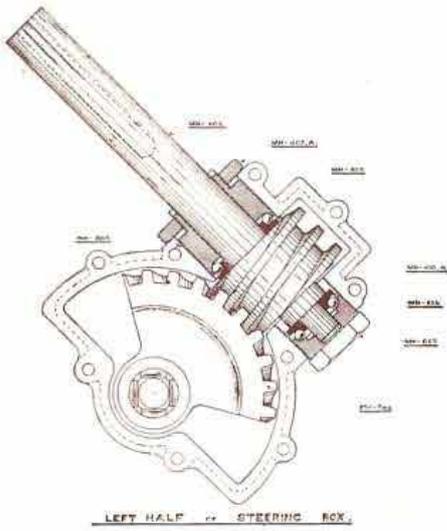
25 H.P. Weigel.



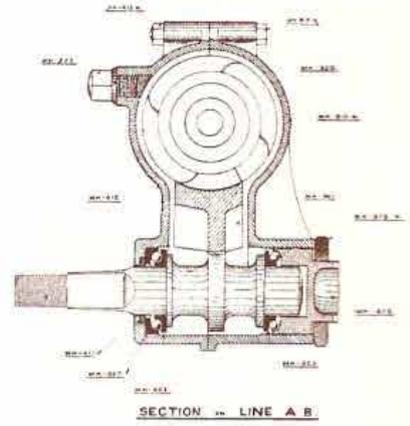
Inlet side, 52 H.P. Weigel.



Exhaust side, 25 H.P. Weigel.

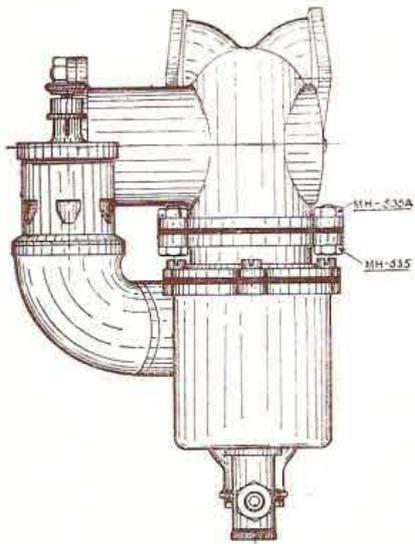


LEFT HALF OF STEERING BOX.

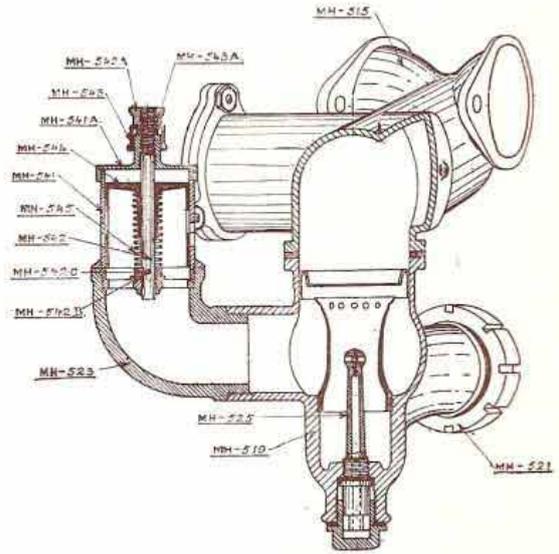


SECTION ON LINE A B.

Steering Gear.

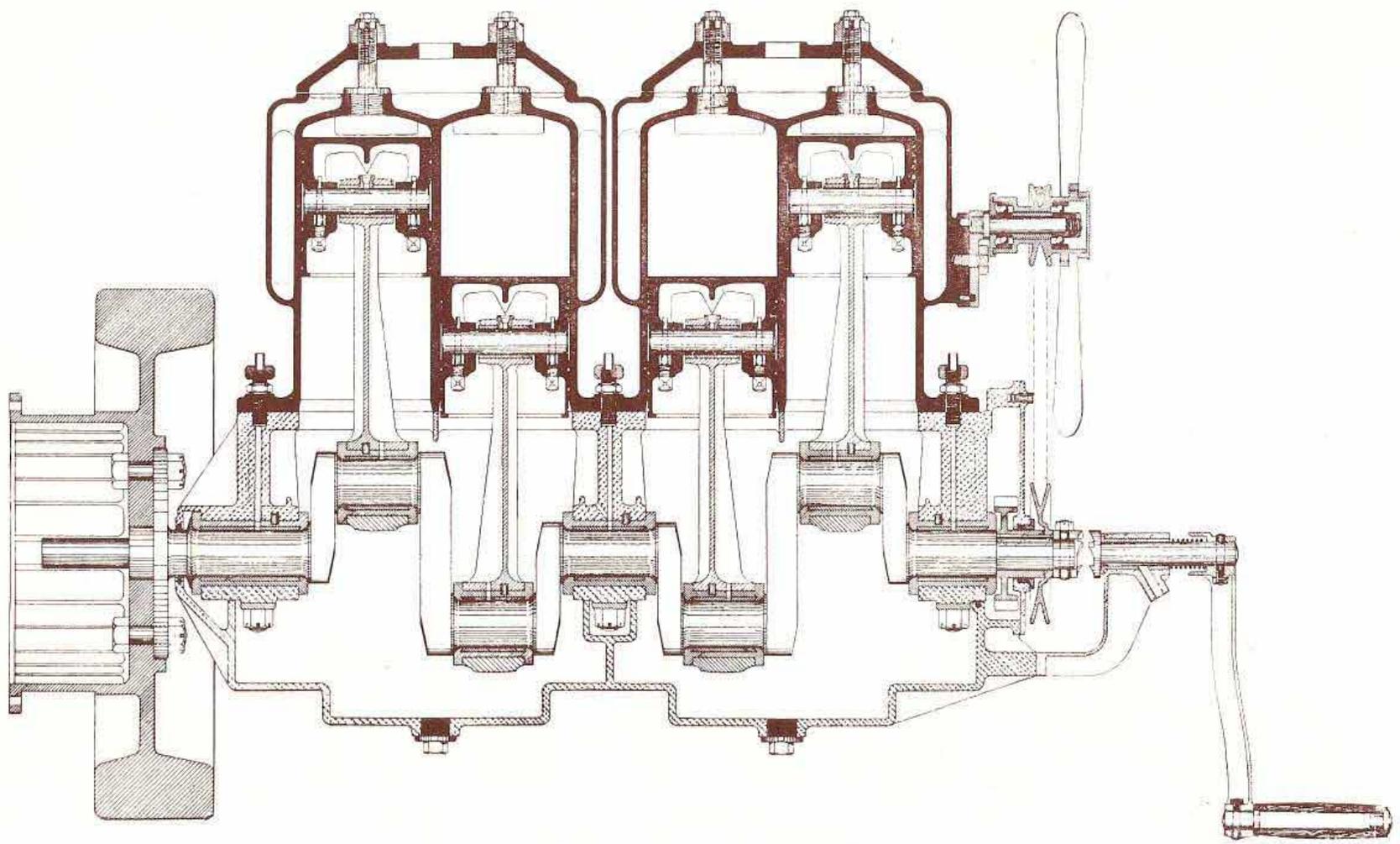


Carburettor.



Section of Carburettor.

The 25 H.P. Weigel ————— Details.



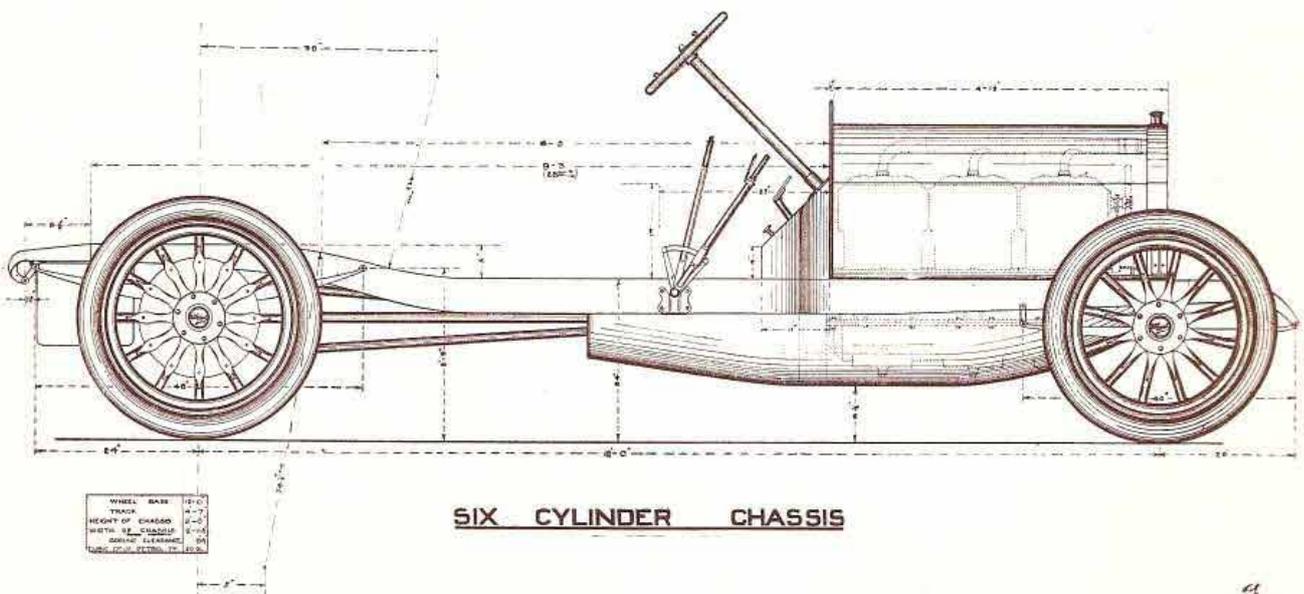
Engine Section, 25 H.P. Weigel.

The 60 H.P. 6 Cylinder Chassis.

THIS is the most powerful of all the Weigel Chassis, and as will be seen by referring to the small drawing below, is largely modelled on the the 40 h.p. four cylinder.

The dimensions of the engine are those of the 40, namely, the cylinder bore of 130 mm. and a stroke of 140 mm. The design of all parts is modelled exactly on the lines of the four cylinder, except that for the higher power varying dimensions, and in some cases slightly tougher material has been employed.

The chassis is slightly upswept at the back, on account of the fact that larger tyres are used on this than on the 40.



Instructions for Oiling and Greasing.

Engine. Precaution should be taken to see that there is always a faint evidence of blue smoke coming out of the exhaust tube, this being a proof that there is oil in the crank chamber; about every thousand miles the bottom plugs of crank case should be opened and the oil run out (not washed out). Four and a half pints of best engine oil should be poured through each compression release pipe, making 9 pints in all. On the 40 h.p., the ignition cams also should be kept oiled. At the back of cam shafts where the control levers are applied oil should be freely used.

Clutch. Clutch should be washed out with pure paraffin about every thousand miles, and a mixture of one of thin engine oil and two of paraffin should be poured in. About half a pint is sufficient.

Gear Box. In the gear box a heavy oil should be used together with about two hand-fuls of grease. The box should be filled about a quarter full.

Transmission. Both cardan joints at the end of the transmission shaft should be filled with graphite grease about every thousand miles. Especial care to be paid that the cardan joints nearest the gear box is kept well filled.

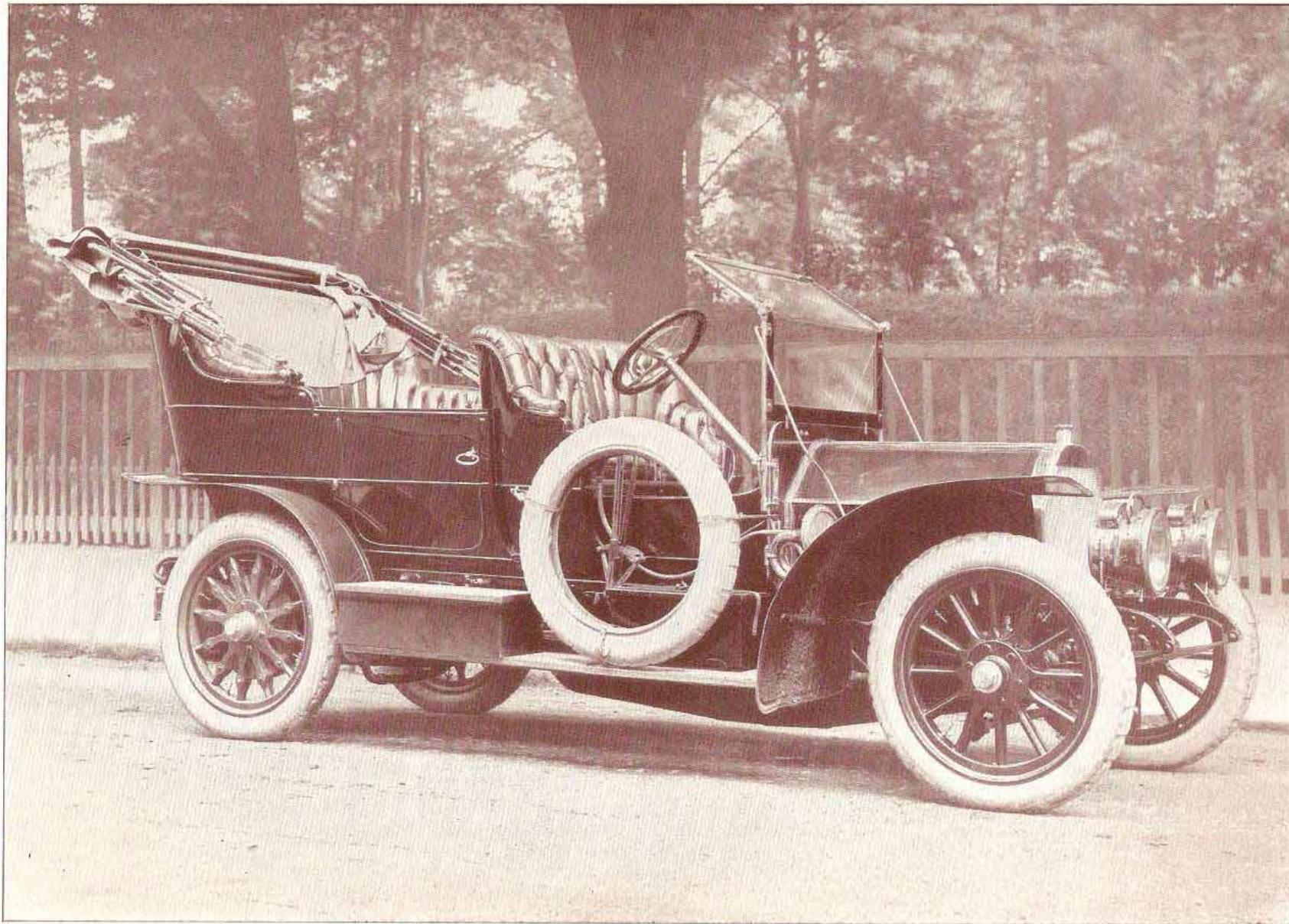
Back Axle and Differential. Through top plug of the back axle casing, grease should be forced through the tube which fits it every two months, with about two pounds of grease.

All greasers must be filled every two or three days, and especial attention paid to the two small greasers behind the spring seatings which can be seen by looking through the wheels.

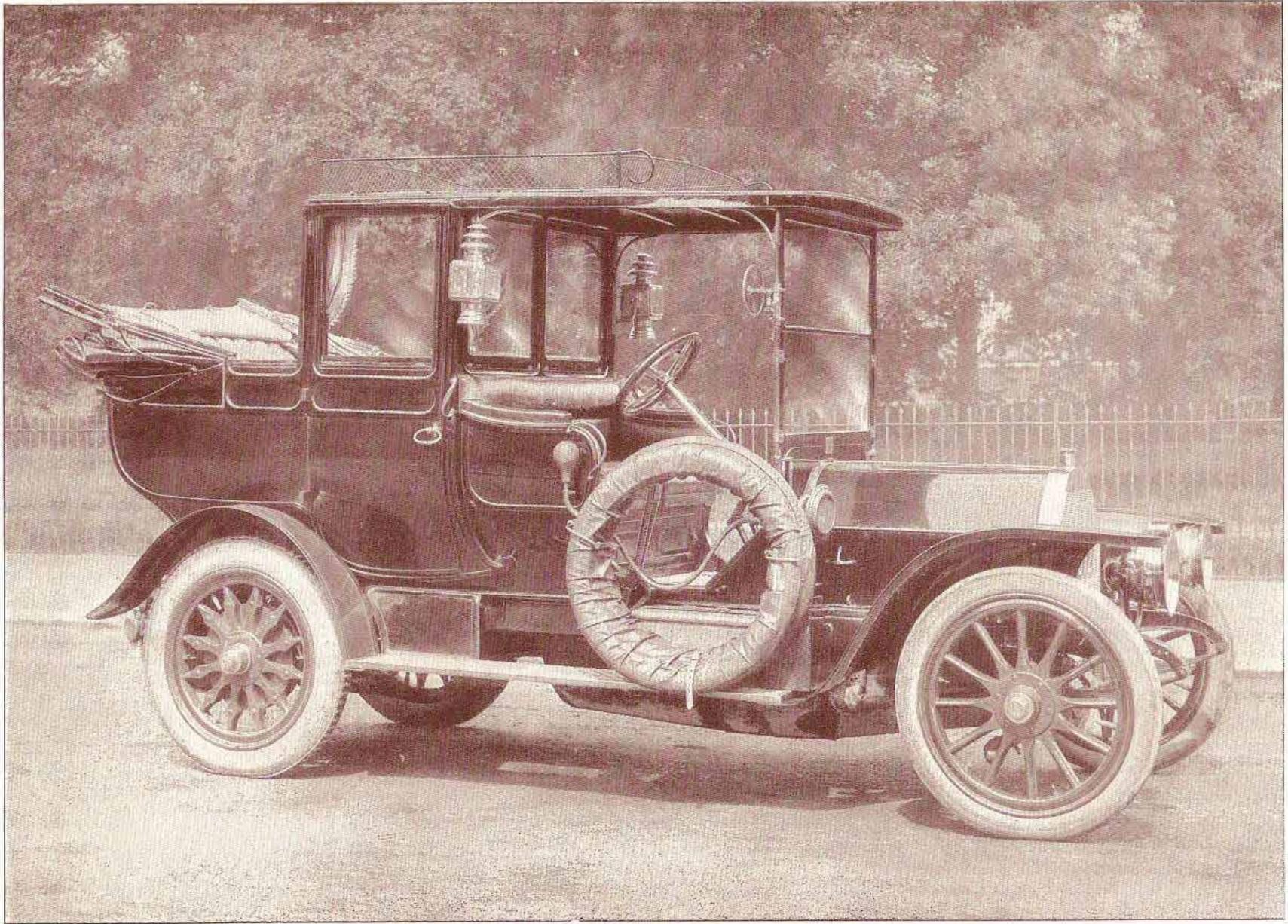
All spring bolts, sleeves for brake shafts, pedal shafts, etc., are pierced with small holes, which holes should be cleaned and oil run through them.

Steering Joints. The leather covers should be taken off and filled with grease.

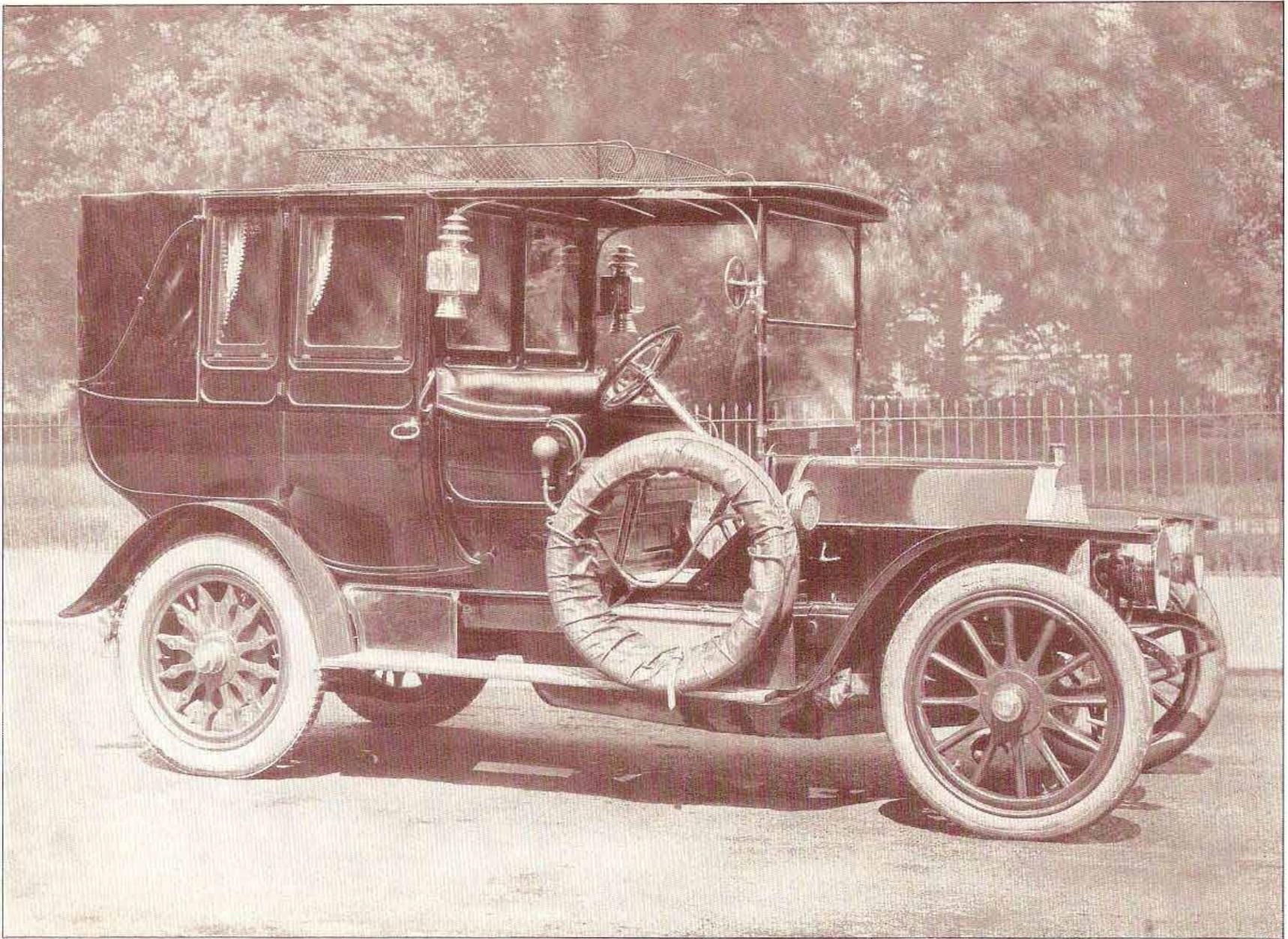
Wheels. Front axle caps should be removed and occasionally filled with grease.



Ordinary side entrance body.



Showing Landaulette open.



40 H.P. Weigel, fitted with Landaulette.

Testimonials.

PARLIAMENT STREET,
NOTTINGHAM,
May 6, 1907.

Dear Sirs,—I take this opportunity of giving you my impression of the car, as I have now had her long enough to judge thoroughly. She is quite the most flexible and silent running car that I have ever driven, and her hill-climbing powers have surprised even some old motorists.

Her running has been absolutely satisfactory in every detail, and I consider her, without doubt, the finest product at the price on the market. . . .

EVELYN WICKENS.

ACRYSE PARK,
FOLKESTONE,
September 18, 1907.

Dear Sirs,—My employer, W. C. Aldam, Esq., has asked me to write to you and to inform you that our 40 h.p. Weigel Car, No. 104, has given him the greatest satisfaction; we have done 15,282 miles, and without one single moment's delay through any single mechanical defect.

I have lived with the best of families and driven eight different cars of leading makers, but the "Weigel" is the best car for giving satisfaction to the employer and to the chauffeur the least trouble to keep running, and in hill-climbing has no equal.

On tour the "Weigel" defies any car and is practically "King of the Road."

(Signed) JAMES HOWE,
Chauffeur.

SEAFORTH,
SUNDERLAND,
April 30, 1907.

Dear Sirs,—We arrived here last night in very good time, and so far are very satisfied

with the car. We expect to considerably astonish some of our friends who have six cylinder N—s, as to the way the "Weigel" climbs hill on its top.

Please send another axle cap, also two small covers for crank case vents; we lost the axle cap between London and Buckden, so if it is returned to you, you will know whose it is.

(Signed) W. HAGGIE.

TREGUNTER,
TALGARTH,
BRECONSHIRE, R.S.O.,
June 13, 1907.

Dear Sirs,—I have been over some fair hills, and up to now I have not had occasion to change speed since I left Piccadilly. The way the engine picks up on the hills is wonderful. I should very much like if you could get me a good two seated body by next Monday, I can bring the car to the works that day. I can honestly say I have never driven a nicer car.

(Signed) D. HUGHES MORGAN.

NOTTINGHAM,
April 5, 1907.

Dear Sirs,—Although not the happy owner of one of your cars, I had the pleasure of a trial run on a 40 h.p. "Weigel" chassis on Wednesday, and was so impressed with the performance of the car, that I thought from a speed point of view the following would interest you.

We selected for our run the Nottingham-Newark road by the Fosse Way, 20 miles, which was accomplished in twenty minutes. I took the wheel on the return journey, and to my surprise finished at Trent Bridge in twenty-five minutes, thus making a run of 40 miles in fifty-five minutes, but last twenty being at the rate of 25 miles per hour.

This road is a favourite run for members

Testimonials—continued.

of my club, the Notts A.C., and I am certain that this run constitutes a local record.

What specially delighted me was the wonderful way in which the car "picked up" on his fourth, after slowing down for traffic etc., it seemed to leap into its stride at once, which largely accounted for the very fast time accomplished.

I have driven many different high powered cars, but never one as pleases so much as your "40," in which speed, flexibility, quietness and ease of control stand pre-eminent.

(Signed) HAROLD BOWDEN,
The Raleigh Cycle Co., Ltd.

9, WARWICK STREET,
REGENT STREET, W.,
May 24, 1907.

Dear Sirs,—I have just come back from a little tour in the Lake District, and took a car over the celebrated Kirkstone Pass with four people up. The car went up splendidly, and at the rate of 22½ miles per hour. Two 35 h.p. cars, of a Coventry make, were passed on the way. All the passengers were exceedingly pleased with the running of your car.

(Signed) R. LASSEN.

22, DONEGAL PLACE,
BELFAST,
July 3, 1907.

Dear Sirs,—About four months ago I purchased of Mr. Ferguson of Belfast one of your 40 h.p. Weigel Chassis, the first, I think, in this country, and until last week I have not really had an opportunity of "putting her through her paces," when, fitted with a temporary body, whilst my own body is being built, I took the car over to Scotland, and I thought it might interest you to know how she behaved.

I took the map giving the route of the Scottish A.C. Reliability trials, and did the same round, but took the places in the reverse order so as to avoid coming in contact with the trial cars: with four people on board, spare tyres, luggage, cameras, etc., we averaged between 25 to 30 miles all through, and made a non-stop run; the car behaved beautifully through-

out, and notwithstanding the greasy nature of the narrow roads, in many places, and the sharp corners to be negotiated, was a real pleasure to drive her. We were also fortunate enough not to have any tyre troubles whatever.

At Aberdeen, where we met all the cars in the trial, I had an opportunity of inspecting all the latest in cars, including many six cylinder makes, N—, R—, R—, etc., and I would not exchange my Weigel for any of them.

I may say I have had eight cars, including Panhards, De Dietrich, and Mercedes, and I consider the Weigel by far the best of the lot. The simplicity and elasticity make her absolutely perfect.

As this is quite an unsolicited outburst of praise, you are welcome to make any use you please of it.

(Signed) VINCENT CRAIG.

YOKER,
GLASGOW,
July 5, 1907.

. . . I may say that I came from Kendal to Glasgow in 4 hours, 40 minutes, on top gear. The car went up Shap on top gear at about 25 miles her hour. . . .

(Signed) G. H. HALLEY.

BUXTON HYDRO.,
BUXTON,
June 23, 1907.

Dear Sirs, . . . Since receiving the above letter I have taken delivery of the Weigel Chassis, and yesterday gave it a proper test of about 100 miles, and I am very pleased with it . . . on switching over to the accumulators she fairly romped home, and took Tatten Hill, with three up on her top, at about 25 miles per hour.

I am delighted with her. . . .

(Signed) G. H. HALLEY.

ST. SAVIOUR'S HOUSE,
BRIDGWATER,
SOMERSET,
July 15, 1907.

Gentlemen,—I believe your Bridgwater agent, Mr. F. Wills, has informed you of my

Testimonials—continued.

success in the Somerset A.C.'s hill climb on the 40 h.p. Weigel in which I walked away from a 30 h.p. D—, 40 h.p. F— and other cars, but I think probably you might like to hear my version.

My time of one minute would have been considerably reduced if I had happened to have non-skidding tyres on, as the hill was very greasy in several places, and at the steepest bends where the trees overhung the road, thereby preventing the sun from drying them, my wheels fairly threw round, which of course lost me seconds. All the other cars had metal non-skids on.

My real reason for writing you to-day is to inform you of my petrol consumption trial yesterday. The petrol tank being empty I thought it a good opportunity, so having first run the engine until it had used up every drop of petrol that could get to the carburettor, I filled a government stamped gallon measure with Shell, put it in the tank, then took two people up beside myself, and proceeded to see how far I could run on a gallon—I dare say you will be pleased to hear that I had no cause to stop until I had covered exactly $21\frac{3}{4}$ miles, and this with the carburettor adjusted as far as the hill climb. I must own that, it being Sunday, I did not encounter much traffic with the exception of people going to church, and therefore averaged a fair speed. This goes to show that if owners of Weigel cars would take the trouble to experiment adjusting their carburettors to suit their particular engine, they can not only have exceptional power, but also economy. I may also add that the car is very easy on tyres, for about 1,800 miles the tyres are almost as good as new. . . .

(Signed) C. P. PARKER.

PERSEVERANCE WORKS,
BRIDGWATER,
April 30, 1907.

Dear Sirs, . . . I am in receipt of your telegram of yesterday, and am sorry that I was away at the time, or rather not sorry, as we were out trying the car you have sent us down.

We had a run yesterday and tried Porlock Hill. I took an aerometer with me when

starting, and I have always found this instrument to be fairly reliable.

At the *Ship Inn* at Porlock, which is a favoured starting place for motorists, we started for the celebrated Porlock Hill. It had been raining just before we got there, which made the surface very greasy. However, we started off on second speed and soon came to the end of the first turning, where we got back into first speed five up. She tore away up over as though it were nothing, I should say at the rate of 16 to 20 miles per hour. However, I do not know the exact distance, but at several places the wheels were simply flying round, and the driver had to slip the clutch to enable them to pick up again. This slipping was on account of the grease and having a plain tyre on one side. In six minutes by the stop watch I am pleased to tell you that we mounted a height of 750 feet from the point of starting, after which we sailed over the moor at the top. I should say without any speedometer that we must have done somewhere near 60 miles per hour, if not quite.

We went down over Countisbury Hill to the *Lyndale Hotel* at Lynmouth, and the time taken in doing the 17 miles from the *Ship*, Porlock, was 30 minutes.

We had during this time touched 1,250 feet above sea-level.

We took lunch at the *Lyndale Hotel*, and examined the hill between Lynmouth and Lynton, which I understand has a gradient of 1 in 3. We took the steepest part of the hill, as stated before, with the greatest of ease with our full load of five passengers.

We left Bridgwater at 11 o'clock in the morning, and arrived home at Bridgwater again at 7.15 p.m., after passing through Cannington, Stowey, Holford, Kilve, St. Andries, Williton, Washford, Dunster, Minthead, Porlock, Exmoor, Lynmouth, back over Exmoor to Simonsbath, Exford, Winsford, Bridgtown, Dulverton, Wiveliscombe, Milverton, Norton Fitzwarren, Taunton, up over Bunkum Hill, Enmore, down over Enmore Hill and Durleigh. This, I can assure you, is a most severe test for any car.

I think this trial speaks volumes for a car only just new out of the works on Saturday evening to go over such a road as this on Monday morning. It speaks well for the workmanship, material and care with which everything must be assembled.

Testimonials—continued.

We are this morning having the cylinders off and examining everything inside as far as possible, in order to see what things are looking like, as I think this is always a wise thing to do with a new car. Up to now we find everything in splendid condition.

(Signed) F. WILLS.

27, SOUTH KING STREET,
DUBLIN,

July 30, 1907.

Dear Sirs,—I received your wire to-day asking further particulars about the cars in the recent hill climb. The rules of the competition here were that all cars were to be standard cars fitted with the side entry body, but in the large class, in which I was competing, there were two of the 45 h.p. D—, one of these being fitted with a very special side entry body, and the other fitted with a swinging front seat—and this second car was disqualified; the only other car in this class beside the Weigel was a 30 h.p. D—, which was well beaten by the Weigel; it is also interesting to note that on one hill the Weigel actually tied with the 45 short chassis D— with special light body, which I think you will admit is very credible.

(Signed) S. T. ROBINSON.

27, SOUTH KING STREET,
DUBLIN,

July 7, 1907.

... As regards the actual running of the car, I cannot say too much. This is without doubt the finest car I have ever driven.

(Signed) S. T. ROBINSON.

27, SOUTH KING STREET,
DUBLIN,

September 7, 1907.

Dear Sirs,—You will be very pleased to hear that I have to-day disposed of the car, taking in part payment a six cylinder N—; this I think speaks very well for the car, and when I tell you that the gentleman who has bought it also owns a six cylinder H—, this speaks further.

(Signed) S. T. ROBINSON.

VRONLLWYN, LLANDINAM,
MONT,

August 9, 1907.

Dear Sirs,—Am glad to say that car is running well. Has covered over 2,000 miles. I made an average of . . . on her last Friday, going to Cardiff. Mr. Davis is more than pleased with her.

(Signed) EDWARD MARTIN,
Chauffeur to DAVID DAVIS, M.P.

ACRYSE PARK,
FOLKESTONE,

June 28, 1907.

I am awfully pleased with my car, it has not given any bother, and I must say that Weigel has made a car years ahead of any other person.

(Signed) W. C. ALDAM.

THE COTTAGE, MOTTRAM ROAD,
ALDERLEY EDGE,

October 17, 1907.

Gentlemen,—I have just returned from a tour of about 2,500 miles in France and Northern Italy on the 40 h.p. car which I bought from you. I have been delighted with the way in which the car has gone.

It was fitted with a four seated body and there were four of us in the car.

Every available space was filled up with luggage and spare tyres, so that the total weight with passengers came to nearly two and a quarter tons.

During the tour we went over the following passes :—

Col des Aravis	. 4,915 feet
Little St. Bernard	. 7,176 feet
Mt. Cenis	. 6,893 feet
Col. de Lanteret	. 6,790 feet
Col de Genevres	. 6,100 feet
Col de Lestricres	about 5,690 feet
Col de Larche	. 6,562 feet

The car certainly is a marvellous hill-climber; during the whole course of the tour every car we came across (without exception) on a hill or mountain was overtaken and left hopelessly behind.

Testimonials—continued.

Some of the roads we encountered (I do not refer to those in the Alps) were the worst I have ever seen, and I feel certain that it would be difficult to find more than one other English car which could have stood the awful bumps and crashes which we had without either its back axle or frame giving way.

I have been astonished that the car has got through it without any signs of being damaged or strained at all.

As regards petrol consumption I did not keep any record, and the only guide I can give is to say that I filled up my tank (holding 20 gallons) on the top of the Col de Genevres before entering Italy, and then drove to Cesana over the Col de Lestrieres to Pinerolo, then to Cunes and over the Col de Lardre to Barcelonette, Gap, Sisteron, Aix en Provence and Marseilles without putting in any more petrol. The tank ran out a few miles after we left Marseilles.

The total distance works out at over 305 miles or over 15 miles per gallon.

(Signed) W. HEAP HOLLAND.

HAIGH COTTAGE,

WIGAN.

October 11, 1907.

Dear Sirs,—I have just completed a run from John o'Groat's to Land's End and back again,

and the bonnet has never been opened, only for oiling purposes, and the car has lain out nearly every night whilst I was camping out, and the total damage is the loss of one hind wheel cap.

(Signed) ALFRED HEWLETT.

THE CARDIFF MOTOR HOUSE,

51, QUEEN STREET,

CARDIFF.

October 9, 1907.

Gentlemen,—I am very pleased indeed to inform you that I have now had your 40 h.p. car nearly two months, and after several trial runs, I find it one of the most delightful cars I have ever driven. It is very sweet and smooth in its running, and it is remarkably flexible, and I find it can be driven slowly in traffic on its fourth or highest gear, and at the same time it climbs hills on the fourth speed in an equally satisfactory and surprising manner. Another good point in the car is the front wheel lock, which enables the car to be turned round very sharp corners, or in narrow streets, quite easily.

The steering position is very comfortable, and for such a powerful car the control is perfect.

I am sure as your car becomes better known it will become increasingly popular.

(Signed) GIBBON BROOKS.



TERMS.

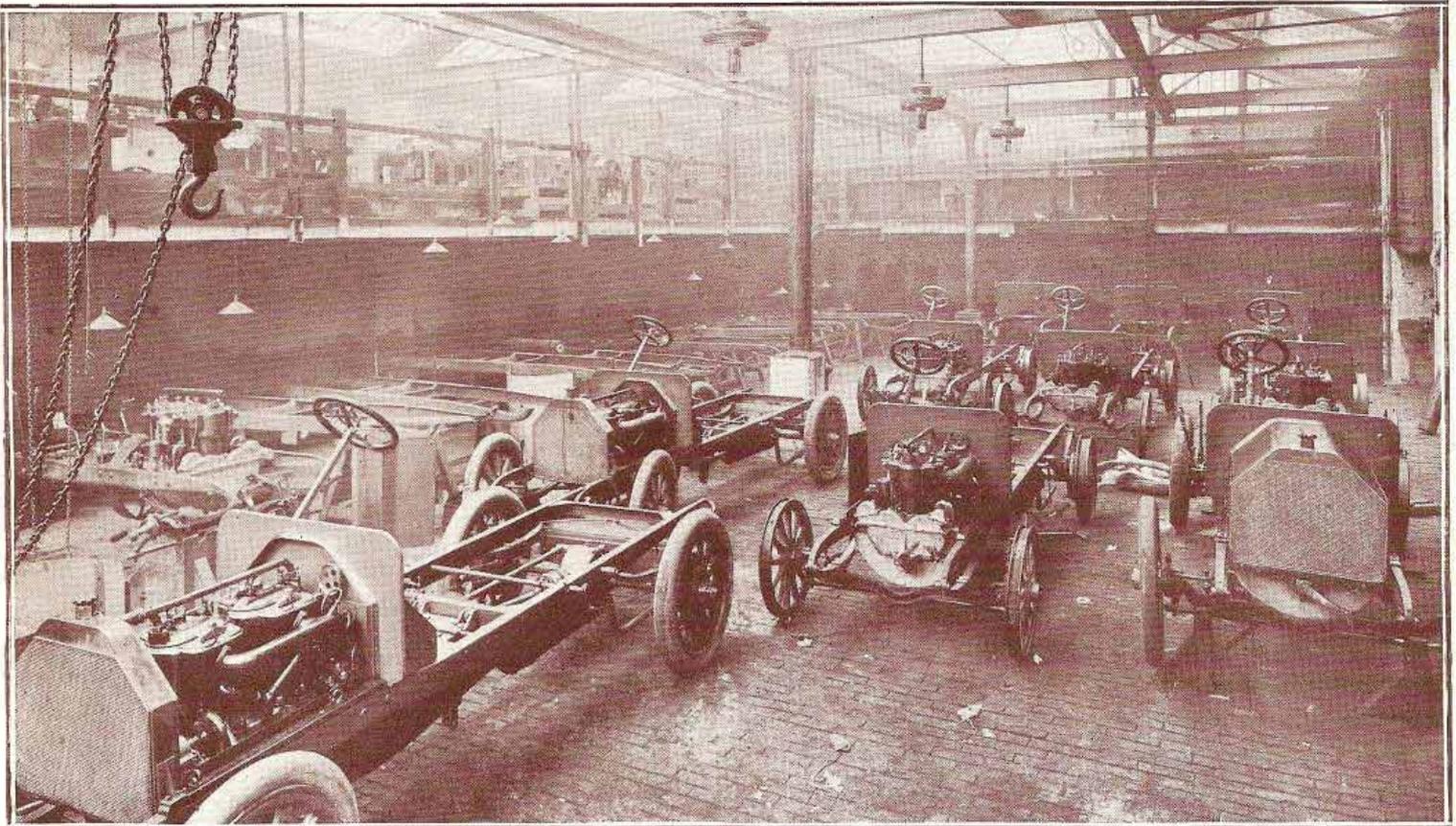
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