

VAUXHALL MOTOR CARRIAGES



VAUXHALL MOTORS LIMITED
LUTON / BEDFORDSHIRE



No. 21-2, Abridged catalogue issued January, 1921

INTRODUCTION

November 1920. For the ensuing season Vauxhall Motors Limited will continue to concentrate on two types of chassis—namely, the 25 h.p. "D" type and the 30-98 h.p. "E" type (sporting), with a full range of suitable bodies.

ENTERING the eighteenth year of its manufacture, the Vauxhall car continues to enjoy a reputation that has in it something uncommon. It maintains its high standard of performance-capacity in relation to other comparable cars. It still displays characteristics that are its own and are greatly admired.

No radical alteration has taken place in the Vauxhall design since the improved war model, with all the honours of successful military service to bespeak its quality, was put on the market two years ago.

The reason for this is the absence of the causes which bring about radical alterations—*e.g.*, a previous bad design; a falling behind the general line of advance; or the need for a new manufacturing policy. In expert opinion, founded

on comparison and test, the Vauxhall of to-day holds its position as one of the best cars England is building.

No attempt has been made to introduce innovation for the sake of mere change. The object has been rather the perfecting of a strikingly successful design. Consequently the Vauxhall offers the certainty that it will give complete satisfaction to those who require a best-class car, and whose expectations of its capabilities are those of experienced users of motor carriages of high mechanical refinement.

Each year the 25 h.p. Vauxhall is found to be still a car not easily matched; the 30-98 h.p. still in a class of its own. It will be so, we think, again in 1921, so securely do the true characteristics of the Vauxhall defy complete imitation.

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800

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.

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.

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 inches 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.

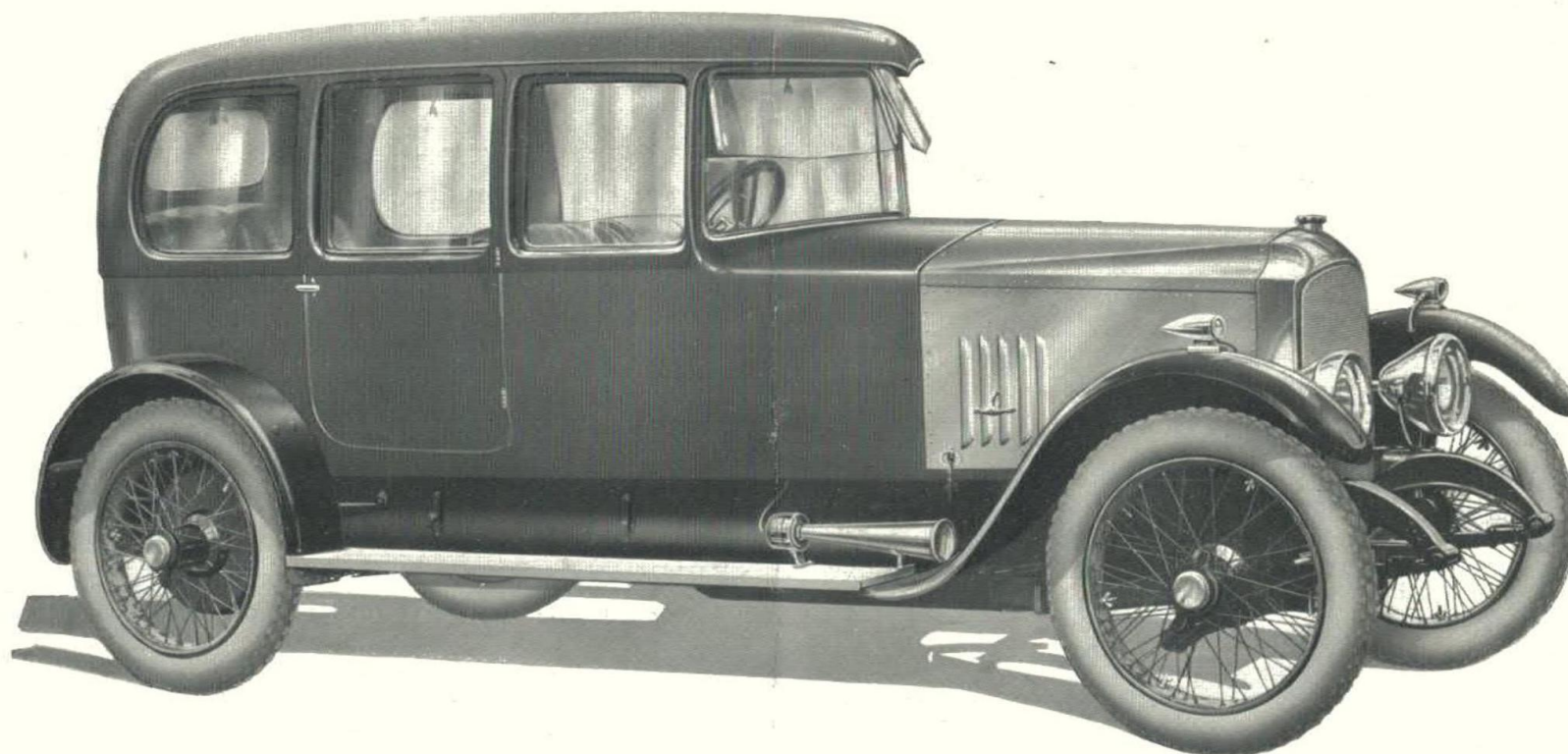
SPRINGING. The springs are semi-elliptic, made of silico-manganese steel. Front 36 inches by 2 inches; back 48 inches by 2½ inches.

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 electric 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, full tool kit, and number plates. When a chassis only is delivered, the equipment included in the chassis price is the same minus number plates.



THE 25 H.P. VAUXHALL-WINDSOR INTERIOR DRIVE LIMOUSINE

£1875* £1600

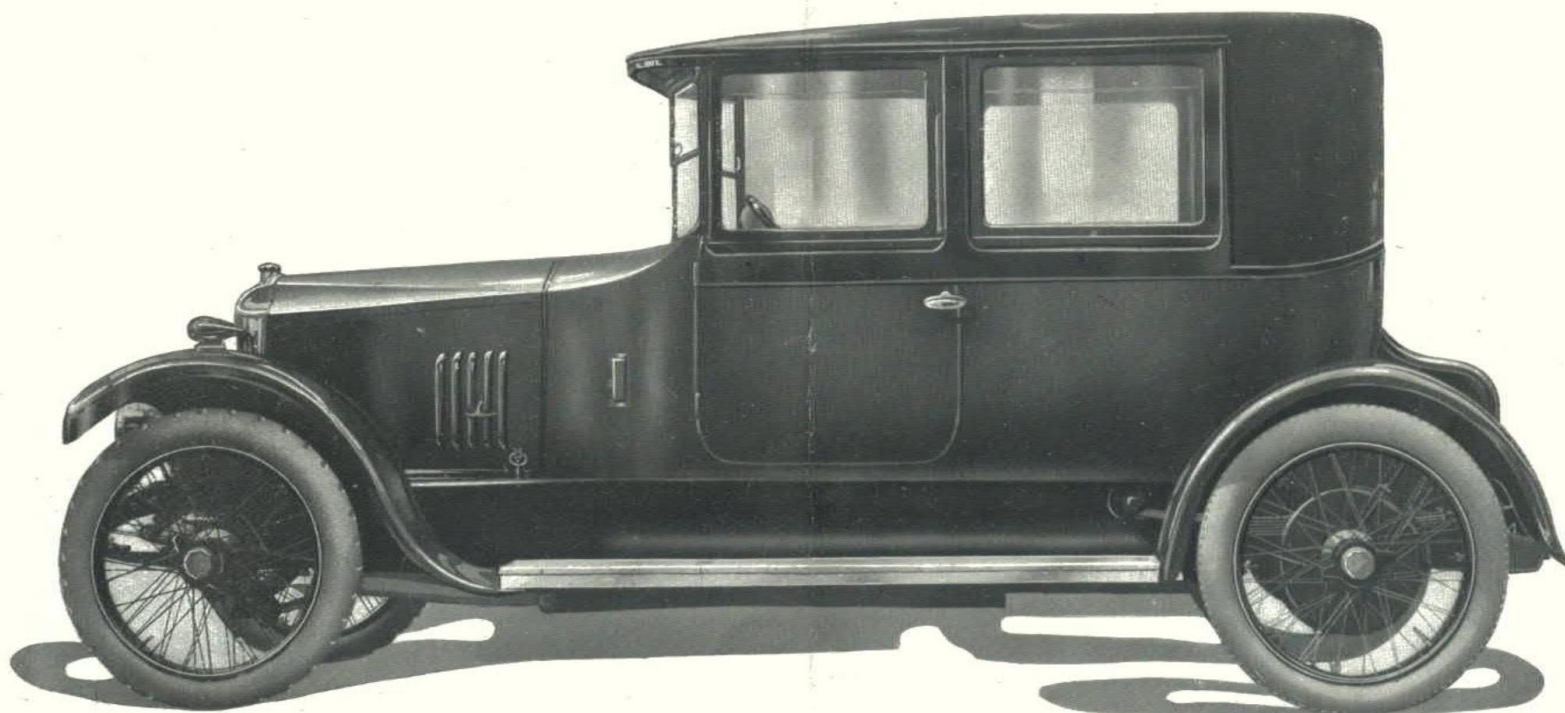
THIS is a new type of limousine. Its distinctive features are its light weight, the shape of the body, the design of the joints and framing pillars, the Vauxhall patented radially-moving front seat, and the welded joints of the panelling and moulding.

It is intended to replace the large 'all weathers' carriage with the movable hood that is, after all, so seldom let down. The top structure of the Vauxhall-Windsor limousine is, of course, permanent, but it is very much lighter than a movable hood, and the

horizontally-sliding windows give ample control over the admission or exclusion of air.

THE Vauxhall-Windsor limousine will be free from rattling and drumming when the average movable top body has long lost all pretensions to quietness; and unlike the latter, it cannot become unshapely. Seats four persons comfortably. Upholstered in the 'Vauxhall saddlebag' style. Spare wheel carried on off-side running board. Interior electric lighting. Detailed specification on application.

** The price is for the complete car, according to our standard specification, and including the "UM" equipment (see page 3).*

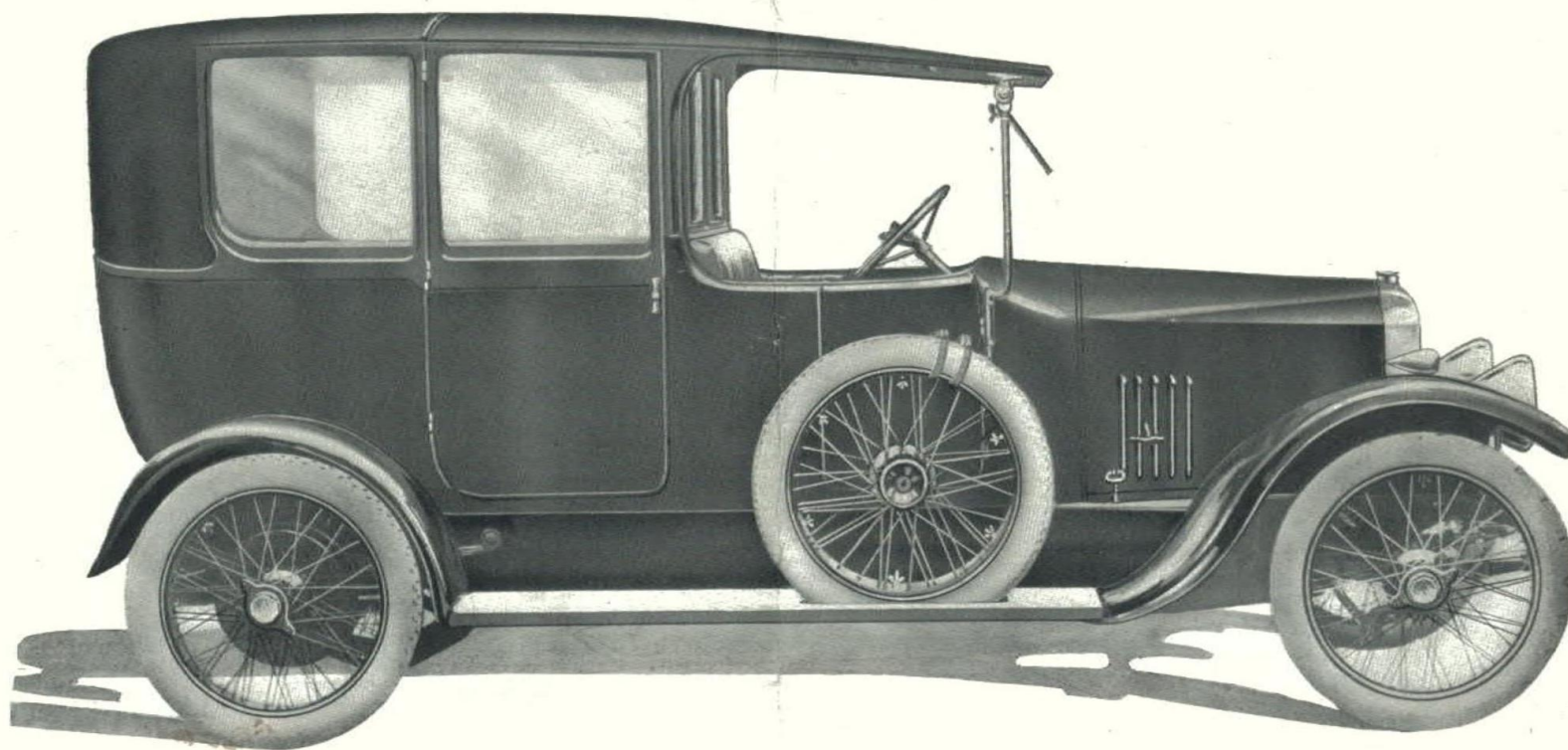


THE 25 H.P. VAUXHALL-ARUNDEL V-FRONTED CABRIOLET £1725* (WITH SQUARE FRONT) £1700*
 £1380 £1350

THIS is an 'all weathers' body of medium size. The entire hood folds back, and it is not too large. The patented fittings ensure easy working of the mechanism, and the hood, when folded back, has a shapely appearance. The top panels of the wind screen are adjustable.

THE seating accommodation is for four persons. Both the front seats are sliding and adjustable, and the near side front seat is constructed to slide forward sufficiently to make access to the rear seats easy. Interior electric lighting. Detailed specification on application.

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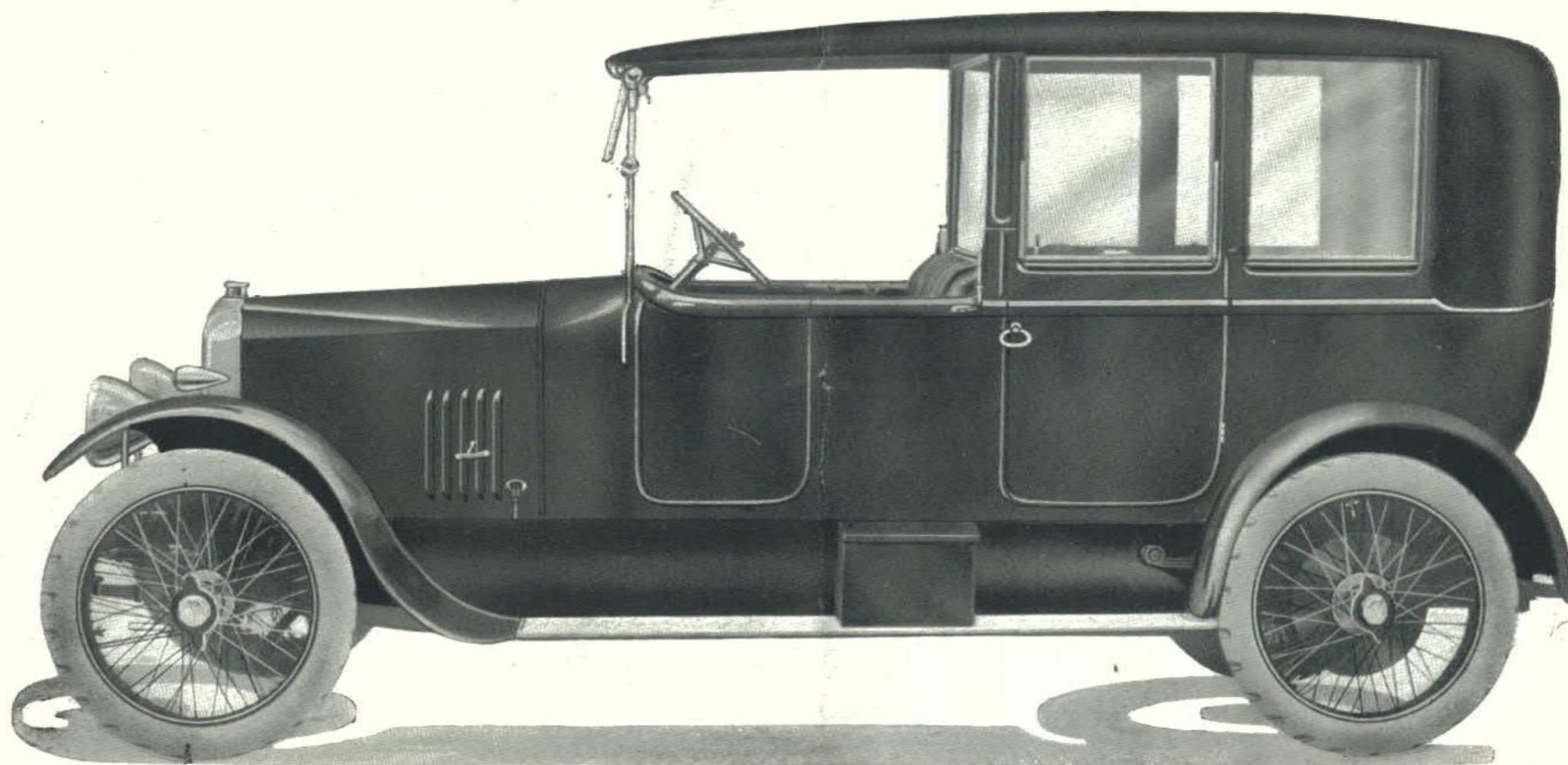


THE 25 H.P. VAUXHALL-WARWICK THREE-QUARTER LANDAUETTE £1750* £1400

A TYPE of carriage firmly in favour. The hood is permanent so far as the rear doorpost, the remaining part being collapsible. The seating accommodation is for two persons on the driver's seat, two on the rear interior seat, and two on folding occasional seats. The frameless glass windows are mounted in felt-lined channels.

THE window behind the driver is divided by a light central pillar. The doors are fitted with rubber buffers. There is no door to the off-side driver's seat, but a detachable panel is provided. Luggage grid at the rear. Spare wheel carried on the off-side running board. Interior electric lighting. Detailed specification on application.

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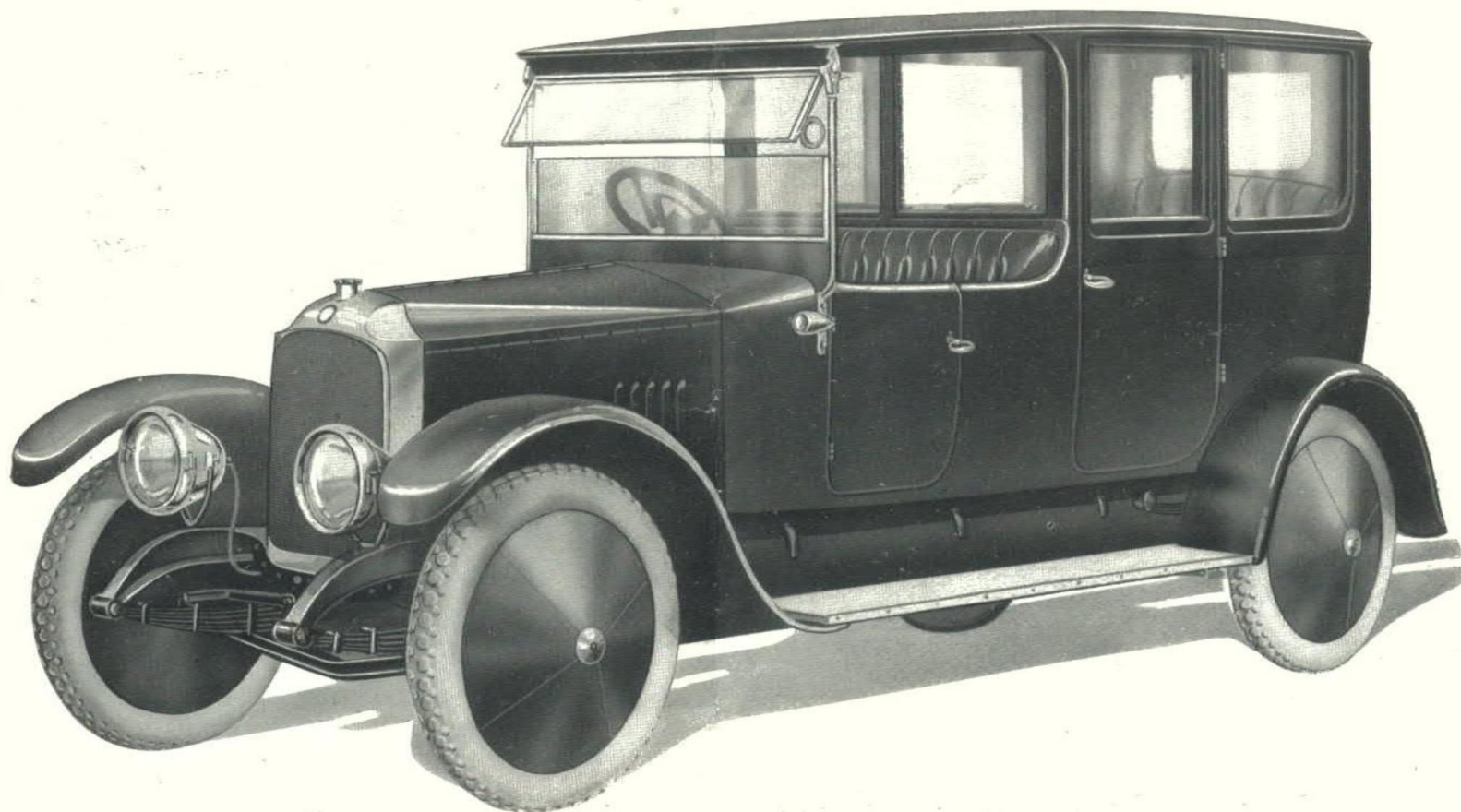


THE 25 H.P. VAUXHALL-SUTHERLAND THREE-QUARTER CABRIOLET £1750* £1400

THE folding hood can be let down entirely, and is fitted with a spring lift to facilitate lowering and raising it. The canopy over the driver's seat is of a special design which enables it to be folded back, if desired, while leaving the rear part of the hood up. Luggage grid at the rear. Spare wheel carried on the off-side running board.

THE seating accommodation is for two persons on the driving seat, two on the rear interior seat, and two on folding occasional seats. The windows are fitted in polished metal frames. The window at the back of the driver's seat has an opening flap. Interior electric lighting. Detailed specification on application.

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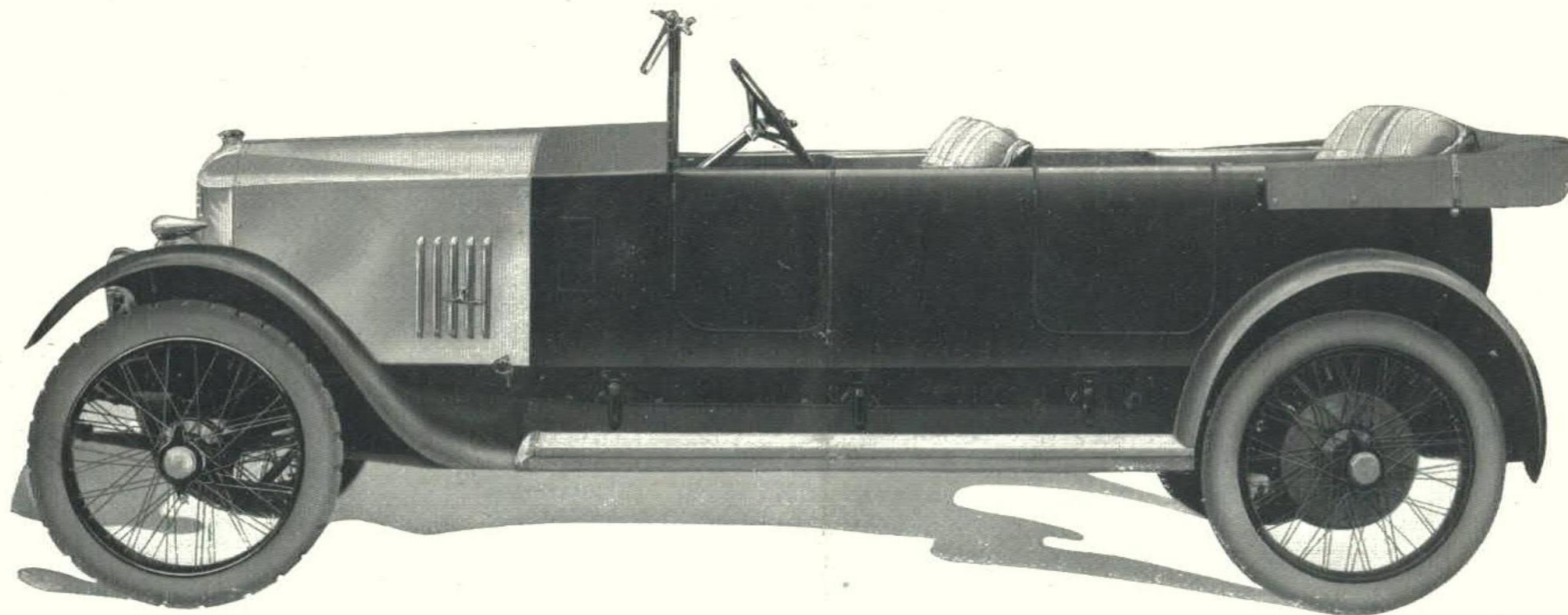


THE 25 H.P. VAUXHALL-SALISBURY LIMOUSINE ~~£1750*~~ £1425

A BEST-QUALITY body designed on lines that find general acceptance. The seating accommodation is for two or three persons on the rear seat, two on folding occasional seats and two on the front seat. The rear windows are fixed. The fore windows can be lowered and run in felt-lined channels. Two windows, with a light central pillar between, divide the driver's seat from the interior.

THE front seat is upholstered in leather and the interior in hair-line cloth or similar material to the customer's choice. The doors are fitted with rubber buffers. There is no door to the off-side driver's seat, but a detachable panel is provided. Spare wheel carried on off-side running-board. Luggage grid at rear. Interior electric lighting. Detailed specification on application

** The price is for the complete car, according to our standard specification, and including the "UM" equipment (see page 3).*



THE 25 H.P. VAUXHALL-KINGTON TOURING CAR (SEATS 4-5) ~~£1450*~~ £1100

THE design of this body has been carefully thought out in every detail. The shape is such that wind resistance is reduced to the minimum; though the body does not look specially broad, it will in fact take three persons on the rear seat. Best quality well-seasoned ash is used for the framework, and the hand-beaten panels are of lead coated steel. The near-side running board is kept quite clear; it has a hinged top, beneath which is an ingeniously-designed tool-box. The battery box is under the body. The spare wheel is carried on the off-side board, but well forward, and behind it is a box for jack and tyre pump. The workmanship and finish are of the highest grade. The seats are covered with first quality hand-finished hide. They are most comfortably sprung, upholstered and dimensioned; behind the seat-backs, which lift up, there is considerable stowage room. 'Vauxhall saddle-bag' upholstery.

THE hood is of the one-man type, with a tubular steel frame. A cover is provided, and the folded hood is exceptionally neat and shapely. The front windscreen has a hinged top panel, and is built snugly against the scuttle and brought close to the steering wheel. A handsomely-finished flush-fitted aluminium instrument board carries the clock, speedometer switchboard, lamp, and gauges. The front floor-boards are of aluminium. For colour a choice is recommended from either grey with blue or grey leather and black wings, valances, and frame; light Vauxhall brown (all over) with brown antique leather; Vauxhall blue with blue or grey leather; or flatted black (all over, but the bonnet of polished aluminium) with grey leather. The polished aluminium bonnet can be had whatever the colour of the body.

* The price is for the complete car, according to our standard specification, and including the "UM" equipment (see page 3).

SHORT SPECIFICATION OF THE 30-98 H.P. (E TYPE) VAUXHALL CHASSIS

THE 30-98 H.P. Vauxhall Fast Touring Car is the latest outcome of the special experience in high-speed research which has been acquired by Vauxhall Motors Limited. Extremely fast—with a speed approximating to that of 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 20 miles. A tyre life of 6,000 miles is by no means unusual. The engine retains the sweetness of running characteristic of Vauxhall machines, and the car is very considerably easier to handle at low speeds than ordinary touring cars of other makes.

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.

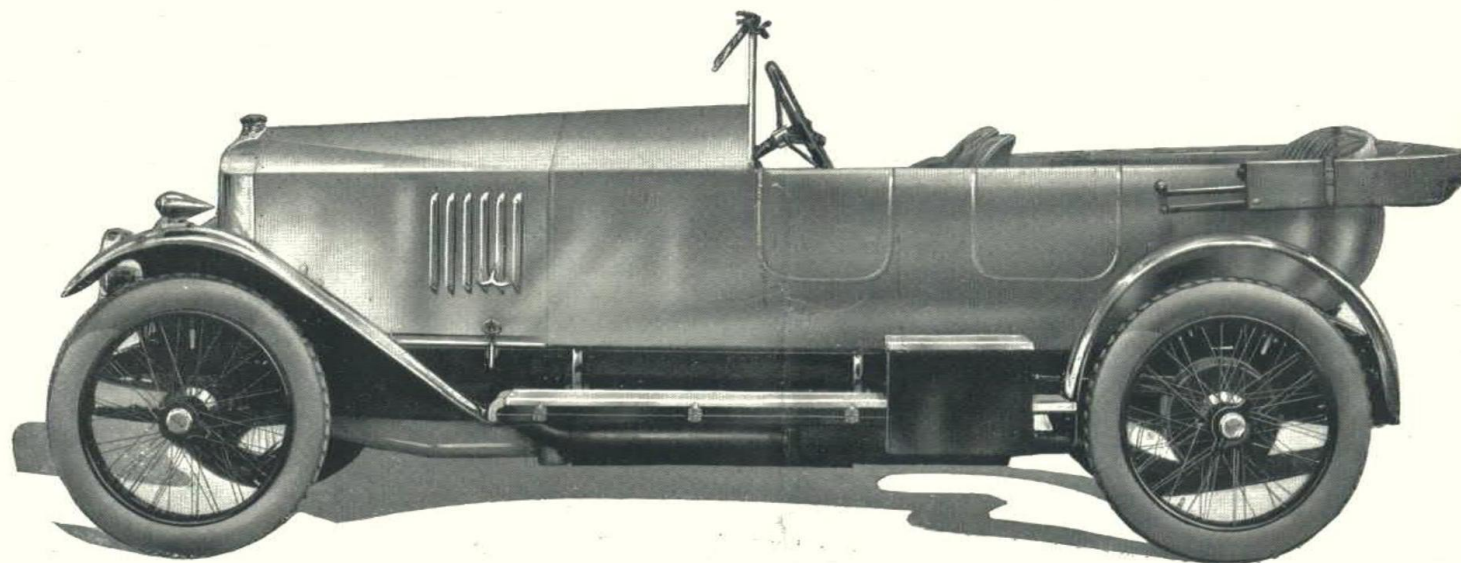
SUSPENSION. Semi-elliptic springs, with Derihon shock absorbers throughout.

WHEELS. Detachable wire, 820 mm. by 120 mm.

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

BODY. A specially light body—the Vauxhall-Velox—is built by the Company.

FINISH. Nickel.



THE 30-98 VAUXHALL-VELOX FAST LIGHT CAR ~~£1075*~~ £1300

THIS body is of specially light, though strong, construction. Customers who order a 30-98 h.p. chassis are recommended to have it fitted with this special Vauxhall body. The entire body and wings are of polished aluminium. The frame and the petrol tank are painted flat black. The spare wheel is carried at the back. The front seats are of the bucket shape. The front windscreen has a hinged top panel and is built snugly against the scuttle and brought close to the steering wheel.

A HANDSOMELY finished flush-fitted aluminium instrument board carries the clock, speedometer, switch-board, lamp and gauges. The front floor boards are of aluminium. Seating for four persons. The lines of this body are designed to accord with the mechanical attributes of the car, which would indeed lose much of its life and speed were it fitted with a body of heavier weight and of less nicely-adjusted proportions than those of the Vauxhall-Velox body.

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LEADING DIMENSIONS, GEARING & DETAILS

	<i>D type</i>	<i>E type</i>
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. 3$\frac{3}{4}$ ins. × 5$\frac{1}{2}$ ins.	98 mm. × 150 mm. 3$\frac{7}{8}$ ins. × 5$\frac{7}{8}$ ins.
Transmission ...	Four speeds, live axle	Four speeds, live axle
Speeds (in miles per hour) at 1000 r.p.m. ...	<i>1st 2nd 3rd 4th</i> <i>Direct</i> 7.5 12 19 28.5	<i>1st 2nd 3rd 4th</i> <i>Direct</i> 8.7 13.7 20.8 32
Gear ratio on direct drive ...	3.6 : 1	3 : 1
Wheelbase ...	10 ft. 10 ins.	9 ft. 6 ins.
Distance from dash to centre of back wheel ...	7 ft. 9$\frac{1}{4}$ 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 fully equipped ...	26 cwt.	23$\frac{3}{4}$ cwt.
Price of chassis with VM equipment, delivery at works...	£1,050 <i>£800.</i>	£1,275 <i>£1,000.</i>
Tax ...	£1 per horse-power, R.A.C. rating.	