

**EDITORIAL COMMENT**

**THE AUTO.**  
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Founder and Editor: Stanley Spooner.  
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Telegrams: Truditur, Westcent, London  
Telephone: Gerrard 1828

**CONTRIBUTIONS**  
Articles on automotor technology and touring, or of other interest to motor vehicle users, are invited, especially from overseas

Photographs of beauty, curiosity or other interest are also in request, whether made in the British Isles or elsewhere in the Empire

All contributions should be addressed to The Editor, should bear the name and address of sender, be adequately protected against damage in transit, and accompanied by directed and stamped covering for their return if unsuitable

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**REMITTANCES**

Cheques, Postal Orders, etc., should be made payable to the Proprietors of the "AUTO," and crossed "London County and Westminster Bank, Ltd., Account Payee Only." All communications upon Advertisement or Commercial Matters should be addressed to The Manager of the "AUTO."

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**DIARY OF CURRENT AND FORTHCOMING EVENTS**

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:—

1925		
Mar. 28	Essex M.C. Kop Hill-Climb.	
April 13	Brooklands Easter Meeting.	
May 9	Essex M.C. Brooklands Meeting.	
" 23	Essex M.C. Aston Hill-Climb.	
June 1	Brooklands Whitsun Meeting.	
" 14	Italian 24-hour Touring Car Race.	
" 27	Brooklands Mid-Summer Meeting.	
" 27-28	Belgian 24-Hour Touring Car Race.	
July	Essex M.C. Speed Trials.	
" 6	Grand Prix de l'Europe, Belgium.	
" 19	French Touring Car Race.	
" 26	French Grand Prix, at Montlhery.	

**The Gilbertian Touch**

The extraordinary state of affairs which arose in the Liverpool police-court the other day once more brings out the obsession which prevents the official mind from conceiving that any motorist who receives an "invitation" to visit a police-court can be really innocent. A number of motorists who had been summoned for not having the lamps on their cars lighted at the regulation time brought up printed tables and almanacs to show that they were within the time allowed. After the Bench had heard expert astronomical evidence, it transpired that the police had made an adjustment of 13 minutes to the times printed in the almanacs to allow for the difference between Greenwich and local time, quite overlooking the fact that this had already been done. Although the police perforce had to admit their mistake, it is amazing to find that "all the motorists were discharged with a caution." Truly that was adding insult to injury with a vengeance, and what would have been much more seemly would have been an apology by the police, with an offer to pay any costs to which the motorists had been put through this act of carelessness.

**Garage "Homologated"**

One of the most interesting announcements of recent days has been that which notifies that the French Academy has sanctioned the usage of the word "garage" as signifying a house for the motor-car. It may come as a mild shock to many people that this word, which has established itself in very many of the languages of the world, has won that position while it has been an outcast, so to say, from the vocabulary of the land which saw its birth. It may be recalled that some years ago a definite move was made in Great Britain to utilise only English words in connection with motoring, but those who sponsored the movement soon realised that they were engaged on a hopeless task. In the comparatively short period of time in which motoring had been established, words such as "garage" had taken on a very definite meaning—often very different from their original intention—and had become so much part and parcel of our language that it was impossible to uproot them. That "garage"—in its modern meaning—should have won such a place for itself universally is all the more interesting inasmuch as it is one which lends itself to a variety of pronunciations, but perhaps therein lies the secret of its success.

**A Drastic Plan**

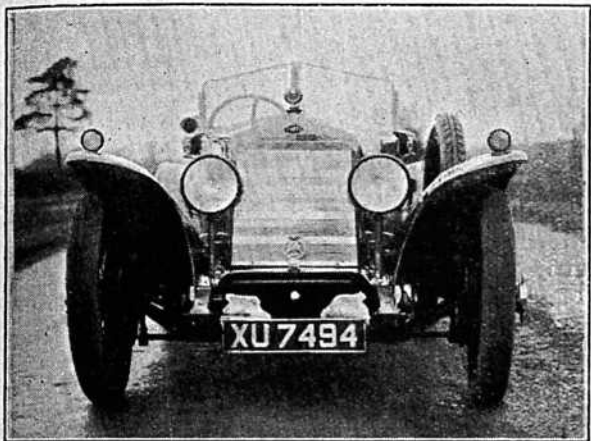
Among the many schemes which have been put forward for relieving the traffic congestion in the City of London one of the most drastic is that suggested by Mr. P. N. Risky in a presidential address to the City of London Tradesmen's Club. His idea is that after nine o'clock in the morning only 10 per cent. of the present number of omnibuses should be allowed to ply within the "square mile" until 5 p.m. He thinks it would be within the realms of possibility that the authorities should grant facilities for the parking of 'buses on the verge of the City, and he feels that, for the good of London, citizens would appreciate the need of sacrifice and the taking of a little exercise. We fear, however, apart altogether

# CARS ON THE ROAD

By EDGAR N. DUFFIELD

## CX.—THE 15.5 H.P. "SUPER-SPORTS" DIATTO

APPROACH the description of this trial with distinct trepidation for three reasons—because the Societa Anonima Autocostruzioni Diatto, of Turin, are represented in this country by a personal friend, because I have rather a weakness for all Italian cars, and because the Diatto is so abundantly and emphatically Italian



This frontal impression might be used as a pattern of "balance," marred only by the fact that radiator shutters tend to disfigure a particularly attractive cooling agent.

as to make my enthusiasm concerning it dreadfully "unpatriotic."

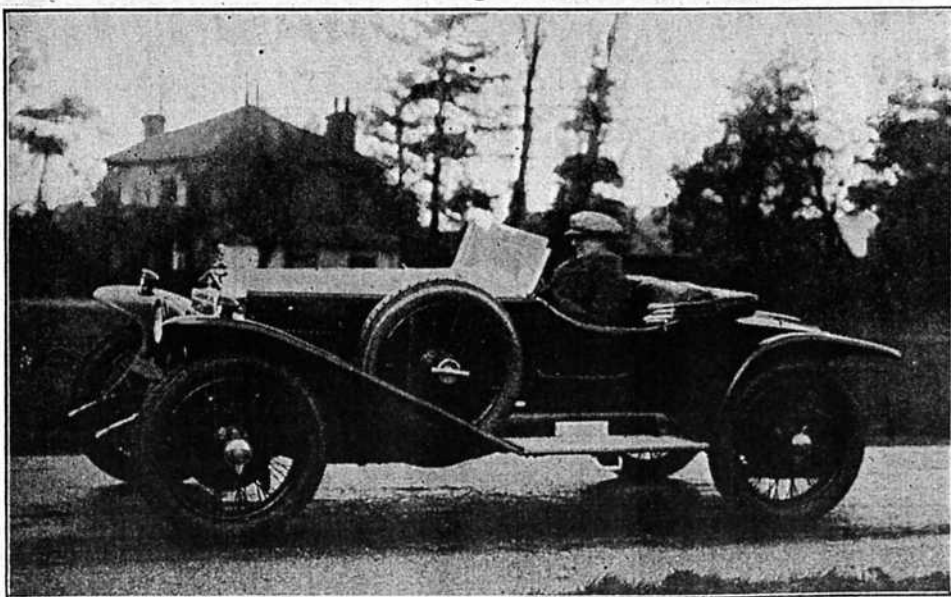
Captain Cyril Durlacher, the concessionaire, was a Wolseley apprentice of such qualities that he was given a car to drive in an Italian Grand Prix of about fifteen years ago. From Wolseleys, finishing his time, he went to Rolls-Royce, and from them to Sheffield-Simplex. He served throughout the War as a transport officer of the R.A.S.C., principally

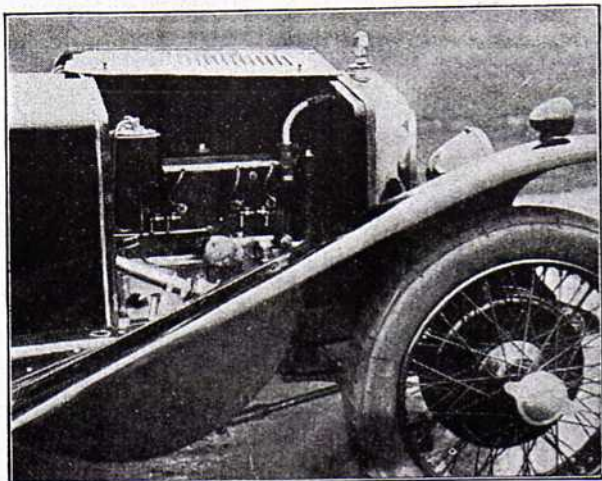
upon the Trentino front, and—having always liked Italy, and Italians, since his experience in racing in that country, and his work there at a time when Wolseleys were, if I remember rightly, going to build there—it was therefore not unnatural that, on leaving the Service, after a look around the trade in England, he should go over and fix-up the Diatto concession. Since so doing he has sold a gratifying number of Diatto cars and chassis in the British Isles, despite their not having been sensationally low-priced. The touring five-seater now sells at £550, and the super-sports two-three-seater of which I now write is priced at £670. The differences between touring and sports chassis are almost exclusively of engine, frame-dimensions and gear-ratios, and both chassis are but slightly modified from those of the past two seasons. The monobloc four-cylindere motor has bore and stroke of 79.7 by 100 mm. (the bore being restricted to keep the cylinder capacity inside the 2,000 c.c.). Motor, clutch-pit and gear-box are a single assembly, three-point suspended from the main frame. The cylinder-block has a detachable head, but head and block are so nicely faced that they may be erected without use of a gasket. In the head are the three bearings of the overhead camshaft, which keeps the valves busy by means of rockers, more or less conventionally to a point; but in addition to the working cams, operating the two valves per cylinder, there are a set of four "idle" or extra cams, with complementary rocker-gear, to balance the shaft and—it is said—damp out noise and vibration, the cams being double-faced, to bear against the two pairs of extra rockers, which are heavily spring-loaded.

A helically-gearred vertical shaft provides drives for camshaft, oil-pump, water-pump, magneto, cooling fan and lighting dynamo. Aluminium-alloy pistons are used in the sports engine, though an iron set are employed in the tourer. In both models the connect-

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Designed, built and "body"-ed to run rapidly, the Diatto two-litre super-sports model has an unmistakable air of breed, regarded from no matter what angle.





A particularly clean motor is that of the 15.5 h.p. Diatto. Note the encasement of the vertical shaft which, as Capt. Durlacher says, "does almost everything but feed the chickens."

ing-rods are tubular, and in either case the main shaft has but three bearings, although an extra heavy-duty double-purpose ball bearing is fitted, to take end-thrust.

The engine is oiled under pressure, a gear-type pump located below the vertical shaft previously mentioned being dog-driven by that shaft. A relief-valve, easily used, is provided on the exterior of the crankcase, which also carries a dip-stick level-gauge. There is a needle-and-dial pressure-gauge on the very natty little instrument-board, a fitting integral with the dash proper, cast in aluminium, and nicely "frosted." The crankcase oil-filler is placed centrally in the valve-gear cover. It is of convenient diameter.

Fuel supply is maintained by an Autovac installation, very nicely made and neatly turreted. A Solex carburettor is standardised, but I am hoping to hear that Capt. Durlacher is getting a Cox "Atmos" for at least experimental use, because this engine is one upon which the new-model Cox would shine. In saying this I would imply no criticism of the Solex, but—as stated—I think the engine under notice absolutely designed to give the "Atmos" a first-rate show, because although this Diatto is frankly a sports job, it is incidentally a car which should be driven very smoothly and inconspicuously in the park, at 8 or 10 m.p.h. on fourth speed, and a Solex with a choke-tube large enough to give it all the feed needed for fast touring seems a little too big for steady slow-running, even when the engine is nicely warmed up.

Cooling is by pump, one of the centrifugal type keeping the stream active. A positively driven aero-plane-type fan assists, as also does a very prettily-drawn cellular radiator, one so nicely made as to force me to regard radiator-shutters (fitted on the car I tried) as rather like tortoise-shell goggles on a pretty girl's face! Blanking-off is necessary, during an English winter, on a car adequately cooled for the conditions of Northern Italy, of course; but shiny radiator-shutters always seem to me rather too frank a confession of unbalanced cooling, and anybody who thinks them an ornament does not think as I do.

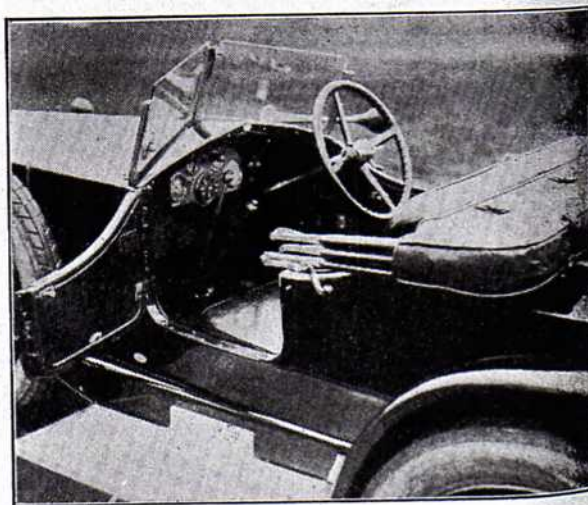
A magneto attends to ignition. Its firing point is regulated by a frictionally-locked *manette* in the boss

of the steering wheel, where there are also throttle and mixture-regulating levers. The gear-box is centrally controlled. It is a much nicer box than it was in 1923, when I first drove a two-litre Diatto. Four forward speeds, of course. Fourth feels about 3.9 to 1. On fourth the standard super-sports two-three-seater is guaranteed to do 75 m.p.h. against the clock, when her wings have been removed. They (as our pictures show) are rather flarey wings, particularly in front. They look racy; they are efficient; but they offer a lot of windage, I should guess.

The propeller-shaft runs in a robust torque tube, harnessed forwardly by a spherical joint, but bolted rigidly to the rear axle. The fore-end joint is automatically oiled from the gear-box. The axle casing is a two-piece assembly, both lap-welded and bolted. Final drive is by spiral gearing, and provision is made for the really ready removal of the complete differential and propeller-shaft.

Four-wheel brakes are fitted, the forward pair being of the Diatto company's own production, under Perrot licence. Half-elliptic springs, of very uncommon leaf-width, and almost dead flat unloaded, are employed fore and aft. The complete suspension is excellent, and thus full benefit is obtained from a very fine set of steering-detail. The fore axle and the operating gear of the front-wheel brakes are extremely presentable, too. As a whole, indeed, the chassis is such an elegant little thing as to make it almost a pity to hide an ounce of it, even under so attractive coachwork as is standardised for all models. Whether or not a car actually "works" any the better for being prettily made, I shall always fall for one that is.

Now except the valve-gear clearances, the compression and the gear-box ratios, one chassis is the other, barring in the matter of frame-length. The sports frame is only about 8 ft. 6 ins., I should guess, between centres, whereas that of the tourer is over 10 ft. But we must remember that this sports chassis is intended to be fitted only with a two-seater-and-dickey, as illustrated. It is of course practicable to get the "touring" frame, when specified. Four rakes of steering pillar are available. The standard tank carries approximately 14 gallons, and

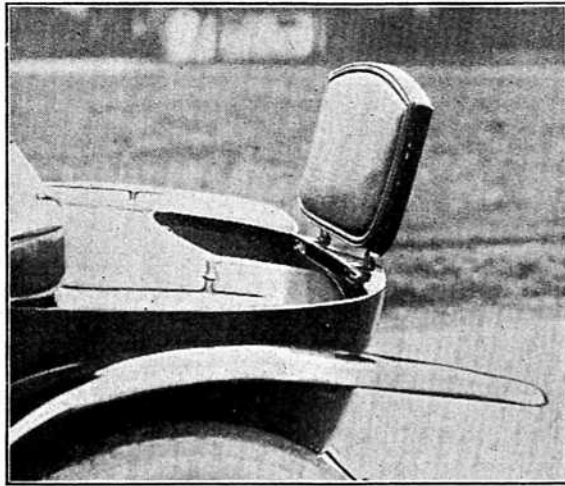


The doors are not extravagantly wide, and the panelling of the sides might be increased in depth for wintry work, but one sits well down into the car, and controls are most handily positioned.

Durlacher tells me that he can average 22 to 24 miles per gallon at cruising speeds.

So much for details. When the car arrived outside my home, I was an exceedingly sick person. I would have given a great deal to cry-off, for the morning looked very unpromising. But politeness prevailed, and as I looked down at this cherry-red time-machine I decided that man cannot live for lungs alone, put on a second "woolly," and fared forth. The owner of the car took first spell, to show me stunts. He did. I should imagine that his travelling on this car must be costly, although he drives so beautifully. But he was "demonstrating."

I like to trial-ride as well as trial-drive, and I must say that to sit in such a car and be wafted about Surrey is very pleasant. The engine—it is not large, at 1,996 c.c., remember—has very sound energy, but it has none of the accustomed raucousness of two-litres of its type, and whether the valve-gear would be good anyhow—because thoroughly well-made—or those idle rockers really *do* silence it, there is none of the usual clatter. Warm when I got aboard, the pistons were quite noiseless, but one naturally has to watch one's ignition. Making full allowance for Durlacher's skill, it was speedily evident that the gear-box had been much improved since 1923, and even 1924. The clutch is only a single-plater, Ferodo faced. That was always good, though formerly it tended to spin rather more than one would wish, at times. Now it is quite unexceptionable, and very light, the actual engagement being effected by springs placed around the rim, so to speak. This, in fact, might be called a "lady's" super-sports.



In the rear is a trap-dickey, which is much roomier and more comfortable than might appear from the size of the back-rest. The body illustrated adds only £120 to the chassis price, which is £550.

I sat and was wafted until time pointed to turning homeward, and then took charge. I can think of only two cars with as nice steering, among recently borrowed cars—the Bentley and the little Lambda-Lancia. Readers of my impressions must obviously make allowances for the personal factor; but I regard such steering as ideal, and one very seldom approximates its merit upon cars of similar size. Perhaps the larger Vauxhalls might be considered in the same class, but some much bigger, and considerably *costlier*, cars may certainly not, in my opinion.

True, the tyres fitted are only sensibly large. They are 820-120's, on Rudge wheels, and these were so carefully inflated as to give the suspension a chance, and so make the car one just as pleasant to drive at 15 to 25 miles per hour—a tricky pace, over wavy surfaces—as at 30 to 50. We did not go into the track, but the performance on second and third, with the engine really merry, suggested that the claimed 75 m.p.h. without wings is perfectly practicable.

The braking is very good. Durlacher stunted with it, so I did not. I was satisfied to see what he could do on grease, but four-wheel brakes are never going to be allowed, even indirectly, to damage a car which I am driving. The outstanding appeal of the super-sports Diatto is its engine-quality. It can be fast without being harsh, noisy or costly to feed. Its steering is of the highest class, its suspension works only when it must, and so it just rolls along in a thoroughly seductive fashion, such as to make one wish that one had nothing to do in life but give long trial runs upon it, to nice people, knowing enough about motor-cars to see why this specimen is abundantly worth its price.



**A Dunlop Film**

It is not easy for the layman to visualise either the extent or the scope of the great factories of England, and it was a splendid thought of the Directors of the Dunlop Company to utilise the cinematograph in order to let the man in the street see not only the immense factory at Fort Dunlop, near Birmingham, which is engaged in turning out Dunlop tyres, but also to observe with what care the whole processes of manufacture are watched right from the obtaining of the raw rubber from the trees or the cotton from the plant until the time when the tyre is complete and ready to be bought. At a private view of this film in London last week, Sir Eric Geddes said that the extensions which were shown in process of erection in the picture had been completed and further buildings were now going up. Building operations at Fort Dunlop were commenced in July, 1915, and the mills were in production in November of the following year. The Fort Dunlop estate comprises 481 acres, of which 115 acres are devoted to the factory site, 47 acres to housing and recreation grounds, while the remainder is in process of development. The employees of the Company in Birmingham alone exceed 10,000, while in the whole of the organisation throughout the world some 28,000 persons are employed.

In the picture, after a peep or two at the gathering and preparation of the rubber and cotton, the processes of building

up an outer cover are followed, and then the making of an inner tube on a circular former, so that neither the inside circumference is cockled nor the outside edge stretched in use, is seen. There is also a glance at the making of solid tyres, while the production of Dunlop wheels also comes in for attention. It is a film to look out for, and those who have the good fortune to see it will not only learn something, but they will feel proud that British industry includes such a magnificent organisation as Fort Dunlop.

**The Crossley-Kegresse Tractor**

ANOTHER film which was shown privately in London last week depicted some of the doings of a couple of 25 h.p. Crossley-Kegresse tractors and another of similar make, but of 40 h.p., at Aldershot some few weeks back. We have heard a lot of what vehicles fitted with the Kegresse attachment can do, but it came as a revelation to those who had not seen the Crossley machines actually at work to see them literally flinging themselves across ditches and passing on as though there had never been anything unusual in their path.

It seemed to make no difference to either size of the Crossley-Kegresse combination whether it was set to climb or go down, a really steep bank, cross deep wide ditches, or plough their way through water; it was all the same—the vehicles "got there," while their speed along the road was quite surprising. It is a film with a real thrill in it.

IN WINTER

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**WINTER LUBRIC**  
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A.C. ....	Double	CLYNO .....	Double
ALBERT .....	Double	COVENTRY PREMIER	Triple
ANSALDO.....	Triple	CROSSLEY .....	Double
ARIEL .....	Triple	CROUCH .....	Triple
ARMSTRONG- SIDDELEY	Double	CUBITT .....	Double
AUSTIN .....	Triple	DAIMLER.....	Double
BAYLISS THOMAS..	Triple	DARRACQ .....	Double
BEAN .....	Double	DE DION.....	Triple
BEARDMORE ....	Triple	DELAGE .....	Double
BELSIZE .....	Double	DELAUNAY- BELLEVILLE	Triple
BELSIZE BRADSHAW	Triple	DERBY.....	Double
BENZ .....	Triple	<b>DIATTO</b> .....	Triple
BERLIET .....	Double	DODGE.....	Double
BIANCHI .....	Triple	ENFIELD-ALLDAY.	Triple
B.S.A. (Sleeve Valve)	Double	ERIC-CAMPBELL..	Double
B.S.A. (air-cooled)	Triple	ESSEX .....	Triple
BUICK .....	Double	EXCELSIOR .....	Triple
CADILLAC .....	Double	FARMAN .....	Triple
CALCOTT .....	Double	F.I.A.T. ....	Single
CALTHORPE.....	Double	FORD.....	Triple
CHARRON-LAYCOCK	Triple	G.W.K. ....	Double
CHENARD WALCKER	Double	GWYNNE .....	Double
CHEVROLET.....	Single	H.E. ....	Double
		HILLMAN .....	Double

For economical winter lubrication, consult the above guide, drain your crankcase and fill up with Single, Double, or Triple Shell, as recommended.

# Single, Double or Triple



The 17.3 Essex Coach.

**De Dion (215).** De Dion Bouton, Ltd., (France) 10, Great Marlborough St., W. 1.

THE new 20 h.p. model J.P. will be one of the most interesting features of the De Dion exhibit, which will consist of examples of the 10-20 (J.P.), which has side valves, detachable head, thermo-cooling, Solex carburettor, Bosch magneto, 4-speed box, with 3-plate clutch, Ducellier lighting and starting. The wheels are R.W. with 715 by 115 Dunlops. The standard body is 4-seated, with adjustable front seats. The chassis price is £255. With the 4-seater body the price is £295. This chassis will also be shown with a coupé cabriolet body at £395. The 12-28 h.p. 4-cylinder model has overhead valves, pump cooling, automatic lubrication, Bosch magneto, Solex carburettor, 4-speed, right-hand gear-change, 3-plate clutch and helical bevel final drive, with four-wheel brakes and R.W. wheels and Cord tyres. The chassis price is £410, and an enclosed coupé two-seater with wide doors will be shown. The price is £695. The 15-43 h.p. model with overhead valves and four-wheel brakes will also be shown as a 4-6-seater Pulman Landalette at £907—chassis £495.

H.P.	Cyls.	Bore	Stroke	Speeds	Wheel-base ft. in.	Price
10 20	4	62	110	4	9 2	295
12 28	4	70	120	4	10 2	410*
15 43	4	78	130	4	11 2	495*

**Delage (212).** L. Delage et Cie, (France) 140, Av. Champs Elysees, Paris.

THE 40-50 h.p. six-cylinder saloon and a 14 h.p. chassis, also a 14 h.p. saloon and 14 h.p. tourer, all-weather, will be the distinctive features of the exhibit. The body of the six-cylinder saloon is by Letourneur and Marchand, and is a six-seater with two folding seats facing the road. It is upholstered in Bedford cord and has automatic window lifters—a fine vehicle. The engine is *en bloc* with detachable head, pump cooling and lubrication and alloy pistons. Seven bearings support the crankshaft. An overhead camshaft operates the overhead valves. The carburettor is the Zenith, and Bosch lighting, starting and

ignition is used. A dry plate clutch and an integral four-speed gear with central control transmits the power via an enclosed propeller to a spiral bevel driven semi-floating live axle. Four-wheel brakes are fitted and R.W. detachable wheels. The price is £1,125 for the chassis, or sports chassis, £1,200. The four-cylinder 14 h.p. has overhead valves operated by a side camshaft and push rods and similar equipment, except that the starter and dynamo is North-East. The chassis price is £425, the tourer £530, the all-weather £700, and the saloon £595. A special sports model is made at £700.

40-50	6	95	140	4	11 11	1,125*
14	4	75	120	4	10 6	530

**Delahaye (179).** Soc. Anon. Autos (France) Delahaye, 10, Rue du Banquier, Paris.

Two models of the Delahaye car will be shown, the 15 h.p. and the 10 h.p., both with four-cylinder engines, with integral clutch and four-speed gear with central control. The heads are detachable. Pump circulation is used, and in the case of the 10 h.p. pump feed for lubrication. The pistons are of aluminium and the shaft runs in three bearings. The valves are overhead, with an overhead camshaft in the case of the 10 h.p. Solex carburettors are used and magneto ignition. The dynamo is gear-driven, and the clutch is of the single disc type, and runs dry. Transmission is by Cardan shaft to a Gleason spiral bevel-driven

live axle. The springing is semi-elliptic and Houdaille shock absorbers are fitted. Servo four-wheel brakes are fitted on the 15 h.p. model. The wheels are wood artillery detachable, and carry 765 by 105 tyres in the case of the ten and 835 by 135 in the case of the 15 h.p.

10	4	70	120	4	10-10	—
15	4	85	130	4	10-5	—

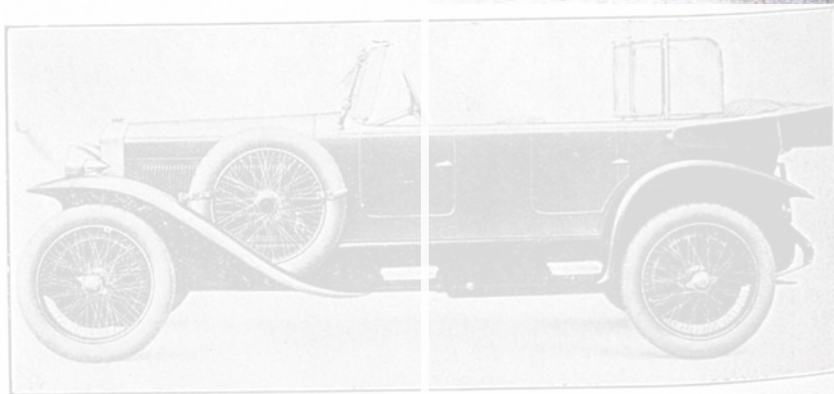
**Delaunay-Bolleville (144).** (France) Delaunay-Bolleville Motors, Ltd., 115-129, Carlton Vale, N.W. 6.

THESE excellent vehicles will be shown in four models, including the 15.9 Saloon with London coachwork. It has four doors and adjustable bracket seats and sells at £785. The 15.9 model has detachable head and the 20 h.p. has a fixed head and 6 cylinders. Both have pump cooling and oil circulation. The six has seven bearings to the shaft and the four, three. The valves are overhead in the four and at the side in the six, which has a Zenith carburettor, while the four has a Solex. S.E.V. magneto, and starting and lighting is standard on both models. The six has a multiple plate clutch, and the four a single plate, both Ferodo faced. Both have four speeds and the four has an integral gear-box. Open Cardan shaft and helical bevel drive is used on both models, and semi-elliptic springs; the six having a transverse rear spring. R.W. wheels are used.

20	6	78	140	4	11-0	620*
15.9	4	80	130	4	10-6	595*

**Diatto (A 13).** Cyril Durlacher, (Italy) 8, Upper St. Martin's Lane, W.C.2.

THE Diatto car, which has made a splendid name for itself, will be shown as a fast touring model (two- and four-seaters) and saloon and also as a two-litre sports. The general arrangement of the Diatto embraces a four-cylinder engine with detachable head, overhead camshaft and valves, driven by vertical skew gear shaft. The pistons are of aluminium. There are two models, 20A and 30. The former has Solex and the latter Zenith. Both have Bosch starting and lighting, dry plate clutch, integral gear, four speeds, central control, enclosed drive shaft and spiral bevel live axle. On the 20A model the rear springs are cantilever, on the other all are semi-elliptic. Both have four-wheel expanding brakes and detachable wire wheels. The three-litre model



The 40 h.p. six-cylinder Fiat semi-sports.

The number after each car's name is the Stand Number; where it is preceded by "A" the stand is in the new hall. The national name in brackets indicates the country of origin. \* Chassis price.

has similar specification. The standard five-seater model 20A costs £430 chassis and saloon £755. The model 30, £525 chassis, and the three-litre, £575, chassis.

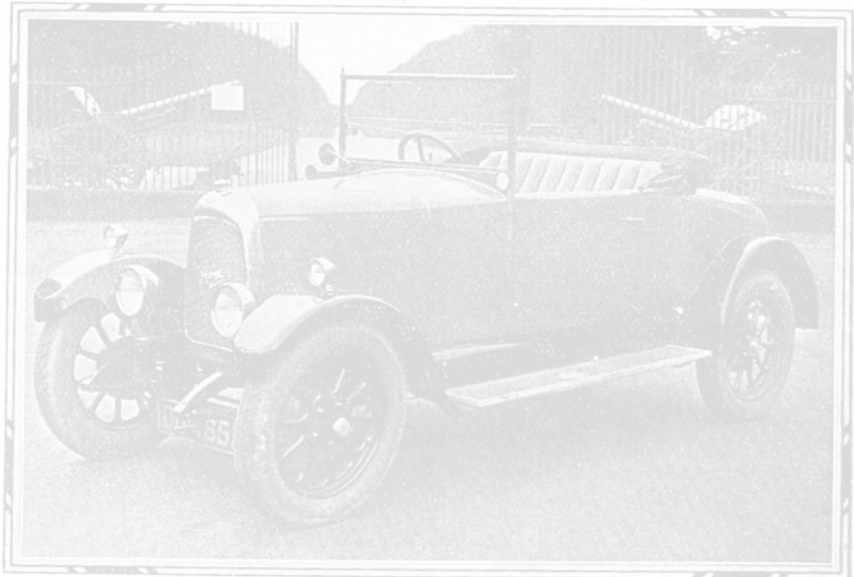
H.P.	Cyls.	Bore	Stroke	Speeds	Wheel-base ft. in.	Price £
15.5	4	79.7	100	4	10 2	605
15.5	4	79.7	100	4	9 4½	695
3 litre	4	90	116	4	9 4½	745

**Dodge Brothers** (103). Dodge (U.S.A.) Bros. (Britain), Ltd., Willesden Lane, Park Royal, N.W. 10.

THE examples of the Dodge Bros. car which will be exhibited will comprise a touring car with English body at £355, a saloon at £395, and a landaulette and saloon-landaulette, both with English coach work, at £485 and £550 respectively. These are the new reduced prices. The Dodge has a four-cylinder engine with separate three-speed gear with central control. The head is detachable. Pump cooling and lubrication is installed, and the pistons are of Lynite alloy. The side valves are driven by a helically geared side camshaft. The Stewart carburettor is used and a Watford magneto with a North East single unit starter and dynamo. The clutch is of the seven disc dry type. The gear has central control and provides three speeds. The cardan shaft with metal joints takes the power to the semi-floating, spiral bevel-driven live axle. Brakes are all on the rear wheels, which are steel discs and carry 5.77 by 30 in. tyres.

23.8 4 3½ 4½ 3 9 8 355  
**Durant** (A 56). Durant Motors, Ltd., (U.S.A.) Lodge Place, St. John's Wood, N.W.8.

THE Durant Rugby, the "baby" of the Durant family, will be shown as a typical touring model which will show how far the makers have gone in improving the appearance of this popular vehicle. There is power and accommodation for five adults in the Rugby Special, which has four-wheel brakes, balloon tyres, disc wheels, and side curtains and rear screen. Of 15 h.p. the engine has four cylinders, 3½ bore and 4½ stroke, pump cooling, three main bearings, Tillotson carburettor, Autolite ignition, a single-plate clutch, three-speed gear with central control, cardan shaft and three-quarter floating helical drive live axle. Half-elliptic springing fore and aft is



The 12 h.p. Hampton 2-seater.

used. Special models have front wheel brakes. Detachable rims carry 29 ins. by 4.95 ins. tyres. The chassis price with four-wheel brakes and balloon tyres is £175. The standard four-seater costs £188, the special tourer £215, and the saloon £295, landaulette £350.

15 4 3½ 4½ 3 8 6 188

**Essex** (A 35). Hudson Essex Motors, (U.S.A.) Ltd., Acton Vale, W.3.

THE Essex Six and the Super Six are the vehicles to be shown here. The Six is of 17.3 h.p. and the Super Six of 29.6 h.p. Both have engine clutch and gear integral, with detachable head, side valves—silent chain operated, aluminium pistons, and Stewart carburettor, vacuum fed. The Super Six has pump cooling and the Six thermo-circulation. The Super Six has pump and pressure and splash lubrication, and the Six splash. The big engine has four main bearings, the small three. Delco Remy starting, lighting and ignition is used on the Super Six, while the Six has Bosch battery and coil and Bosch starter. Both have multiple disc clutches working in oil, and three-speed gears with central control. A propeller shaft with Spicer joints takes the power

to a semi-floating spiral bevel-driven live axle. Semi-elliptic springs are used. Hand and foot brakes are internal expanding on rear wheels.

17.3 6 2½ 4½ 3 9.3½ 275  
29.4 6 88.9 127 3 10 5½ 445

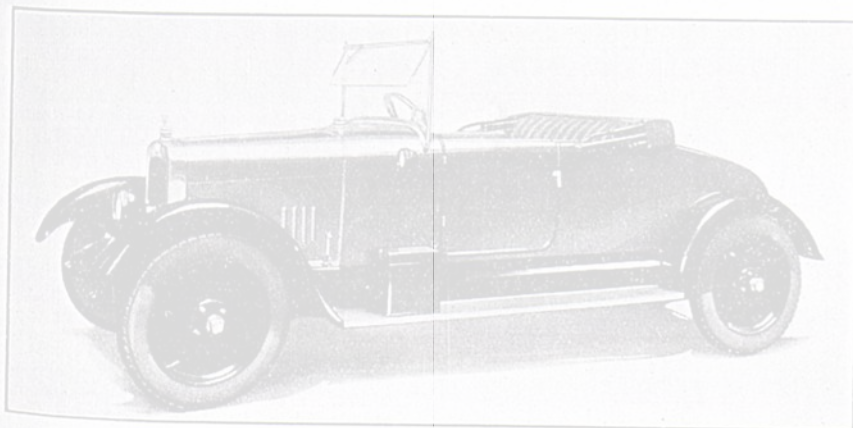
**Farman** (225) H. and M. Farman, (France) 12, Heddon Street, W.1.

EXAMPLES of the famous Farman in several types of body work will be shown by the London branch. The chassis is of 40 h.p. with six-cylinder engine (100 by 140). The valves are overhead operated by an overhead camshaft. Cooling is by pump, and oil is forced by a submerged pump through the hollow crankshaft. The overhead camshaft is spiral bevel driven from a vertical shaft. Dual ignition by magneto and coil and distributor is applied and Ducellier starting and lighting. The clutch is of the multiple disc type and the four-speed gear with central control is a separate unit. A propeller shaft in a torque tube drives the helical bevel full floating live axle. Springing is half-elliptic in front and cantilever at the rear. Brakes are on all four wheels, Servo applied. The wire wheels carry 895 by 135 tyres.

40 6 100 140 4 12 1 1,450\*

**Fiat** (185) Fiat (England), Ltd., (Italy) 43-44, Albermarle Street, London, S.W. 1.

THE exhibit of the famous Fiat cars will include two of 7 h.p. (shown for the first time). One will be a polished chassis and the other a coupé. There will be a 10-15 saloon and a Berlina and a short chassis torpedo—both of 40 h.p., six-cylinder type. The 7 h.p. model has thermo cooling, pump lubrication, H.T. magneto, integral clutch and gear (as in all Fiat models) and Servo brakes, with overhead valves and propeller in torque tube transmission to a spiral bevel live axle. The 10-15 has side valves and the 40 h.p. overhead valves. All have four-wheel brakes and on the 40 h.p. model they are Servo operated. The price of the 7 h.p. chassis is £185, or Coupé £315. The 10-15 saloon costs £375, and £15 extra for front brakes.



The Galloway 2-seater.

The number after each car's name is the Stand Number; where it is preceded by "A" the stand is in the new hall. The national name in brackets indicates the country of origin. \* Chassis price.



## STAND 13 DIATTO OLYMPIA

**Sports 2 Litre Chassis** ... .. £525  
**Sports 2 Litre 2/3 Seater and 4 Seater**  
 from £695  
 Speed 72/75 m.p.h.

**Sports 3 Litre Chassis** ... .. £575  
**Sports 3 Litre 4 Seater** ... .. from £745  
 Speed 82/85 m.p.h.

**Normal 2 Litre Chassis** ... .. from £430  
**Normal 2 Litre 4 Seater Torpedo**  
 from £585

**SPECIFICATION.**

**Two Litre.** Engine, 4 cylinders, 1995<sup>1</sup>/<sub>2</sub> c.c. 15<sup>1</sup>/<sub>2</sub> h.p. Bore and stroke 79<sup>1</sup>/<sub>2</sub> × 100 mm. Four-speed gear, Rudge-Whitworth wire wheels 820 × 120. Wheelbase 9 ft. 4<sup>1</sup>/<sub>2</sub> in. Track 4 ft. 8 in. Footbrake acting on all four wheels. Centrally placed hand brake lever acting on rear wheels only. Accessories include: Speedometer, revolution counter, Hartford shock absorber, kit of tools. Road speed 72<sup>1</sup>/<sub>2</sub> m.p.h., with torpedo body.

**Three Litre.** Engine, 4 cylinders, 2951<sup>1</sup>/<sub>2</sub> c.c. 20<sup>1</sup>/<sub>2</sub> h.p., 90 × 116 mm. Road speed 82/85 m.p.h., with torpedo body. Other details as above.

Sole Concessionaire: **C. DURLACHER,**  
 6, Upper St. Martin's Lane, W.C.2.  
 Gerrard 1107. "Durlacca," Westrand, London.

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BRITISH BUILT THROUGHOUT

## OLYMPIA STAND No. 19



# Hampton

**12 h.p. Models Tax £12**

2-SEATER ...	£290	COUPE ...	£345
4-SEATER ...	£310	4-DOOR SALOON ...	£395

**NEW DE LUXE 5-SEATER ... £325**

4-WHEEL BRAKES STANDARD ON ALL MODELS.

**STROUD MOTOR MFG. CO., LTD.**  
 DUDBRIDGE, - - STROUD, - - GLOS.

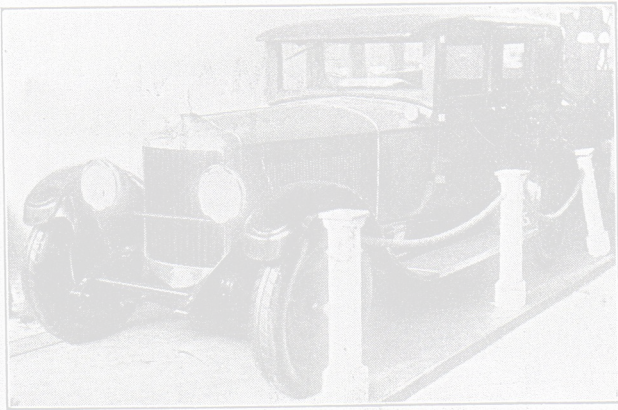
London Showrooms:  
 B. S. Marshall, Ltd., 17a, Hanover Square, W.1.  
 Phone: Mayfair 5906. Wires: "Aumarshano, Wesdo, London."

holstered in brown leather with hood screen, side curtains, etc., at £595. There is a standard four-door saloon at £785, with frameless windows and mechanical window lifters. A landaulette of fine proportions by Maythorn is priced at £800. It accommodates six persons, and is upholstered in buff, hair line, striped cloth. The cars are shown by Delaunay-Belleville Motors, Ltd., of Carlton Vale, N.W.6.

**DIANA.**

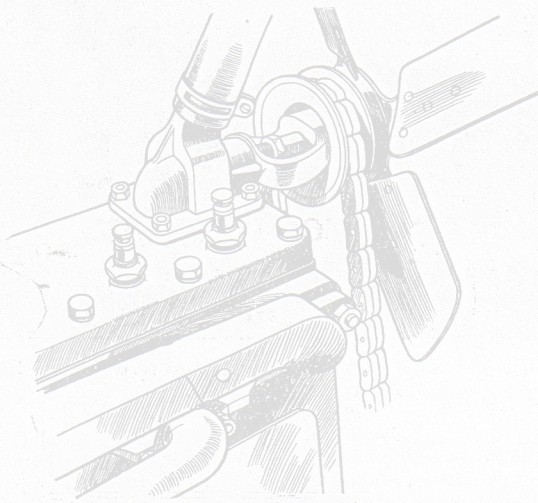
**New Hall—40**

THE Diana Eight is shown here. It has cylinders 3 by 4 1/4 ins. in line, and a Lanchester damper is fitted to the crankshaft. The specification includes Delco coil ignition, Stromberg carburettor, three-speed gear, dry-plate clutch, and spiral bevel final drive with Lockheed hydraulic brakes



The Diana straight-eight is one of the latest American Developments.

operating on artillery wheels carrying 32 by 6 ins. balloon tyres. The valves are put right-hand side and are operated by silent mushroom type tappets with special wear-resisting surface in contact with the cams. The gas is produced by a Stromberg-Ox Diana carburettor fed by a Stewart vacuum tank. A Morse silent chain drives the camshaft and the crankshaft runs on five large main bearings. Timken bearings are used throughout the front and rear axles. The radiator is fitted with a hand-operated shutter. The three-speed gear has a speedometer drive at the rear of the final gear-shaft. A Ross steering-gear is installed. The six-inch deep side frames are tied by no less than eight cross members. It is claimed that the Diana engine develops 73 h.p. with a flexibility ranging from 2 to 77 miles per hour and an acceleration of 5 to 25 miles per hour in 6 1/2 seconds. The chassis shown costs £525. There is a handsome sedan de luxe with four doors and interior drive at £725, and a four-five-seater tourer with full equipment at £625. Diana cars are shown and sold by North Western Motors, Ltd., of Norton Street, Liverpool.

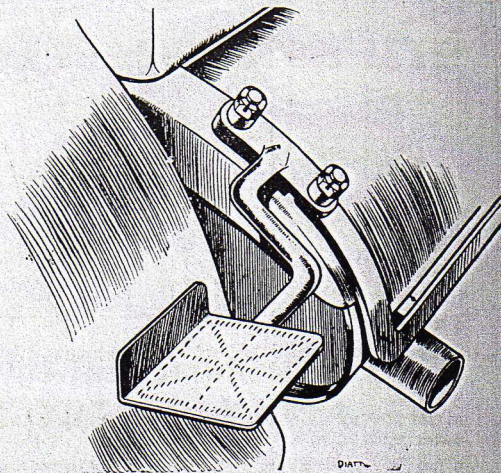


The attachment of the driving fan and the neat air-heater on the Diana.

**DIATTO.**

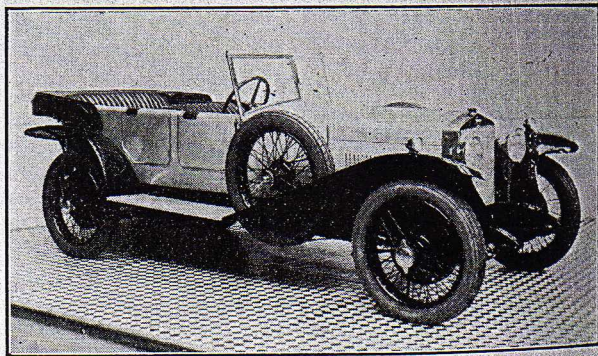
On the Diatto stand are displayed some very interesting examples of the famous Italian cars. Five cars are staged. Four of these are on the 2-litre chassis (79.7 by 100) of 15.5

**New Hall—13**



A Diatto idea. The attachment of step and safety bar on the rear tank.

Treasury rating. They have H.T. magneto, Marelli in one case and Bosch in the other, and Solex and Zenith carburettors respectively. The fifth is the new 3-litre model (90 by 116) of 20.1 h.p. Treasury rating. All have aluminium pistons, pump cooling and force fed (pump) lubrication and overhead valves with overhead vertical shaft-driven camshafts. Bosch lighting and starting is used on all models and a dry-plate clutch in the one-unit engine, clutch and gear assembly with four speeds and central control. Enclosed Cardan shafts transmit the power to the semi-floating live axles. One model has full cantilever rear springs; it is the long wheelbase 15.5 (2-litre model). Four-wheel brakes are on all models and detachable wire wheels, with steel spoke wheels optional on the long wheelbase 15.5 model. One of the 15.5 models is shown with a four-door saloon with non-drumming head by the Albany Carriage Co., It is upholstered



A Super Sports from Italy—The 2-litre Diatto.

in snake grain leather and costs £775. There is a handsome coupé by T. H. Wright, Ltd., at £735, and a sports body on another of these chassis by the Albany Carriage Co. It seats four and is upholstered in red leather and finished in scratched aluminium with black wings. The price is £710. This model is bound to attract considerable attention. Its low sides, wide doors and deep seats make it a really comfortable fast tourer. It has a complete hood equipment and a wide and high sloping screen. There is accommodation for two spare wheels—one each side. The chassis is long and low, and the suspension specially arranged for high speed work with its low centre of gravity coupled with the long wheelbase. The super sports on the short chassis (15.5 h.p.) is fitted with a typical Italian-built two-seater body with dickey, and sells at £695. The 3-litre model is shown as a super sports chassis at £575 and will command attention. The cars are shown by the sole concessionnaire, Cyril Durlacher, 6, Upper St. Martin's Lane, W.C.2.

**Some Attractive Revelations**

BOTH the Alfa-Romeo and Ansaldo baby "sixes" struck me as very attractive-looking productions, tending to keep our A.C. and Talbot well on their toes, as also did Mr. Arthur Bray's new 1,500 c.c. Steyr "six"; and although the 16 h.p. B.S.A. is another "outsider" in the matter of cylinder-capacity, the sporting two-seater exhibited upon it, and available also on the new 16-55 Daimler (though not exhibited by the Daimler Co., Ltd., at Olympia) struck me as rather a notable development on the part of the B.S.A.-Daimler interests.

Clynos have cleaned up their car considerably. I must confess that I think it looks very much better with the new than with the old front springs, as also does that excellent little 9-20 h.p. Humber. Silly of me, perhaps, but I *do* like to see a dumb-iron. It is probably the case merely that I have not yet schooled my eye to quarter-elliptics, in front, because I know several cars upon which these springs function admirably; but I still prefer the look of a half-elliptic, with a nice, neat dumb-iron.

The British-built coupé on the new 10-20 De Dion-Bouton was a very smart outfit, and—once more to go over the 1,500 c.c.—a very pretty thing was the two-litre Diatto shown by Capt. Cyril Durlacher.

The Lambda-model Lancia has by now become commonplace in our eyes; but I wonder how many AUTO readers noticed what a number of Continental constructors have paid Signor (or is it Cavaliere?) Lancia the delicate compliment of getting just about as close to his "lines" as politeness permits? Over and over again I saw European cars which, at first glimpse, suggested the Lambda in its open, or "top"-less guise.

Then there were the Pegueots, and the Renaults, and the Citroens, and the new Standards, and the Armstrong-Siddeley Fourteen (which is comfortably inside the 2,000 c.c.), another car which looks twice as well, in my opinion, with half-elliptics as it did with "flappers," and a very low-priced job at £330.

I think, incidentally, that much less was heard at Olympia of speed-numbers than might have been expected. I enquired of several firms as to the raising of this point by visitors, but could hear very little of its being raised. The majority of buyers seem to attach very little importance to it; but then the majority of buyers are not concerned with the finer "shades," so to speak, either of driving or car-performance. Many a firm who sell first-rate cars do so because people buy them for quite vague, indefinite reasons. They know that they are "pretty good," or "not too bad," or something of the kind; but the buyer who can say "I bought this particular car because of five of its features, namely . . ." and then reel them off, would seem to be in a decided minority. This I think pitiful; but no useful purpose is served by dodging facts. I never hesitate to tell a story against myself. One manufacturer, or sales manager, whom I interrogated as to people's asking about numbers of forward gears, said, "Only three or four, at most, have asked such questions, and in

every case they seemed relieved to find that we are sticking to a three-speed gear-box!"

I was disappointed; more, I visualised a day when only two old buffers would still be talking about such things—Mr. Edge and myself, sitting in our bath-chairs, ear-trumpets adjusted, and our sonorous bass voices reduced to piping trebles with a decided yet perfectly natural *vibrato*. Well, well! We who live longest shall see most; perhaps!

**A Famous Victoree**

ONCE MORE, dear friends, we win! Once more the day is ours! Anybody who made a really interested study of what was to be seen at Olympia, yet does not agree that the smaller, lighter types of car (with engines up to 2,000 c.c., if you don't mind, and running-weights of anything up to 20 cwts.) were the best, brightest, most meritorious in the Show—well, I hope his rabbit dies, his washing comes home unaired, and that he develops a cracked lip, because there is no health in his mind, body or estate.

Certainly I saw many heavier, larger cars which made me wish that I were a newspaper proprietor, or a hair-waving specialist, or something of the kind; but the greatest technical interest, the greatest value for money in £'s per horse-power, and the greatest attractiveness altogether seemed to me to lie among the little fellers, by which I mean the cars of not more than two litres in piston-displacement and not more than 2,240 pounds in running weight. I am not a slave to anybody or anything but poverty. If I had the money I would have some of the largest, finest, biggest-engined and fastest, and heaviest, and costliest cars built. But as I have always, since about the time that I finished with school, had to earn every penny that I have spent on my amusements, and ever since I began to use motor-cars have had to work rather intensively to get as much money as I needed to keep solvent, I have instinctively leant toward the little beggars, the smallest, lightest that would comfortably, conveniently serve the purposes of me and mine. I do not regret this, or apologise for it. I have, thank goodness, generally managed to find small, light cars which were just as fast as I needed, and just as comfortable as bigger cars; and by dint of picking, now and then, cars which were as light as they were small, I have managed all along, and particularly since the War, to feel able to say, "If I had more money I could afford larger cars; but as I have not, it is very nice to know that all the money in the world could not buy me more comfortable, pleasant, satisfactory motoring."

No matter who may disagree, I say that this past Olympia shone above all other Olympias because of the simply superb array of the small cars, the light cars. Some were more "small" than "light," I admit, when one looked them over carefully, but whether or not time does away with "that mechanical atrocity, the sliding pinion gear-box," it will certainly bring about the obsolescence of the car which is unnecessarily weighty (and therefore also unnecessarily large).

musical and humorous entertainment, the remainder of the evening being devoted to dancing.

**Twice Fined**

THE Enfield Bench decided the other day that a motorist summoned for driving without a licence could be convicted twice, at different Courts, for one offence, a motor-cyclist, already fined 40s. at Clacton for so doing, being fined 10s.

**The M.C.C. Annual Dinner**

THE nineteenth annual dinner of the Motor Cycling Club will be held at the Wharnclyffe Rooms, on Friday, December 4, when the President, Sir Harold Bowden, Bt., will take the chair, and, assisted by Lady Bowden, will present the prizes won in the Inter-Team Trial, Land's End/John o' Groats and Lugano Runs. After dinner there will be a short