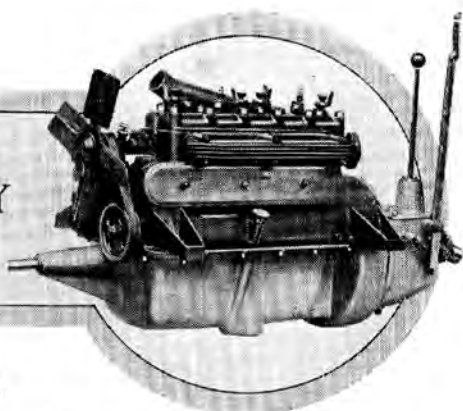
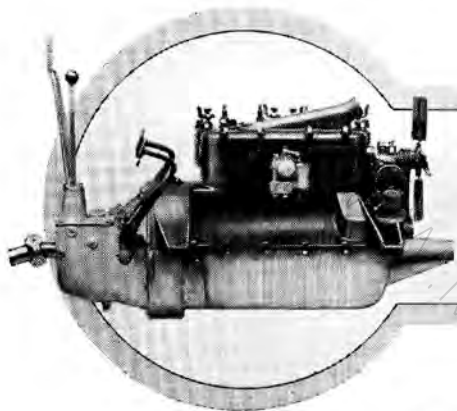




The MORRIS-COWLEY LIGHT CARS

All Previous Lists cancelled.



The
MORRIS-COWLEY
LIGHT CAR

FOR YEAR 1916.

Manufacturers: W.R.M. MOTORS, LTD.,

THE COWLEY MOTOR WORKS, COWLEY, near OXFORD,

Codes: A1 A B C. (4th & 5th)
Engineering (2nd Edition) Liebers, Western Union.

Telegrams and Cables:
"VOITURETTE, COWLEY-OXON."
Telephone: 590 Oxford.

Wholesale and Shipping Agent:

W. H. M. BURGESS,
40, GLASSHOUSE STREET, LONDON, W.





The MORRIS-COWLEY LIGHT CARS

FOREWORD.

WE tender our cordial thanks to our many Patrons for their support during the past Season, and wish to express our regret for any inconvenience they may have suffered from our inability, during the height of the Season, to give prompt delivery, which has been due chiefly to increased pressure on our Works, and difficulty of obtaining material during the present Crisis.

On perusing the following list, it will be noticed that we are specialising on one Chassis only, thus purchasers will benefit, as all our energies being devoted to one model, must necessarily produce the best Light Car of its class.

This is the fourth year that our productions, as Light Car specialists, have been on the market, and, in consequence of the great satisfaction which our Light Cars have given in previous years, and after the careful tests that this new model —**THE MORRIS-COWLEY**—has been put to, we do not hesitate to offer same with every confidence, and as this is a year of economy, we would point out that our new model is such that it can be maintained at a minimum of expense, both in petrol and tyres. Also, we have been compelled to greatly extend the producing capacity of our Works, owing to the ever increasing demand of our products, which, in itself is convincing proof, the satisfaction that our Cars have given to users in previous years.

In conclusion, we shall be pleased to show any probable Purchaser our Cars in course of production should they care to favour us with a

visit to our Works by appointment.

W.R.M. MOTORS, Ltd.





The MORRIS-COWLEY LIGHT CARS

SOME PROMINENT FEATURES.

ENGINE.—69 x 100, which will, by our past experience, prove to be thoroughly ideal for Light Car work, it is made to our own designs by the World's largest and most prominent producer of petrol engines.

CONTROL.—Speed and brake levers are arranged amidships. This is an arrangement which is now receiving much prominence, and will be found by the user the simplest and best, with the added advantage of allowing a door on either side of the car body.

CLUTCH.—A new pattern four-plate type lined with brake material which requires no adjustment or attention and runs dry.

POWER UNIT.—This construction of engine and gear box together has always been one of our chief features, combining as it does rigidity, simplicity and accessibility.

TRANSMISSION.—Entirely enclosed by use of a torque tube attached to a spherical housing behind the gear box. This having the added advantage of one universal joint only which is efficiently covered and lubricated. This transmission arrangement increases the life of the car to an enormous extent.

BACK AXLE.—We have adopted the new spirally cut bevel gear which we find is a complete solution of the final drive, as it is noiseless and 25% more efficient than other forms of silent drives.

RADIATOR.—This is of distinctive V shape design. The whole of the top, sides, and bottom being stamped out in one piece of special white metal. This method of manufacture ensuring rigidity with consequent freedom of trouble from leakage so often found on small cars.

COACHWORK.—This is of the very latest stream line design with a most pleasing appearance. Comfortably upholstered, and by its design is turned out exceedingly light in weight, a point which has hitherto not had the attention it deserves.

EQUIPMENT.—The cars are turned out complete and ready for the road—to mention a few of the points as follows: One-man hood, adjustable wind screen, "Lucas" dynamo lighting set complete, horn, pump, jack, detachable wheel brace, tool roll and tools, spare wheel and tyre, thus purchasers need not consider a large list of extra costs as is often the case.

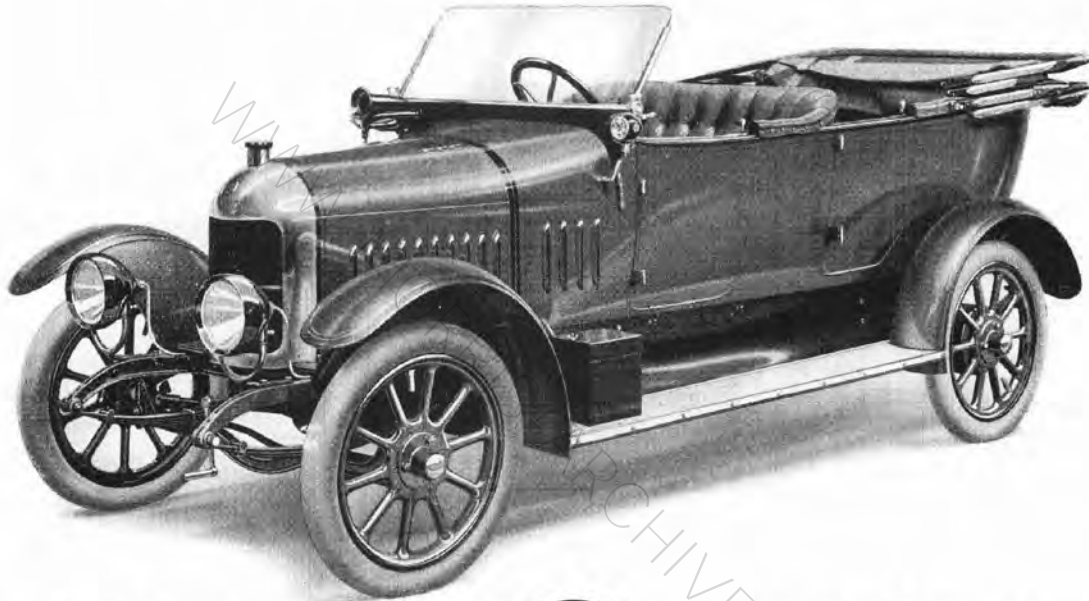
CONCLUSION.—After perusing the above chief points, and the following pages of this Catalogue, it will be at once agreed that a

car of such up-to-date design and turned out by a Firm with a reputation, has never been offered before at such a low figure.





The MORRIS-COWLEY LIGHT CARS



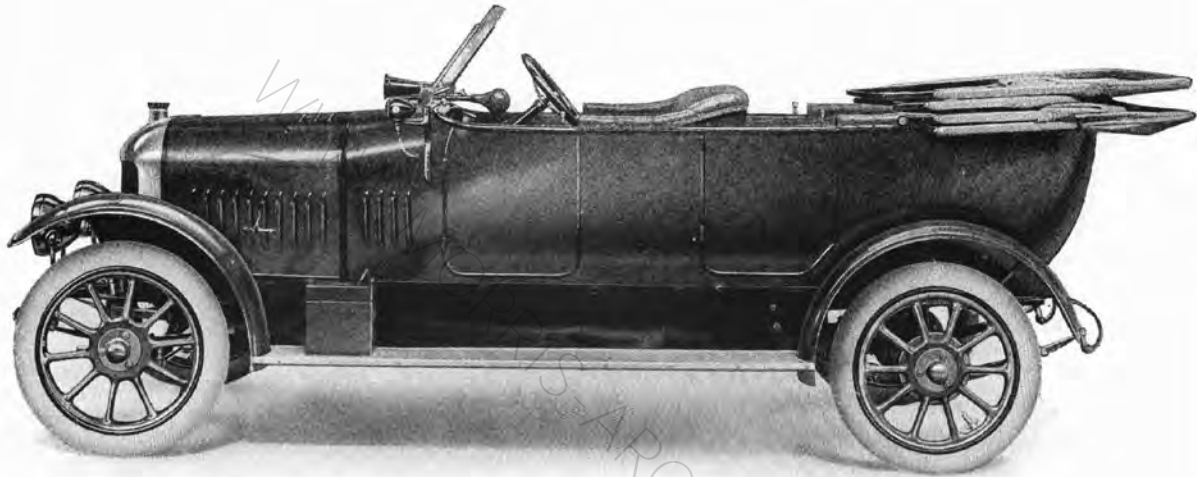
Four Seater Complete.

Price **212 Guineas** (as illustrated).





The MORRIS-COWLEY LIGHT CARS



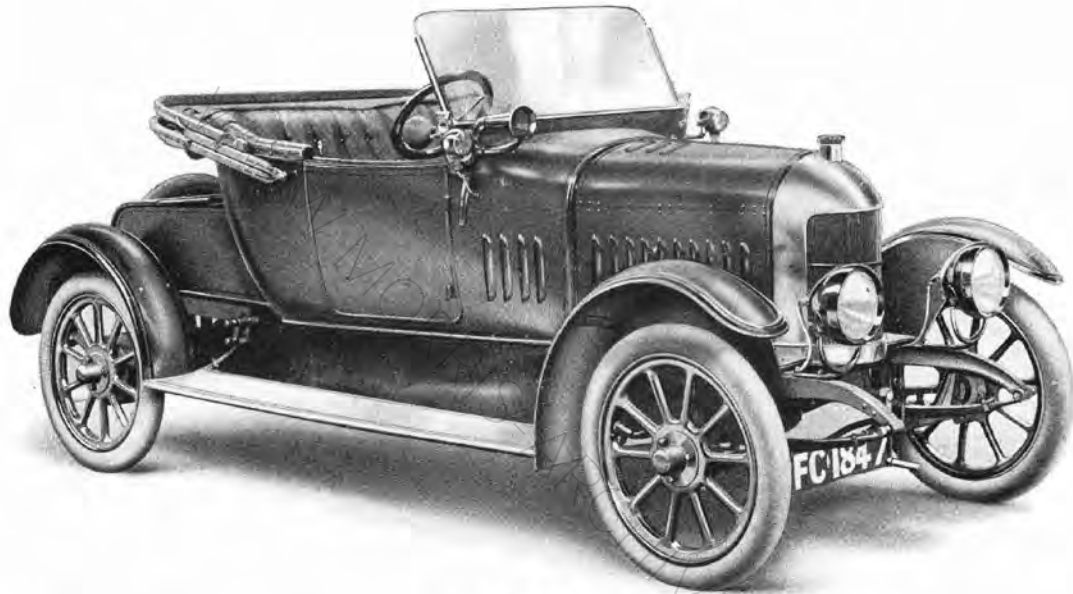
Further view of

Four Seater.





The MORRIS-COWLEY LIGHT CARS.



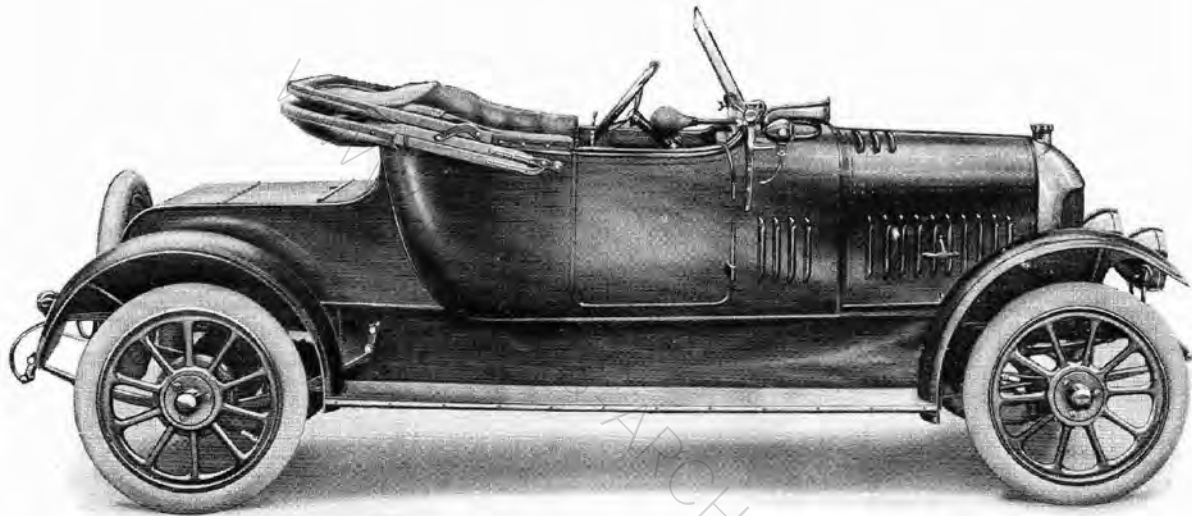
Two Seater Complete.

Price **190 Guineas** (as illustrated).





The MORRIS-COWLEY LIGHT CARS



Further view of

Two Seater.





The MORRIS-COWLEY LIGHT CARS

SPECIFICATION.

CHASSIS GENERAL.—A glance at the Chassis illustration on the opposite page will give an excellent idea of the general arrangement, and also it shows the clean design, absence of complicated parts and the accessibility which has been studied throughout. This Chassis, when the body is mounted, is capable of carrying a full load of two or four passengers, according to which body is fitted over the worst roads, and up any main road hills without any appreciable effort, the greater percentage of the running being on top gear, and with the attention which has been paid in the design to the springing, an extraordinary degree of comfort is obtained.

FRAME.—Is of usual channel section pressed steel, designed in accordance with latest ideas giving rigidity and lightness.

SUSPENSION.—Semi-elliptic springs at front, $\frac{2}{3}$ elliptic springs at rear, the back-axle being underslung. All shackle bolts are hardened and ground with combined screw-down grease caps.

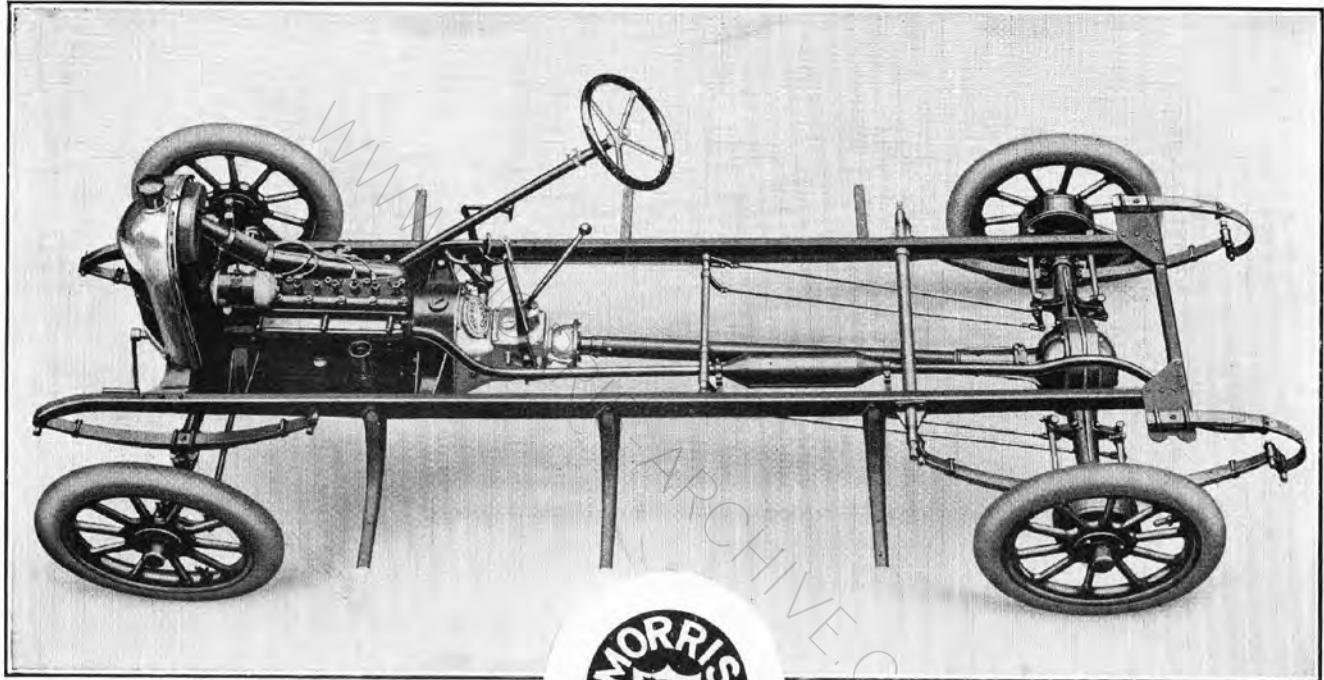
WHEELS.—Detachable hollow pressed steel, five in number, and fitted with 700 x 80 plain "Dunlop" tyres, including bolt valves, three studs and nuts form the detachable arrangement for the wheels.

CONTROL.—Change speed lever and hand brake are placed in the centre of chassis and operated by the left hand, this arrangement has the advantage of allowing entry to front seats by the use of a door on either side of the body.





The MORRIS-COWLEY LIGHT CARS



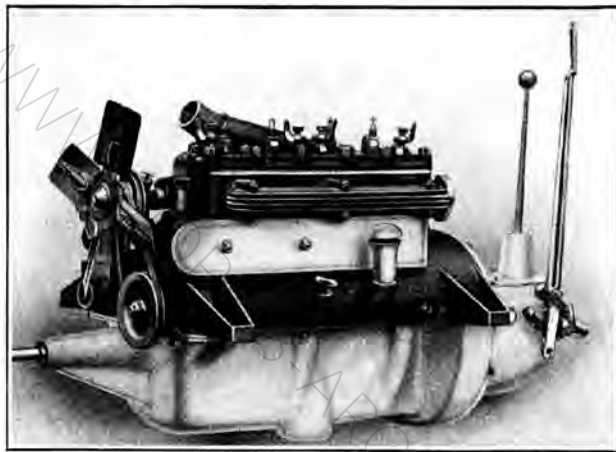


The MORRIS-COWLEY LIGHT CARS

SPECIFICATION.—*continued.*

ENGINE—

11.9 h.p., bore and stroke 69 x 100, cylinders being cast *en bloc* integral with the top half of the crankcase and engine supporting arms. The bottom half is easily detachable and carries the starting handle shaft, it also acts as a sump for the oiling system. A detachable cylinder head will be noticed in the illustration held in position by studs and nuts and a joint made by a copper and asbestos gasket, which is specially made to suit this arrangement. The advantage of the detachable cylinder head is apparent, and



Power Unit—Offside.

need not be dealt with here, allowing as it does the quick removal of carbon deposit. All the valves are of large diameter and arranged on one side of the cylinder block. They are operated by a solid camshaft, supported on two large bearings with adjustable tappets of large diameter. A valve cover plate is provided for and held in position by three studs and nuts, and this cover has a felt washer fixed to it, making an oil tight

joint over the full length of the valve stems, it will thus be noticed that any amount of oil that may come through the tappet guides will not run out



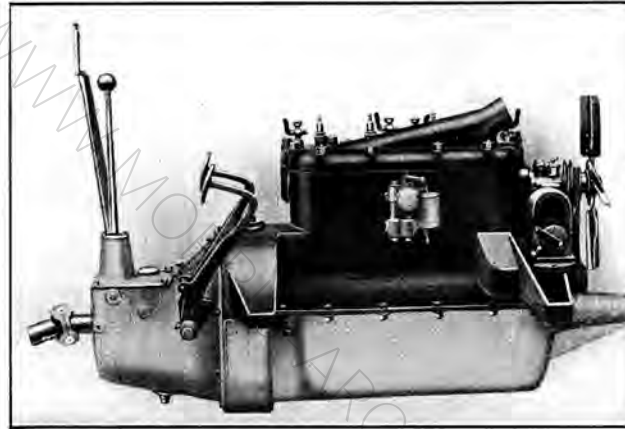


The MORRIS-COWLEY LIGHT CARS

SPECIFICATION.—*continued.*

over the engine crankcase, as a trough is formed along the bottom of the tappet guides to receive this oil, and this trough has holes at intervals to return the oil into the crankcase. The crankshaft is of large diameter, and runs in three white metal bearings of sufficient length to ensure long life without adjustment. The flywheel runs enclosed in a housing formed in the casting of the top and bottom half of the crankcase.

CARBURETTOR.—This is the well-known horizontal type "Zenith," bolted direct



Power Unit—Nearside.

to the cylinders and controlled by a conveniently placed foot accelerator pedal only. We have standardised this carburettor after careful tests, and find it is economical and possesses that excellent quality of quick acceleration.

LUBRICATION.—

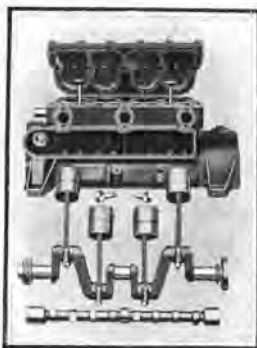
This is entirely automatic, and is carried out by use of a plunger pump, which is driven off the centre of the camshaft by an eccentric cam. This plunger pump is entirely submerged in the bottom half of the crankcase and surrounded by a gauze filter.





The MORRIS-COWLEY LIGHT CARS

SPECIFICATION.—*continued.*



Engine Dismantled.

found to be absolutely satisfactory, and gives practically smokeless exhaust if not filled above the full mark on the dipper gauge. Furthermore the simplicity of this system avoids all complicated connections on the dashboard of the car with consequent mess and dirt.

IGNITION.—This is by high tension variable type magneto, which is situated on the front of the offside of the engine, and at right

LUBRICATION (*continued*).—Immediately below it there is an inspection plug screwed into the case. The oil passes through the pump to the three main bearings, and also to the troughs which are formed in the bottom half of the crankcase, this supply giving constant level in the troughs for the connecting rod ends to dip into and thus take their supply. The pistons are lubricated by splash, and an arrangement is made for the lowest piston ring to scrape away the surplus oil and pass it through small holes drilled in the piston, and thus return to the crankcase. A test cock is fitted in the side of the crankcase, and if turned on occasionally for a moment when the engine is running it will be immediately seen if the pump is working. There is also a dipper gauge conveniently situated in the side of the crankcase which can be drawn out at any time for inspection to show the amount of oil in the sump. This dipper gauge is graduated, showing full, $\frac{3}{4}$, $\frac{1}{2}$, $\frac{1}{4}$, and empty. This lubricating arrangement is

angles and driven by a cross shaft which is operated



Fan and Dynamo Drive.





The MORRIS-COWLEY LIGHT CARS.

SPECIFICATION.—*continued.*



Gear Box Parts.

by skew gear from the timing wheel. This magneto position gives wonderful ease of adjustment, and furthermore the driving coupling is so arranged to give almost any variation of timing. A Bowden wire control fixed to the steering column operates the advance and retard movement for the magneto.

GEAR BOX is bolted to flywheel casing of engine, gives three speeds, forward and reverse, the change speed and hand brake lever being fixed direct centrally on the gear box, with gear wheels of ample proportion on short stiff castellated shafts mounted on ball bearings. This gear box is entirely separated from the engine as to lubrication and the gears run in their own thick gear oil.

CLUTCH.—This is a very simple new pattern four-plate type, the two driven plates being lined on either side with a similar material to that employed for brake lining. This clutch is located by a bearing in the end of the crankshaft, and driving pegs are fitted in the fly-wheel to rotate the two large driver plates. The whole runs in a separate compartment between the engine and the gear box and practically dry, or in other words requires no attention, as it receives a certain amount of oil from the engine. However, a large inspection lid is fitted to the casing immediately above the clutch, which would enable a new spring to be easily fitted without disassembling the whole unit. A ball thrust is employed for the withdrawal motion and a long swan neck clutch pedal is used,

making the clutch wonderfully easy to operate without undue pressure.



Gear Box & Clutch Dismounted.





The MORRIS-COWLEY LIGHT CARS

SPECIFICATION.—*continued.*



Differential, Spiral, etc.,
Dismounted.

mission on both two and four-seater cars is as follows: 4·4 to 1 direct; 7·56 to 1 second; 14·1 to 1 first.

The two illustrations on this page clearly explain the transmission arrangement, showing as they do the spiral bevel drive mounted with differential gear complete but detached from the back axle casing, and also the differential gear and spiral bevel drive dissembled.

TRANSMISSION.—This is carried out from the universal joint, which is situated at the back of the gear box, by a propellor shaft, to which the spiral bevel pinion of the drive in back axle is attached. This propellor shaft with pinion runs on three ball bearings, and is fitted to and entirely covered by a large and rigid torque tube which is bolted to the back axle casing, and the forward end swings in a spherical housing which is bolted to the back of the gear box. This arrangement gives an entirely enclosed and weather-proof system, at the same time has the advantage of only one universal joint, which joint receives sufficient lubrication through the hollow shaft from the gear box. This drive has proved a great success with us during the past three years, and is generally agreed to be the best system, and one which goes a long way towards making our car so satisfactory. The gear ratio of this trans-



Spiral Bevel Dissembled.





The MORRIS-COWLEY LIGHT CARS

SPECIFICATION.—*continued.*



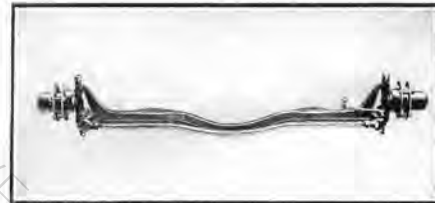
Steering Gear Dismounted.

STEERING GEAR.—A glance at the Illustration will show the general appearance of this gear. It is of the worm and complete worm wheel type, and irreversible; provision is made for adjustment of end play in both directions, suitable thrust washers being fitted, and furthermore the worm wheel shaft works in an eccentric bush which has an advantage, giving as it does adjustment for the mesh of the worm and wheel. Suitable provision is made for oiling by a screw plug fitted in an accessible position on the oil-tight case of the worm gear. The hand-wheel has a cast aluminium centre and the rim is covered in black xylonite, ensuring a lasting and handsome finish.

FRONT AXLE.—Of drop forged H section high tensile steel, made to our special designs. It has a large bearing surface for the swivel axle arms, working on hardened and ground pins, which are in turn provided with large screw down greasers. The road wheels run on hubs which are fitted with bearings of the cup and cone adjustable type,

they are of large diameter and are well protected from dirt and damp. The tie rod which connects the steering arms is adjustable and is fitted with screw down greasers, its pins having a long bearing surface ensure durability.

BACK AXLE.—This is of the true $\frac{3}{4}$ floating type, and its construction by the use of steel pressings for the case, gives great rigidity with lightness. It is probably the only axle that is so arranged that the driving shafts can be



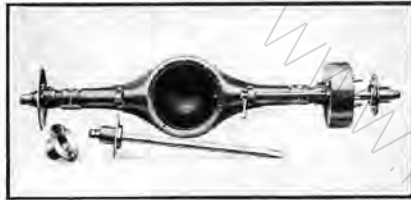
Front Axle.





The MORRIS-COWLEY LIGHT CARS

SPECIFICATION.—*continued.*



Back Axle.

withdrawn without disturbing the brakes, brake drums or shaft bearings, this makes very easy removal of the differential and crown wheel, as when the driving shafts are withdrawn, the whole of the differential can be removed through the back of the centre casing by the removal of four bolts only. The differential is of the bevel type with four pinions, and runs on special load and thrust bearings. Castellated driving shafts are used. An important feature of this back axle is the spiral bevel which is the final solution of the inaudible bevel drive, and it has the full advantage of the efficiency of the bevel over other types of gearing.

RADIATOR.—This is of distinctive V shape design and of high efficiency, with large inlet and outlet pipes. A fan driven from the engine operates in conjunction with the radiator, this fan is driven by a V belt which also drives the lighting dynamo, and being mounted on an eccentric arrangement facilitates the belt adjustment.

BRAKES.—These operate by two sets of internal expanding shoes side by side, one actuated by the foot pedal and the other by the hand lever operating on two large diameter drums on the back axle. These brakes are lined with suitable material and provided with shields to exclude dust and dirt. The operating spindles are extended towards the centre of the chassis, to give a straight pull for the rods, and are supported on two bearings which are fitted with screw-down greasers throughout, a provision is made for adjustment. The illustration shows the brake parts dissembled.



Brake Parts Dissembled.



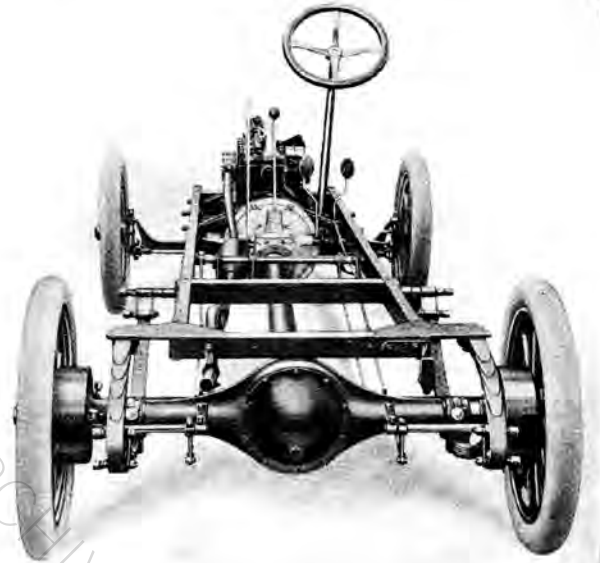


The MORRIS-COWLEY LIGHT CARS

PRINCIPLE DIMENSIONS, Etc.

COVERING BOTH TWO AND FOUR-SEATER MODELS.

Length Overall	12 ft. 9 ins.
Width Overall	4 ft. 10 ins.
Cubic Capacity	1495 c.c.
Ground Clearance—Front	8 ins.
" " Back	7 ins.
Weight—Two-Seater Complete	13½ cwt.
" Four-Seater Complete	14½ cwt.
Width of Seat at Cushion Line—Two-Seater	40 ins.
" " " Four-Seater (front & back)	38 ins.
Width of Wind Screen—Two-Seater	} 39 ins.
" " Four-Seater	
Size of Tyres (Dunlop)	700 x 80 (all plain)
Possible Speed of Car on Direct Gear	4 to 45 miles p.h.
Petrol Consumption	30 to 35 miles p.g.
Wheelbase	8 ft. 6 ins.
Track	4 ft.
Width of Frame	2 ft.
Body Space	6 ft. 4 ins.



Rear View of Chassis.





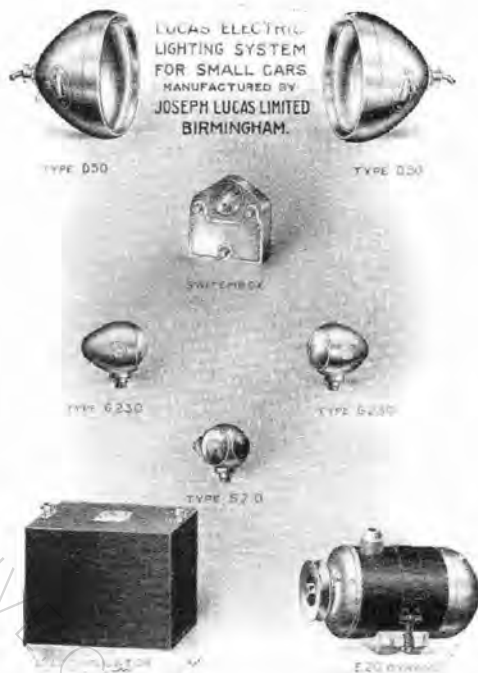
The MORRIS-COWLEY LIGHT CARS

SPECIFICATION.—*continued.*

BODY.—Elegant flush side Torpedo type, comfortable width and carefully constructed, giving maximum comfort and superbly finished.

LAMPS.—The Car is equipped with "Lucas" dynamo lighting set, including five lamps, accumulators, switch board, dynamo, etc. (*see illustration*), the wiring is carefully carried out and the dynamo is placed in a very accessible position above the engine.

EQUIPMENT & FINISH.—Body painted a special shade of buff and upholstered to match, valances are fitted between chassis and running boards. The mudguards painted to match body, lamps and fitting throughout in ebony black and nickel, one-man cape cart hood, metal wind-screen, horn, tyre pump, jack, tools, detachable wheel brace, etc.





The MORRIS-COWLEY LIGHT CARS

PRICE of Car complete with	rt:—
190 Guineas	- Two-Seater.
212 Guineas	- Four-Seater.
245 Guineas	- Cabriolet Coupe.
175 Guineas	- Commercial Van.
170 Guineas	- Chassis.

Chassis comprises the following, all of which are included in the price:—5 wheels, 5 plain Dunlop tyres, Lucas dynamo lighting set (unwired, but with all necessary cables, etc.), bonnet, bonnet fasteners, bonnet rest, petrol tank, with full kit of tools as with complete car, 2 headlamp brackets, 1 tail lamp bracket.

In the Van price no dynamo lighting set is included,
 _____ three oil lamps only. _____

DICKEY SEAT. Extra **£4 10.**; if ordered for two-seater car.



Actual Tool Kit Supplied.





The MORRIS-COWLEY LIGHT CARS



Delivery

Van

175

Guineas

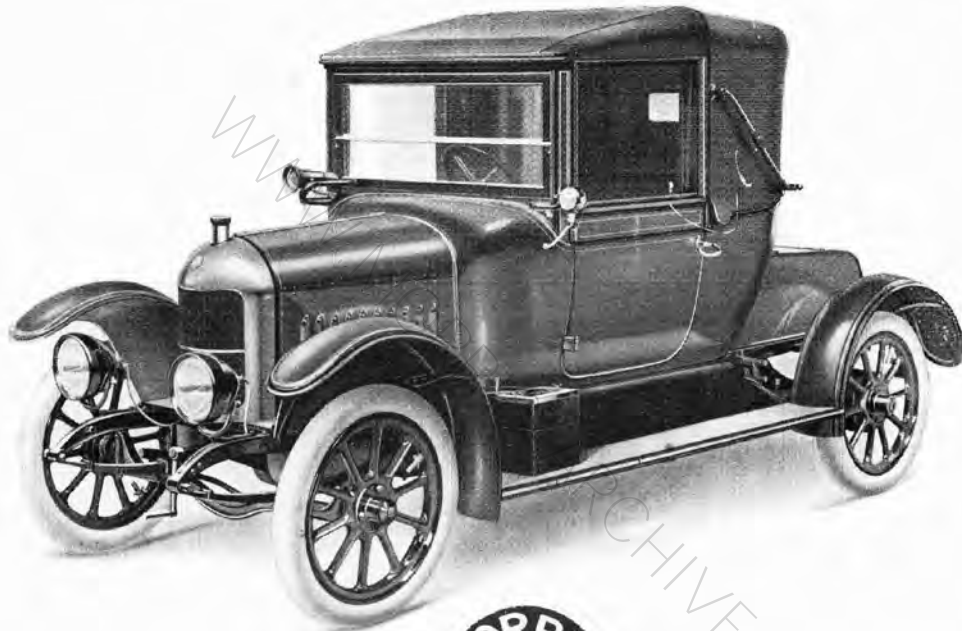
— As —

Illustrated.





The MORRIS-COWLEY LIGHT CARS



Cabriolet

Coupe

245

Guineas,

— As —
Illustrated.





The MORRIS-COWLEY LIGHT CARS

TERMS OF BUSINESS.

CONDITIONS OF PURCHASE.—Purchasers of Morris-Cowley Cars will note that the cars are sold subject only to the Terms of Guarantee, and to the General Conditions of Sale below, and on the direct understanding that the vehicle purchased shall not be exhibited either directly or indirectly, at any exhibition in the United Kingdom of Great Britain and Ireland without the written authority of **W.R.M. Motors, Ltd.**

PAYMENT.—Net, Cash. One third of total cost with order, and balance upon receipt of invoice when Car is ready at Works.

DELIVERY.—The prices quoted are for delivery at our Works, Cowley, near Oxford, and are strictly nett on the following terms:— One-third of purchase money to accompany order, balance to be paid on advice that the Car is ready for delivery. Packing for shipment is not undertaken by us, and if required should be arranged for by packing specialists. Any time of delivery named in any of our correspondence is made contingent upon war, strikes, lock-outs, trade disputes, accidents, fire, delay or failure of sub-contractors to complete their contracts, or other unforeseen circumstance, and should delivery be delayed in consequence thereof, the Company cannot undertake any liability for such delay.

SPARE PARTS.—We keep in stock for immediate delivery a full series of all parts of our vehicles that are liable to wear or damage by accident. When ordering spares, the number on the parts should be quoted if possible, **and in every case the number of the Engine and Car**, and remittance sent with the order except in cases where a deposit account has been opened with us.

We reserve the right to alter any part as may be considered advantageous or to revise List Prices and Specifications contained in this Catalogue without notice.

W.R.M. MOTORS, Ltd., beg to point out the fact that they do not under any circumstances undertake the fitting of additional accessories of any kind,

nor will they deviate from their standard specifications, owing to such details interfering with the general output.





The MORRIS-COWLEY LIGHT CARS

GUARANTEE.

WE give the following guarantee with our Motor Cars instead of the guarantee implied by statute, or otherwise, as to the quality or fitness of such machines for the purpose required; any such implied guarantee being in all cases excluded. In the case of cars which have been used for "hiring out" purposes, no guarantee of any kind is given or is to be implied, the same applies to second-hand cars.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force **twelve months** only from the date of delivery from our works, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective. In the case of a purchase through an Agent, the guarantee dates from the day of delivery to the Agent from our Works. We undertake, subject to the conditions mentioned below, to make good at any time within **twelve months** any defects in these respects. As Motor Cars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse, or neglect.

For the information of those who fit their own bodies to our Chassis, we accept no responsibility if the total weight of car with body exceeds 15cwt. complete and ready for the road.

CONDITIONS OF GUARANTEE.

If a defective part should be found in our Motor Cars, it must be sent to us by passenger train, carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee, and he must also furnish us at the same time with the number of the Car and Engine, the name of the Agent from whom he purchased, and the date of the purchase. Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders; and this guarantee, and any implied guarantee, shall not be enforceable.

We guarantee only those Cars which are bought either direct from us or from one of our duly authorised Agents, and under no other conditions.

We do not guarantee the specialities of other firms such as tyres, lamps, magneto, etc., or of any component part supplied to the order of the purchaser differing from our standard specification, supplied with our Motor Cars or otherwise. The condition of this guarantee is such that if the motor vehicle to which it applies is altered or repaired outside of our factory or the shops of our authorised dealers, our liability under this guarantee shall cease.

The purchaser understands and agrees that no guarantee of the motor vehicle is made, or authorised to be made by the Company other than that herein above set forth—**W.R.M. Motors, Ltd.**

THE TERM AGENT is used in a complimentary sense only, and those firms whom we style our Agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account, other than the sale of

goods which they may purchase from us; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.





The MORRIS-COWLEY LIGHT CARS

TESTIMONIALS.

"You will be pleased to know we had a good run down yesterday, notwithstanding the very unfavourable state of the weather. She climbed everything very comfortably on the way without changing gear, and as far as I could see, we did rather better than 30 miles to the gallon."
(Signed) A.E.J., Bristol.

"We should like to say how pleased we are with the Morris-Cowley we took delivery of on Saturday last. The car ran beautifully all the way down, averaging 31½ miles to the gallon, which we consider is very good for a brand new car of this size, and the whole journey was completed on the high gear, including through Lydney and Chepstow."
(Signed) A.S., Cardiff.

"Many thanks for yours of the 27th ult. I still like the Morris-Cowley Car very much, and can safely say that I have never driven a small car which holds the road so well, which, in a small car, to my mind, is the most important point. I climbed White Hill, Henley on top gear, therefore, there is little doubt that she is a fine hill climber."
(Signed) H.E.W., Maidenhead.

"As you are aware, I have always driven and favoured any Chassis that the famous W.R.M. Motors may turn out. My last Morris-Oxford Car was an absolute gem, and as I am tired of informing you, **gave me such undoubted good service** on my journeys, that to be simply up-to-date I disposed of this after running just over twelve months, at the increased figure of £250, and bought the New "Morris-Cowley." It is impossible for me to explain in writing how impressed I am with my new purchase, and this after 1,000 odd miles is a fairly good test for a new car. To put it plainly "I am astounded." Her capabilities on hills on top gear, also in traffic, is great. One gets silence, excellent springing and extremely good petrol consumption, average 34 miles per gall. As I have already mentioned, my mileage at the moment is 1,000 miles, and not a spanner has been used, what more can any one desire. Again thanking you for prompt delivery, and your personal attention when taking delivery.

(Signed) C.W., Birmingham.

"I got home yesterday afternoon with the Morris-Cowley 2-Seater after a most satisfactory run. As recommended, I ran the car very quietly for the first couple of hundred miles, and as darkness fell so soon and owing to lighting restrictions I could not use the headlamps, I was unable to run very far after dark. I never had a minute's trouble with the car from start to finish. On the whole, however, I consider the car the best light car I have yet come across, and one or two people who have seen her since she arrived have admired her very much.
(Signed) W.G.M., Edinburgh.

"We have now driven the Morris-Cowley Car about 250 miles and wish to write a report to you on its behaviour. The car is undoubtedly a great success. It pulls on hills in a most extraordinary manner, of course I have not tested it for speed, but should imagine it could go quite as fast as a car of its sort ought to go. The most extraordinary part to my mind about the car is its pulling on top, and its wonderful petrol consumption. I am afraid you will not believe me, but I intend making a very careful test, to verify a run my wife did yesterday from Swindon to Caversham, Caversham to Virginia Water, and back to Swindon. I make the mileage myself, about 125 to 130, and the petrol consumption was as near as possible 3½ gallons. I have no fault of any kind to find. The upholstery is in a good colour to stand hard wear, and I predict a brilliant future for your machine, and only hope your people intend to turn them out in quantities, and they will have nothing to complain about at the end of the year."
(Signed) E.C.S., Swindon.

"You will be pleased to learn that my son arrived home with the Morris-Cowley at mid-day. On Saturday drove to Birmingham, on Sunday to Kendal, on Monday to Glasgow by way of Dumfries, his friend, who had never driven a car, having driven about one-third of the way. Needless to say they are both delighted with the car in every respect, both asserting that given a free road and no restrictions, they will drive from Oxford to Glasgow on top gear all the way. What more can I say? Only to wish you all manner of success, and an increased output. Petrol consumed on journey just over 32 miles to the gall."
(Signed) P.H., Glasgow.

