



THE ROYAL AUTOMOBILE CLUB.

Table of Motor Cars Manufactured
During the
Years 1906-1910 inclusive.

TOGETHER WITH THE BORE OF THE CYLINDERS AND
THE R.A.C. RATING.

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PRICE SIXPENCE.

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INSTITUTE



Royal Automobile Club RATING OF MOTOR CARS.

THE Rated Power of cars is determined as follows:—

(a) *For Petrol Cars Driven directly or indirectly by Internal Combustion Engines.*—The rating of one working cylinder of the engine is calculated as follows: The internal diameter of the cylinder measured in inches is multiplied by itself (*i.e.*, squared), and the product divided by 2·5. If the diameter is in millimetres, the figure 1613 is used instead of 2·5.

For engines with more than one cylinder, the rating, calculated as above, is multiplied by the number of cylinders.

In Appendix I. is given a table showing the relation between inches and millimetres.

In the Table of Cars the diameter of the cylinders is given to the nearest millimetre.

In Appendix II. will be found the ratings of engines of various sizes and numbers of cylinders.

(b) *For Steam Cars.*—The same calculation is carried out, with the exception that the rating is calculated for each cylinder separately when they are of different diameters, and the products added together, the result being the rating of the whole engine.

In the case of double-acting engines this result is multiplied by two.

(c) *For Electric Motors*—All motor cars driven by electricity stored in the cars themselves are rated as equivalent to 15 R.A.C. Rating.

(d) *Two-stroke and Two piston per Cylinder Engines.*—The ratings of these are calculated as under (a).

HORSE-POWER FOR TAXATION PURPOSES.

THE horse-power for taxation purposes is calculated in the manner already shown, except that in the case of engines of the two piston per cylinder type the constant 1·6 is used instead of the constant 2·5.

The Treasury Regulations make no provision for calculating the horse-power when the bore is in millimetres, but the method described under (a) gives the result with sufficient accuracy unless the rating is very near indeed to the division of two classes. 1612·9 should then be taken instead of 1613.

Regulations made by the Treasury for the purpose of Section 86 (2) of the Finance (1909-10) Act, 1910 (10 Edw. VII. c. 8).

The Lords Commissioners of His Majesty's Treasury, in pursuance of Section 86 (2) of the Finance (1909-10) Act, 1910, and of Section 2 of the Rules Publication Act, 1893, hereby certify that on account of urgency the following regulations should come into immediate operation, and accordingly make the following regulations to come into operation forthwith as provisional regulations:—

1. For the purposes of these regulations the horse-power of any motor car deriving its motive power wholly from a steam, internal-combustion or other engine worked by a cylinder or cylinders shall be taken to be:—

- (a) in the case of a single-cylinder engine the horse-power attributable to the cylinder of the engine;
- (b) in the case of an engine having two or more cylinders the sum of the horse-powers attributable to the separate cylinders.

2. The horse-power attributable to any cylinder shall be deemed to be proportional to the square of the internal diameter of such cylinder measured in inches, and shall be determined according to the number of square inches contained in such square, the unit being taken to be:—

- (a) in the case of a single-acting cylinder having a single piston, one horse-power for every $2\frac{1}{2}$ square inches;
- (b) in the case of a single-acting cylinder having two pistons, one horse-power for every $1\frac{1}{2}$ square inches;
- (c) in the case of a double-acting cylinder having a single piston one horse-power for every $1\frac{1}{4}$ square inches.

3. Any motor car deriving its motive power or any part of its motive power otherwise than from an engine worked by a cylinder or cylinders shall be deemed to be of a horse-power exceeding 12 but not exceeding 15, provided that, where the motive power is derived in part from an engine worked by a cylinder or cylinders, the horse-power of the car shall not be deemed to be less than the horse-power attributable to the cylinder or cylinders of such engine.

4. Where it appears that, in consequence of the exceptional design or construction of the engine of any motor car, the horse-power as calculated under the foregoing rules is substantially less than the power which the engine is actually capable of developing, the horse-power of the car shall for the purposes of these regulations be taken to be the same as that of a car of equal efficiency deriving its motive power from a cylinder engine of the ordinary type.

5. In measuring cylinders and calculating horse-power, fractions of an inch and fractions of a unit of horse-power are to be taken into account.

JOHN W. GULLAND.
PERCY H. ILLINGWORTH.

Treasury Chambers,
21st May, 1910.

TAXATION OF MOTOR CARS.

CLASSIFICATION (R.A.C. Rating).	TAX. £ s. d.	Greatest cylinder diameter allowable for engines with different numbers of cylinders.				
		1 cyl.	2 cyl.	3 cyl.	4 cyl.	6 cyl.
Not exceeding 6½ h.p.	2 2 0	4'03 in. or 102'36 mm.	2'85 in. or 72'39 mm.	—	—	—
Over 6½ h.p. to 12 h.p.	3 3 0	5'47 in. or 139'12 mm.	3'87 in. or 98'36 mm.	3'16 in. or 80'31 mm.	2'73 in. or 69'55 mm.	—
Over 12 h.p. to 16 h.p.	4 4 0	6'32 in. or 160'63 mm.	4'47 in. or 113'58 mm.	3'65 in. or 92'74 mm.	3'16 in. or 80'31 mm.	2'58 in. or 65'57 mm.
Over 16 h.p. to 26 h.p.	6 6 0	—	5'70 in. or 144'79 mm.	4'65 in. or 118'22 mm.	4'03 in. or 102'38 mm.	3'29 in. or 83'60 mm.
Over 26 h.p. to 33 h.p.	8 8 0	—	—	—	4'54 in. or 115'34 mm.	3'70 in. or 94'18 mm.
Over 33 h.p. to 40 h.p.	10 10 0	—	—	—	5'00 in. or 126'99 mm.	4'08 in. or 103'69 mm.
Over 40 h.p. to 60 h.p.	21 0 0	—	—	—	6'12 in. or 155'53 mm.	5'00 in. or 126'99 mm.
Over 60 h.p.	42 0 0	Any engine with cylinders greater than the limit for the £21 tax.				

* This does not apply to engines with two pistons per cylinder, or to steam engines (unless the latter are single-acting and have equal size cylinders).

APPENDIX I.

INCHES TO MILLIMETRES.

Inches.	Millimetres.	Inches.	Millimetres.	Inches.	Millimetres.
2	50.79	3½	88.89	5	126.99
2 1/16	52.38	3 9/16	90.48	5 1/16	128.58
2 1/8	53.97	3 7/8	92.07	5 1/8	130.17
2 3/16	55.56	3 11/16	93.66	5 3/16	131.76
2 1/4	57.14	3 7/4	95.24	5 1/4	133.34
2 5/16	58.73	3 13/16	96.83	5 5/16	134.93
2 3/8	60.32	3 5/8	98.42	5 3/8	136.52
2 7/16	61.91	3 7/8	100.01	5 7/16	138.11
2 1/2	63.49	4	101.59	5 1/2	139.69
2 9/16	65.08	4 1/16	103.18	5 9/16	141.28
2 5/8	66.67	4 1/8	104.77	5 5/8	142.87
2 11/16	68.26	4 3/16	106.36	5 11/16	144.46
2 3/4	69.84	4 1/4	107.94	5 3/4	146.04
2 13/16	71.43	4 5/16	109.53	5 13/16	147.63
2 7/8	73.02	4 3/8	111.12	5 7/8	149.22
2 15/16	74.61	4 7/16	112.71	5 15/16	150.81
3	76.19	4 1/2	114.29	6	152.39
3 1/16	77.78	4 9/16	115.88	6 1/16	153.98
3 1/8	79.37	4 7/8	117.47	6 1/8	155.57
3 3/16	80.96	4 11/16	119.06	6 3/16	157.16
3 1/4	82.54	4 3/4	120.64	6 1/4	158.74
3 5/16	84.13	4 13/16	122.23	6 5/16	160.33
3 3/8	85.72	4 5/8	123.82	6 3/8	161.92
3 7/16	87.31	4 7/8	125.41	6 7/16	163.51

APPENDIX II.

CORRESPONDING R.A.C. RATINGS
for 1, 2, 3, 4, or 6-cyl. Engines.

Diameter of cylinders in mm.	6-cyl.	4-cyl.	3-cyl.	2-cyl.	1-cyl.
60	13.4	8.9	6.7	4.5	2.23
61	13.8	9.2	6.9	4.6	2.30
62	14.3	9.5	7.1	4.8	2.38
63	14.8	9.8	7.4	4.9	2.46
64	15.2	10.2	7.6	5.1	2.54
65	15.7	10.4	7.8	5.2	2.61
66	16.2	10.8	8.1	5.4	2.70
67	16.7	11.1	8.3	5.6	2.78
68	17.2	11.5	8.6	5.7	2.87
69	17.7	11.8	8.8	5.9	2.95
70	18.2	12.1	9.1	6.1	3.04
71	18.7	12.5	9.4	6.2	3.12
72	19.3	12.8	9.6	6.4	3.21
73	19.8	13.2	9.9	6.6	3.30
74	20.3	13.6	10.2	6.8	3.39
75	20.9	13.96	10.5	6.98	3.49
76	21.5	14.3	10.7	7.2	3.58
77	22.0	14.7	11.0	7.3	3.67
78	22.6	15.1	11.3	7.5	3.77
79	23.2	15.5	11.6	7.7	3.87
80	23.8	15.9	11.9	7.9	3.97
81	24.4	16.3	12.2	8.1	4.07
82	25.0	16.7	12.5	8.3	4.17
83	25.6	17.1	12.8	8.5	4.27
84	26.2	17.5	13.1	8.7	4.37
85	26.9	17.9	13.4	8.96	4.48
86	27.5	18.3	13.7	9.2	4.58
87	28.1	18.8	14.1	9.4	4.69
88	28.8	19.2	14.4	9.6	4.80
89	29.5	19.6	14.7	9.8	4.91
90	30.1	20.1	15.1	10.0	5.02
91	30.8	20.5	15.4	10.3	5.13
92	31.5	21.0	15.7	10.5	5.25
93	32.2	21.4	16.1	10.7	5.36
94	32.9	21.9	16.4	10.96	5.48
95	33.5	22.4	16.8	11.2	5.59
96	34.3	22.8	17.1	11.4	5.71
97	34.98	23.3	17.5	11.7	5.83
98	35.7	23.8	17.8	11.9	5.95
99	36.5	24.3	18.2	12.2	6.08
100	37.2	24.8	18.6	12.4	6.20
101	37.9	25.3	18.96	12.6	6.32
102	38.7	25.8	19.3	12.9	6.45
103	39.8	26.3	19.7	13.2	6.58
104	40.2	26.8	20.1	13.4	6.70
105	40.98	27.3	20.5	13.7	6.83
106	41.8	27.8	20.9	13.9	6.96
107	42.6	28.4	21.3	14.2	7.10

CORRESPONDING R.A.C. RATINGS
for 1, 2, 3, 4, or 6-cyl. Engines.

Diameter of
cylinders in mm.

	6-cyl.	4-cyl.	3-cyl.	2-cyl.	1-cyl.
108	43.4	28.9	21.7	14.5	7.23
109	44.2	29.4	22.1	14.7	7.36
110	45.0	30.0	22.5	15.0	7.50
111	45.8	30.5	22.9	15.3	7.63
112	46.7	31.1	23.3	15.6	7.78
113	47.5	31.7	23.8	15.8	7.92
114	48.4	32.2	24.2	16.1	8.06
115	49.2	32.8	24.6	16.4	8.20
116	50.0	33.4	25.0	16.7	8.34
117	50.9	33.96	25.5	16.98	8.49
118	51.8	34.5	25.9	17.3	8.63
119	52.7	35.1	26.3	17.6	8.78
120	53.6	35.7	26.8	17.9	8.93
121	54.5	36.3	27.2	18.2	9.08
122	55.4	36.9	27.7	18.5	9.23
123	56.3	37.5	28.1	18.8	9.38
124	57.2	38.1	28.6	19.1	9.53
125	58.1	38.8	29.1	19.4	9.69
126	59.0	39.4	29.5	19.7	9.84
127	59.99	39.99	29.99	19.99	9.99
128	60.96	40.6	30.5	20.3	10.16
129	61.9	41.3	30.96	20.6	10.32
130	62.8	41.9	31.4	20.9	10.47
131	63.8	42.6	31.9	21.3	10.61
132	64.8	43.2	32.4	21.6	10.80
133	65.8	43.9	32.9	21.9	10.97
134	66.8	44.5	33.4	22.3	11.13
135	67.8	45.2	33.9	22.6	11.30
136	68.8	45.9	34.4	22.9	11.47
137	69.8	46.6	34.9	23.3	11.61
138	70.9	47.2	35.4	23.6	11.81
139	71.9	47.9	35.9	23.96	11.98
140	72.9	48.6	36.4	24.3	12.15
141	73.9	49.3	36.96	24.6	12.32
142	75.0	50.0	37.5	25.0	12.50
143	76.1	50.7	38.0	25.4	12.68
144	77.1	51.4	38.5	25.7	12.85
145	78.2	52.1	39.1	26.1	13.03
146	79.3	52.8	39.6	26.4	13.21
147	80.4	53.6	40.2	26.8	13.40
148	81.5	54.3	40.7	27.2	13.58
149	82.6	55.0	41.3	27.5	13.76
150	83.7	55.8	41.8	27.9	13.95
155	89.3	59.6	44.7	29.8	14.89
160	95.2	63.5	47.6	31.7	15.87
165	101.3	67.5	50.6	33.8	16.88

TABLE OF MOTOR CARS.

Maker's Horse- power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
A	14 Academy, 1908	4	80	15.9
	16 Adams, 1910, '09, '08	1	121	9.1
	12-14 " 1909, '08	2	105	13.7
	14-16 " 1909	4	86	18.3
	16-18 " 1909, '08	4	84	17.5
	30 " 1910, '09, '08	4	105	27.3
	40 " 1908	8	105	54.6
	16 " 1910	4	85	17.9
	9-10 Adams Hewitt, 1907, '06	1	121	9.1
	7 Adler, 1909	2	75	6.98
	7 " 1910	2	80	7.9
	12 " 1910, '09	4	75	13.96
	15 " 1909	4	80	15.9
	20 " 1910, '09	4	95	22.4
	25 " 1910	4	105	27.3
	30 " 1909	4	110	30.0
	40 " 1910, '09	4	130	41.9
	13-22 " 1908	4	95	22.4
	16-28 " 1908	4	105	27.3
	35 " 1910	4	110	30.0
	18-35 " 1908	4	110	30.0
	30 Ailsa-Craig, 1906	4	123	37.5
	20 " 1906	4	90	20.1
	19 " 1906	2	90	10.0
	16 Albion, 1910, '09, '08, '07, '06	2	124	19.1
	24-30 " 1910, '09, '08, '07, '06	4	108	28.9
	10-12 Albruna, 1909	4	62	9.5
	10-12 " 1910	4	65	10.4
	10 Alldays, 1910, '09, '08, '07, '06	2	95	11.2
	14 " 1910, '09, '08	4	86	18.3
	20 " 1910, '09, '08, '07, '06	4	95	22.4
	18 Alliance, 1908	4	98	23.8
	12-14 Argyll, 1909	4	80	15.9
	20 " 1910	4	90	20.1
	14-16 " 1910, '09, '08, '07, '06	4	90	20.1
	40 " 1909, '08	4	120	35.7
	10-12 " 1907, '06	2	95	11.2
	10 " 1910	2	90	10.0

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
A 16-20	Argyll, 1908, '07, '06...	4	95	22.4
15	" 1910 ...	4	80	15.9
26-30	" 1907, '06...	4	105	27.3
30	" 1910 ...	6	90	30.1
10	Ariel, 1910 ...	2	95	11.2
20	" 1910, '09 ...	4	100	24.8
15	" 1910 ...	4	85	17.9
20	" 1910, '09 ...	4	100	24.8
30	" 1910, '09, '08 ...	4	112	31.1
40	" 1909 ...	4	135	45.2
50	" 1909 ...	4	155	59.6
30-35	Ariel Simplex, 1906 ...	6	114	48.4
35-40	" 1906 ...	6	121	54.5
15-18	" 1906 ...	4	89	19.6
30-40	" 1908 ...	4	135	45.2
20	" 1908 ...	4	96	22.8
40-50	" 1908 ...	4	150	55.8
40-50	" 1908 ...	6	135	67.8
50-60	" 1908 ...	6	150	83.6
28-38	" 1906 ...	4	121	36.3
16	Aries, 1908 ...	4	84	17.5
18-22	" 1908 ...	4	95	22.4
30	" 1908 ...	4	105	27.3
12-14	Armstrong-Whitworth, 1910 ...	4	80	15.9
18-22	" 1910, '09 ...	4	95	22.4
25	" 1910, '09 ...	4	100	24.8
30	" 1910, '09, '08 ...	4	127	39.99
40	" 1910, '09, '08 ...	4	127	39.99
12-15	Arrol-Johnston, 1909, '08, '07, '06 ...	2	108	14.5
15-9	" 1910 ...	4	80	15.9
16-25	" 1909, '08 ...	4	105	27.3
24-30	" 1909, '08, '07, '06 ...	4	108	28.9
38-45	" 1908, '07 ...	4	136	45.9
8	Aster, 1909 ...	1	105	6.8
24-30	" 1910 ...	4	105	27.3
10-12	" 1910, '09 ...	2	88	9.6
12-14	" 1909 ...	4	75	13.96
20-24	" 1910 ...	4	95	22.4
16-18	" 1909 ...	4	84	17.5
14-16	" 1910 ...	4	84	17.5
18	Atlas, 1909 ...	4	90	20.1
40	" 1909 ...	6	105	40.98
7	Austin, 1910 ...	1	105	6.8

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
A 15	Austiu, 1910, '09 ...	4	89	19.6
15-20	" 1906 ...	4	105	27.3
18-24	" 1910, '09, '08, '07 ...	4	105	27.3
40	" 1910, '09, '08 ...	4	121	36.3
50	" 1910 ...	6	105	40.98
60	" 1910, '09, '08 ...	6	121	54.5
25-30	" 1907, '06 ...	4	114	32.2
15-20	Austrian-Daimler, 1910 ...	4	80	15.9
20-30	" 1910, '09 ...	4	105	27.3
35-40	" 1909 ...	4	115	32.8
40-45	" 1910 ...	4	115	32.8
50-60	" 1910 ...	4	140	48.6
B 14-20	Badminton, 1908 ...	4	90	20.1
20	" 1908 ...	4	100	24.8
20	Bayley, 1906 ...	4	105	27.3
15-18	Bedford, 1910 ...	4	95	22.4
16	Bell, 1910, '09, '08, '07, '06 ...	4	90	20.1
20	" 1910, '09, '08, '07, '06 ...	4	102	25.8
8-10	" 1906 ...	2	90	10.0
30	" 1909, '08, '07 ...	4	117	33.96
30	" 1910 ...	4	114	32.2
14-16	Belsize, 1910, '09 ...	4	90	20.1
18-24	" 1906 ...	3	117	25.5
20	" 1908 ...	4	102	25.8
23	" 1910, '09 ...	4	114	32.2
10-12	" 1906 ...	2	102	12.9
40	" 1909 ...	6	114	48.4
14-16	" 1908 ...	4	89	19.6
28	" 1908 ...	4	114	32.2
30	" 1908 ...	6	101	37.9
60	" 1907 ...	6	140	72.9
18-22	" 1910 ...	6	90	30.1
30	" 1907 ...	6	112	38.7
30-40	" 1906 ...	4	117	33.96
30-40	" 1906 ...	6	102	38.7
18-24	" 1906 ...	4	102	25.8

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
B 11	Bentall, 1909, '08	2	100	12.4
16-20	" 1910	4	100	24.8
16	" 1910, '09, '08	4	90	20.1
18	Benz, 1909	4	80	15.9
28	" 1908, '06	4	105	27.3
35	" 1910, '09	4	105	27.3
40	" 1910, '09, '08, '07, '06	4	120	35.7
60	" 1909	4	135	45.2
18	" 1906	4	94	21.9
50	" 1910, '09, '07, '06	4	130	41.9
60	" 1906	4	145	52.1
30	" 1907	4	105	27.3
70	" 1908, '07	4	135	45.2
20	" 1910	4	80	15.9
28	" 1910	4	90	20.1
45	" 1910	4	120	35.7
65	" 1910	4	135	45.2
8	Berliet, 1910, '09	2	80	7.9
12	" 1910, '09	4	70	12.1
15	" 1910, '09	4	80	15.9
22	" 1910, '09, '08, '07, '06	4	100	24.8
40	" 1910, '09, '08, '07, '06	4	120	35.7
40	" 1910, '09	6	100	37.2
60	" 1910, '09, '08, '07, '06	4	140	48.6
14	" 1908	4	80	15.9
60	" 1907	6	120	53.6
80	" 1907	4	155	59.6
9-11	Berna, 1906	1	120	8.9
14-16	Bianchi, 1909	4	90	20.1
24-40	" 1906	4	125	38.8
20-30	" 1909, '08	4	110	30.0
16-22	" 1906	4	105	27.3
40-50	" 1909, '08	4	130	41.9
70	" 1909, '08	4	150	55.7
16-24	* Brasier, 1907	4	90	20.1
16-26	" 1908	4	95	22.4
30-40	" 1908, '07	4	112	31.1
12-16	Britannia, 1908	4	95	22.4
20	" 1908	4	102	25.8
24	" 1908	4	108	28.9
30	" 1908	6	102	38.7
40	" 1908	6	108	43.4
12	Briton, 1910	2	102	12.9

* See also under Richard-Brasier.

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
B 16	Briton, 1910	4	82	16.7
35	Brooke, 1906	4	140	48.6
25-30	" 1909, '08	6	92	31.5
40	" 1909, '08	6	108	43.4
15-20	" 1906	4	92	21.0
20-25	Brotherhood, 1906	4	102	25.8
20-22	Brown, 1910, '09, '08, '06	4	100	24.8
25-30	Brown, 1910, '09, '08	4	100	24.8
24	" 1906	4	110	30.0
40	" 1910, '09, '08	6	100	37.2
10-12	" 1908	2	100	12.4
8-10	" 1906	2	90	10.0
7	Brush Runabout, 1909	1	102	6.4
14-18	B.S.A., 1910, '09	4	90	20.1
18-23	" 1910, '09	4	98	23.8
20-25	" 1910	4	105	27.3
25-33	" 1910, '09, '08	4	115	32.8
15-20	Buick, 1909	4	95	22.4
18-22	" 1908	2	114	16.1
24-30	" 1908	4	108	28.9
C 10	Cadillac, 1910, '09, '08	1	127	9.99
9	" 1906	1	127	9.99
20-30	" 1909, '08	4	102	25.8
20-30	" 1910	4	108	28.9
30	" 1908	4	112	31.1
10	Calthorpe, 1909	2	75	13.96
16-20	" 1909, '08	4	93	21.4
25	" 1910, '09	4	102	25.8
16-20	" 1908	4	93	21.4
14	" 1907, '06	4	80	15.9
12-14	" 1910, '09	4	75	13.96
16-20	" 1910	4	90	20.1
8	Chambers, 1909, '06	2	86	9.2
10	" 1910, '09, '08, '07	2	95	11.2
10-12	" 1909, '08	2	102	12.9
12-16	" 1909, '08, '06	4	86	18.3
8	" 1908	2	86	9.2

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
C 8-10	Charron (C.G.V.), 1909	2	90	10.0
14	" 1906	4	100	24.8
16	" 1909	4	80	15.9
15	" 1910	4	80	15.9
7	" 1910	2	80	7.9
22	" 1910, '09	4	95	22.4
30	" 1910, '09	4	110	30.0
30	" 1906	4	115	32.8
40	" 1909	4	120	35.7
35	" 1910	4	120	35.7
50	" 1910, '09	4	140	48.6
75	" 1910, '09	4	160	63.5
15-18	" 1908	4	95	22.4
24	" 1910	6	80	23.8
20-28	" 1908	4	110	30.0
20	" 1906	4	110	30.0
50-70	" 1908	4	140	48.6
75-90	" 1908	4	160	63.5
8-9	Chenard-Walcker, 1910, '09	1	100	6.2
10	" 1909	2	86	9.2
12	" 1910, '09	4	75	13.96
14-16	" 1910, '09, '06	4	86	18.3
20	" 1910, '09	4	100	24.8
30-40	" 1910, '09, '08, '07	4	120	35.7
16-20	" 1908, '07	4	88	19.2
10-12	Clément, 1910, '09	2	102	12.9
12-14	" 1906	4	80	15.9
14-18	" 1910, '09, '07	4	85	17.9
18-28	" 1910, '09	4	102	25.8
30-40	" 1906	6	95	33.5
25-35	" 1910, '09, '08, '07	4	105	27.3
24-32	" 1906	4	105	27.3
35-45	" 1910, '09, '08	4	115	32.8
10-12	" 1908, '06	2	88	9.6
14-18	" 1908, '06	4	85	17.9
18-28	" 1908, '07, '06	4	95	22.4
30-40	" 1907	6	95	33.5
10-12	" 1907	2	88	9.6
20-22	Climax, 1906	4	95	22.4
15	" 1906	4	84	17.5
6½	Clyde 1909, '08	1	88	4.8
8-10	" 1910, '09, '08	2	80	7.9
12-14	" 1910, '09	3	80	11.9

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
C 16-20	Clyde, 1910, '09, '08	4	80	15.9
20	Coltman, 1910, '09	4	102	25.8
24	Commercar, 1909	4	100	24.8
20	" 1909	4	95	22.4
16	" 1909	4	90	20.1
20	Cooper (Two-stroke), 1910	4	95	22.4
15	Corré, 1906	4	90	20.1
12	" 1906	2	90	10.0
9-10	" 1906	1	110	7.5
25	Cottreau, 1906	4	95	22.4
18	" 1906	4	85	17.9
18	" 1906	3	95	16.8
14	" 1906	3	85	13.4
12	" 1906	2	95	11.2
9	" 1906	2	85	8.96
8	" 1906	1	105	6.8
9	" 1910	1	110	7.5
14	" 1910	4	85	17.9
22	" 1910	4	105	27.3
10	" 1910	4	75	13.96
10-12	Cottin and Desgouttes, 1910, '09	4	70	12.1
15	" 1910, '09	4	80	15.9
22	" 1910, '09	4	100	24.8
40	" 1910, '09	4	120	35.7
50	" 1910, '09	4	140	48.6
20	" 1910, '09	6	80	23.8
45	" 1910, '09	6	120	53.6
15	Courier, 1909	4	85	17.9
20	Crawshay-Williams, 1906	4	100	24.8
14	" 1906	4	90	20.1
20-25	Crossley, 1909	4	100	24.8
12-14	" 1910	4	80	15.9
40	" 1910, '09	4	121	36.3
22	" 1906	4	100	24.8
20	" 1910	4	102	25.8
30-40	" 1907	4	121	36.3
40	" 1908, '06	4	121	36.3
12-24	Crowdy, 1910	4	89	19.6
30-40	" (Weigel Type), 1910	4	130	41.9
25-30	C.S.B., 1908	4	110	30.0
18	Cupelle, 1906	4	90	20.1
10-12	" 1906	2	100	12.4
6-8	" 1906	1	100	6.2

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
D 22	Daimler, 1910, '09	4	96	22.8
28	" 1906	4	110	30.0
38	" 1910, '09, '08	4	124	38.1
30	" 1906	4	124	38.1
48	" 1909	4	140	48.6
57	" 1910, '09	6	124	57.2
15	" 1910	4	80	15.9
17	" 1907	4	90	20.1
58	" 1908	4	154	58.8
30	" 1908	4	110	30.0
42	" 1908	4	130	41.9
45	" 1907	4	150	55.8
35	" 1907	4	140	48.6
35	" 1906	4	134	41.5
30	" 1907	4	130	41.9
33	" 1910, '09	6	96	34.3
28	" 1907	4	120	35.7
35	*Daimler-Mercedes, 1908	4	110	30.0
50-60	" 1908	6	110	45.0
8	Darracq, 1906	1	112	7.8
8-10	" 1910, '09, '08	2	90	10.0
10-12	" 1910, '09, '08, '07, '06	2	100	12.4
14-16	" 1910, '09, '08	4	85	17.9
4-in.	" 1909	4	100	24.8
25-35	" 1909, '08	4	120	35.7
50	" 1909	6	120	53.6
18-24	" 1910	4	100	24.8
40-50	" 1907	6	120	53.6
20-28	" 1907, '06	4	112	31.1
16-18	" 1907	4	90	20.1
15	" 1906	4	90	20.1
50-60	" 1908	6	120	53.6
7.9	" 1909, '08	1	105	6.8
10-12	" 1908	2	112	15.6
18-22	" 1909, '08	4	100	24.8
40	" 1906	4	130	41.9
25-30	" 1910	4	112	31.1
40-50	" 1910	6	120	53.6
20-32	" 1906	4	112	31.1
15	Deasy, 1910, '09... ..	4	90	20.1
25	" 1909... ..	4	110	30.0
35	" 1909... ..	4	127	39.99

* See also under Mercedes.

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
D 24	Deasy, 1907... ..	4	105	27.3
25	" 1910, '08	4	105	27.3
35	" 1908... ..	4	140	48.6
45	" 1908... ..	4	165	67.5
14	" J.D.S., 1910	4	88	19.2
18	" J.D.S., 1910	4	100	24.8
12-16	Decauville, 1909, '07, '06	4	90	20.1
24-28	" 1906... ..	4	115	32.8
45	" 1906... ..	4	140	48.6
16-20	" 1909, '08, '07	4	100	24.8
30	" 1906... ..	4	128	40.6
12-15	De Dietrich, 1910	4	90	20.1
12	" 1910	2	80	7.9
12	" 1910	4	75	13.96
20	" 1910	4	110	30.0
30	" 1910	4	129	35.7
40	" 1910	4	130	41.9
60	" 1910	4	146	52.8
15	" 1910	6	80	23.8
70	" 1910	6	130	62.8
8	De Dion, 1910, '09, '08, '07, '06	1	100	6.2
9	" 1910, '09	1	100	6.2
9	" 1906	1	110	7.5
10	" 1910, '09	4	66	10.8
12	" 1909, '08	4	75	13.96
12	" 1906	2	100	12.4
18	" 1910, '09	4	90	20.1
25	" 1910, '09	4	100	24.8
30	" 1909, '08, '07	4	110	30.0
10	" 1908, '07	2	80	7.9
15	" 1907, '06	4	90	20.1
24	" 1906	4	104	26.8
18	" 1908	4	90	20.1
12	" 1910	1	100	6.2
11	" 1910	4	75	13.96
35	" 1910	8	90	40.2
6	Delage, 1909	1	90	5.0
8	" 1909	1	100	6.2
9	" 1909	1	100	6.2
10	" 1910, '09	4	62	9.5
12	" 1909	4	65	10.4
14	" 1909	4	75	13.96
12	" 1910	4	67	11.1

Maker's Horse-power,	Name of Car and Year of Manufacture,	No. of Cyls.	Bore, mm.	R.A.C. Rating.
D 8-10	Delahaye, 1909	2	80	7·9
10-12	" 1909	2	92	10·5
9-11	" 1909	4	62	9·5
12-16	" 1909	4	75	13·96
18-21	" 1909	4	92	21·0
20-30	" 1909	4	95	22·4
10	Delaunay-Belleville, 1910, '09...	4	85	17·9
16-20	" 1906	4	90	20·1
15	" 1910, '09...	4	98	23·8
20-30	" 1909, '08...	4	110	30·0
28-32	" 1910, '06...	4	115	32·8
28	" 1909, '08, '07	4	120	35·7
40	" 1910, '09, '08	4	134	44·5
40-50	" 1906	4	130	41·9
10	" 1910, '09...	6	72	19·3
15	" 1910, '09...	6	85	26·9
25	" 1910, '09...	6	98	35·7
40	" 1910, '09...	6	115	49·2
70	" 1910, '09...	6	154	66·8
15	" 1908	4	98	23·8
20-21	" 1907, '06...	4	105	27·3
18	Dennis, 1909	4	85	17·9
14	" 1906	4	84	17·5
24	" 1910, '09	4	100	24·8
24	" 1906	4	105	27·3
28	" 1909	4	110	30·0
40	" 1910, '09	4	127	39·99
30-35	" 1907	4	120	35·7
18-20	" 1907	4	95	22·4
14	" 1906	2	107	14·2
20	" 1908, '06	4	95	22·4
35-40	" 1908	4	120	35·7
18	" 1910	4	90	20·1
60	" 1910	6	127	59·99
10-12	D.F.P., 1910	4	65	10·4
12-16	" 1910	4	70	12·1
14-10	" 1910	4	80	15·9
25-32	Dixi, 1906	4	110	30·0
16-22	" 1906	4	100	24·8
12-15	" 1906	4	95	22·4
14-16	" 1906	2	110	15·0
8-10	" 1906	2	95	11·2
7-9	" 1906	1	110	7·5

Maker's Horse-power,	Name of Car and Year of Manufacture,	No. of Cyls.	Bore, mm.	R.A.C. Rating.
D 12-16	Dodson, 1910	4	80	15·9
20-30	" 1910	4	100	24·8
30	Dolphin (Two-stroke), 1910, '09	4	102	25·8
15	" 1910, '09	2	102	12·9
12-18	Dougill, 1906	3	105	20·5
8-12	" 1906	2	105	13·7
7	" 1906	1	105	6·8
16-20	Drummond, 1908	4	95	22·4
12	Duhanot, 1908	4	80	15·9
15	" 1908	4	90	20·1
15-18	Duryea, 1906	3	114	24·2
E 30-40	*E.J.Y.R., 1908 (Steam)	3	95	16·8
	Electric cars of all makes	—	—	15·0
24	Elswick, 1906	4	111	30·5
15	" 1906	4	82	16·7
16-20	Empress, 1908	4	90	20·1
24-30	" 1908	6	90	30·1
10-12	†Enfield, 1910, '09	2	95	11·2
18-22	" 1910, '09, '08	4	95	22·4
30-35	" 1909	4	120	35·7
15	" 1907	4	95	22·4
16	" 1910	4	86	18·3
30-35	" 1906	4	120	35·7
24-30	" (Royal), 1906	4	120	35·7
16-20	" 1906	4	100	24·8
F 12	Fafnir, 1910	4	70	12·1
16	" 1910	4	80	15·9
50-65	F.A.I.F., 1906	1	145	52·1
28-35	" 1906	1	130	41·9
16-22	" 1906	4	100	24·8
12-14	Fiat, 1910, '09	4	80	15·9

* See also under Rutherford

† See also under Royal Enfield

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
G 35	Golron-Brillie, 1907	4	100	24.8
8	Grégoire, 1909, '08, '07, '06	2	80	7.9
9	" 1910	2	80	7.9
15	" 1906	4	80	15.9
8-10	" 1908, '07	2	90	10.0
10-14	" 1908	4	80	15.9
14	" 1910, '09	4	80	15.9
16-20	" 1908, '07, '06	4	90	20.1
18	" 1910	6	80	23.8
40	Grosvenor, 1908... ..	4	130	41.9

H 24	Hallamshire, 1906	4	105	27.3
10	" 1906	2	88	9.6
20	" 1906	4	95	22.4
12	" 1906	4	84	17.5
22	Heron-Aster, 1906	4	95	22.4
14	" 1906	4	84	17.5
14	" 1906	2	95	11.2
12	" 1906	2	88	9.6
12-15	Hillman, 1910	4	89	19.6
25	" 1910	4	127	39.99
40	" 1910	6	127	59.99
12-15	Hillman-Coatalen, 1909	4	89	19.6
25	" 1909, '08	4	127	39.99
40	" 1909, '08	6	127	59.99
15-20	Hispano-Suiza, 1909, '08	4	85	17.9
20-30	" 1909, '08	4	100	21.8
30-40	" 1909, '08	6	100	37.2
40-50	" 1909, '08	4	130	41.9
60-75	" 1909, '08	6	130	62.8
14-18	Hobson, 1909	4	90	20.1
20-30	" 1909, '08	4	106	27.8
35-40	" 1909	4	125	38.8
35-40	" 1908	4	125	38.8
12-16	Horbick, 1909, '06	4	80	15.9
15-20	" 1906	4	90	20.1
20-24	" 1909, '06	4	108	28.9
30-40	" 1909	4	120	35.7

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
H 10-12	Horbick, 1906	3	80	11.9
18-24	" 1909, '08	6	80	23.8
8½	Horley, 1909	2	80	7.9
8	Horse-Shoe, 1908, '07, '06... ..	1	108	7.2
12	" 1908, '07, '06... ..	2	101	12.6
16-20	Hotchkiss, 1910, '09, '08	4	95	22.4
25-29	" 1906	4	112	31.1
20-30	" 1910, '09	4	110	30.0
30-35	" 1906	4	115	32.8
30-40	" 1909, '08	4	120	35.7
40-50	" 1910, '09, '08	6	120	53.6
45	" 1907	6	120	53.6
12-16	" 1910	4	80	15.9
8	Humber, 1910, '09	2	90	10.0
12	" 1910, '09	4	90	20.1
16	" 1909	4	90	20.1
16	" 1910	4	100	24.8
20	" 1909, '08	4	105	27.3
30	" 1909, '08	6	102	38.7
30	" (Beeston), 1908, '07	4	120	35.7
16-20	" 1906	4	100	24.8
10-12	" (Coventry), 1907, '06... ..	4	89	19.6
10-12	" 1908	4	83	17.1
15	" 1908, '07... ..	4	98	23.8
20	Huppamobile, 1910	4	83	17.1
15-18	Hurst, 1906... ..	4	102	25.8
60	" 1906... ..	6	114	48.4
35	" 1906	6	102	38.7
9	Hurtu, 1906... ..	1	110	7.5
10-12	" 1906... ..	2	88	9.6
18-22	" 1906... ..	4	88	19.2

I 25-30	Iden, 1906	4	110	30.0
18-22	" 1906	4	97	23.3
12-16	" 1906	4	85	17.9
12-14	Imperia, 1909	4	75	13.96
16-20	" 1909	4	90	20.1
20-30	" 1909	4	106	27.8

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.	
L	10 Laurin-Klement, 1910, '09	...	2	90	10·0
	10-12 " 1910, '09	...	4	75	13·96
	14-16 " 1910, '09	...	4	84	17·5
	10-12 Leader, 1908	...	4	90	20·1
	60 " 1906	...	8	127	79·99
	30 " 1906	...	4	127	39·99
	18 " 1906	...	4	102	25·8
	14 " 1906	...	4	83	17·1
	8 " 1906	...	3	76	10·7
	10 Le Gui, 1910	...	4	65	10·1
	18-24 Léon Bollée, 1908, '07	...	4	98	23·8
	18 " 1910, '08	...	4	98	23·8
	24 " 1910, '08, '06	...	4	106	27·8
	20-30 " 1907	...	4	106	27·8
	35 " 1910, '08	...	4	125	38·8
	14 " 1910	...	4	83	17·1
	50 " 1910, '08	...	4	135	45·2
	40 " 1906	...	4	130	41·9
	30-45 " 1908, '07	...	6	106	41·8
	60 " 1910, '08, '07	...	6	125	58·1
	75 " 1908, '07	...	6	130	62·8
	20 " 1910	...	6	83	25·6
	35 " 1910	...	6	106	41·8
	10 " 1910	...	4	135	45·2
	75 " 1910	...	6	135	67·8
	8 Lindsay, 1906	...	2	83	8·5
	16 " 1908	...	4	80	15·9
	8-10 Londonia, 1910, '08	...	2	102	12·9
	20 " 1910, '08, '06	...	4	102	25·8
	40 " 1910	...	6	102	38·7
	30 " 1908	...	6	102	38·7
	40 " 1906	...	4	150	55·8
	35 " 1908	...	4	115	32·8
	10 Lorraine-Dietrich, 1909	...	4	65	10·4
	10 " 1910, '09	...	2	80	7·9
	15 " 1909	...	4	90	20·1
20 " 1909	...	4	110	30·0	
30 " 1909	...	4	120	35·7	
40 " 1909	...	4	130	41·9	
60 " 1909	...	4	146	52·8	
15 " 1909	...	6	80	23·8	
70 " 1909	...	5	130	52·3	
60 " 1906	...	4	150	55·8	

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
L 40-50	Lorraine-Dietrich, 1906	4	130	41·9
24-30	" 1906	4	120	35·7
16-20	" 1906	4	104	26·8
20-30	" 1907	4	110	30·0
60	" 1907	4	146	52·8
10-12	Lotis, 1910, '09	2	95	11·2
12-18	" 1909	2	102	12·9
12-18	" 1910	2	102	12·9
22	" 1908	4	95	22·4
16-20	" 1910	4	85	17·9
20-24	" 1910	4	90	20·1
25-35	" 1910	4	100	24·8
12-16	" 1910	4	80	15·9
M 28-35	Maja, 1908	4	110	30·0
18-24	Marca-Tre-Spade, 1909	4	100	24·8
18	Marchand, 1908	4	110	30·0
28	" 1908	4	125	38·8
12-15	Marlborough, 1910	4	80	15·9
14-18	" 1910	4	90	20·1
20	" 1910	6	80	23·8
10-12	Martini, 1909	4	67	11·1
10-12	" 1910	4	67	11·1
16	" 1910, '09, '08	4	80	15·9
20	" 1909, '08	4	90	20·1
16-24	" 1910	4	90	20·1
25-35	" 1910, '09	4	110	30·0
40	" 1909	4	126	39·4
30-40	" 1906	4	126	39·4
60	" 1909	4	134	44·5
20-24	" 1906	4	100	24·8
24-32	" 1907	4	105	27·3
14-20	" 1907	4	90	20·1
28	" 1908	4	105	27·3
40-50	" 1908	4	126	39·4
10	Mascot, 1906	2	95	11·2
16	" 1906	4	88	19·2

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
M 20	Mascot, 1906	4	95	22.4
8	Mass, 1910, '09, '08, '07, '06 ...	2	85	8.96
10-12	" 1910	4	75	13.96
15	" 1910, '09	4	95	22.4
20	" 1910, '09	4	110	30.0
24-30	" 1910, '09, '08, '07, '06 ...	4	110	30.0
28-32	" 1910, '09, '08, '07, '06 ...	4	115	32.8
30-40	" 1909	4	135	45.2
40-50	" 1908, '07	4	135	45.2
25-30	Maudslay, 1910, '09, '08 ...	4	114	32.2
35-45	" 1910, '09, '08	4	127	39.99
60	" 1909	6	127	59.99
17	" 1910	4	90	20.1
30-40	" 1906	6	114	48.4
30-40	" 1906	4	127	39.99
16-20	" 1906	3	114	24.2
20-30	" 1906	4	114	32.2
8	Maxwell, 1906	2	102	12.9
16	" 1906	2	127	19.99
12-14	" 1910	2	115	16.4
22	" 1910	4	95	22.4
28	" 1910	4	109	29.4
36	" 1910	4	127	39.99
35-40	*Mercedes, 1910, '09, '08, '07 ...	4	110	30.0
40-50	" 1909, '08,	4	120	35.7
45	" 1910	4	120	35.7
65	" 1909	6	120	53.6
65	" 1910	4	140	48.6
75	" 1910, '09, '08	6	120	53.6
15-20	" 1910	4	80	15.9
20-25	" 1908, '07	4	100	24.8
25	" 1910	4	90	20.1
65	" 1910	6	110	45.0
45-52	" 1907, '06	4	120	35.7
70	" 1906	4	140	48.6
20-25	" Du Cros, 1906	4	100	24.8
35	" " 1906	4	110	30.0
45	" " 1906	4	120	35.7
70	" " 1906	4	140	48.6
45	" " Petrol Electric, 1908 ...	4	120	35.7
10-12	Métallurgique, 1906	2	95	11.2
16-20	" 1906	4	90	20.1
12-14	" 1910, '09	4	75	13.96

* See also under Daimler-Mercedes.

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
M 18	Métallurgique, 1910, '09	4	85	17.9
26	" 1910, '09	4	102	25.8
40-50	" 1909	4	127	39.99
60-80	" 1906	4	140	48.6
40-45	" 1906	4	119	35.1
30-35	" 1906	4	108	28.9
24-28	" 1906	4	100	21.8
24-28	" 1907	4	102	25.8
26	" 1908	4	102	25.8
12-14	" 1908	2	100	12.4
40	Metropolitan, 1906	4	136	45.9
14-16	Miesse Petrol, 1910, '09 ...	4	80	15.9
24-30	" 1909	4	110	30.0
35-40	" 1909	6	100	37.2
16	*Miesse (Steam), 1906	3	59	6.5
10	" " 1906	3	49	4.5
15	Minerva, 1909	4	85	17.9
16	" 1910	4	82	16.7
18	" 1909, '08	4	102	25.8
26	" 1910	4	102	25.8
25	" 1909	4	106	27.8
38	" 1909	4	124	38.1
38	" 1910	4	124	38.1
40	" 1909, '08, '07	6	105	40.98
22	" 1906	4	100	24.8
16	" 1906	4	92	21.0
28	" 1908	4	120	35.7
24	" 1908, '07	4	106	27.8
35-45	M.M.C., 1908	6	110	45.0
24	Morgan, 1906	4	108	28.9
10	Mors, 1902, '08	4	80	15.9
15	" 1909	4	85	17.9
20	" 1909	4	95	22.4
30	" 1909	4	114	32.2
20	" 1910	6	80	23.8
45	" 1910, '09, '08, '07, '06 ...	4	125	38.8
50	" 1910, '09, '08	6	114	48.4
15	" 1908	4	90	20.1
12	" 1910	4	80	15.9
17	" 1908, '07	4	90	20.1
15	" 1910	4	80	15.9
20-30	" 1908	4	90	20.1

* See also under Turner-Miesse (steam).

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
M 20	Mors, 1910	4	95	22·4
28-38	" 1908, '07	4	110	30·0
24-32	" 1906	4	108	28·9
30	" 1910	4	114	32·2
14	" 1906	4	87	18·8
40	" 1906	4	125	38·8
90	" 1908	4	150	55·8
14-16	Motobloc, 1910, '09	4	80	15·9
18-22	" 1910, '09	4	90	20·1
25	" 1910, '09	4	100	24·8
35	" 1910, '09, '08	4	120	35·7
45	" 1910, '09, '08	4	130	41·9
70	" 1910, '09	4	165	67·5
16	M.P., 1909	4	80	15·9
30	" 1909, '08	4	112	31·1
N 10-12	N.A.G., 1908	2	104	13·4
12-14	" 1910	4	75	13·96
16-18	" 1908	4	90	20·1
16-18	" 1910	4	83	17·1
28-32	" 1908	4	115	32·8
30-35	" 1910	4	115	32·8
40-55	" 1908	4	130	41·9
50-60	" 1910	4	130	41·9
10	Napier, 1910, '09	2	82	8·3
15	" 1910, '09	4	82	16·7
26	" 1910, '09	4	102	25·8
45	" 1909	4	127	39·99
40	" 1909, '08	6	102	38·7
45	" 1909	6	102	38·7
30	" 1910, '09	6	82	25·0
60	" 1909, '08, '07, '06	6	127	59·99
65	" 1910, '09	6	127	59·99
90	" 1910, '09	6	155	89·3
45	" 1906	4	130	41·9
18	" 1908, '07	4	89	19·6
18	" 1906	4	89	19·6

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of cyls.	Bore, mm.	R.A.C. Rating.
N 80	Napier, 1908	6	156	90·5
30	" 1908	6	102	38·77
50	" 1907	4	140	48·6
18	National, 1906	3	108	21·7
10-12	N.B., 1910	2	90	10·0
20	New Engine Car, 1909	2	114	16·2
20	" " 1910	2	127	19·99
30	" " 1910, '09, '08	4	114	32·2
40	" " 1910, '09, '08	4	127	39·99
24-30	" " 1906	4	114	32·2
20	" " 1908	2	127	19·99
14-16	New Pick, 1909, '08	4	90	20·1
10-12	Newington, 1906	2	88	9·6
24	Newmobile, 1906	6	100	37·2
8-9	" 1906	1	100	6·2
6	" 1906	1	90	5·0
15	Nielause, 1910, '09, '08	4	84	17·5
25	" 1910, '09, '08	4	100	24·8
35	" 1910, '09, '08	4	120	35·7
16	Nordenfelt, 1910, '09	4	80	15·9
20	" 1910, '09, '08	4	90	20·1
30-35	" 1910, '09, '08	4	112	31·1
40-45	" 1908	4	130	41·9
10	Northern, 1910, '09	2	100	12·4
20	" 1910, '09	4	100	24·8
10	" 1909	2	102	12·9
20	" 1909	4	102	25·8
12	N.S.U., 1909	4	70	12·1
15	" 1909	4	76	14·3
20	" 1910, '09	4	85	17·9
18	" 1910	4	75	13·96
14	" 1910	4	75	13·96
10	" 1910	4	60	8·9
10	" 1910	2	75	6·98
O 7	Oldsmobile, 1906	1	127	9·99
8	Opel, 1909	4	64	10·2
10-12	" 1909	2	90	10·0

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
O 8-14	Opel, 1909	2	105	13·7
10-14	" 1909	4	61	10·2
16-18	" 1909	4	90	20·1
15·9	" 1910	4	80	15·9
20-24	" 1909	4	100	24·8
24·8	" 1910	4	100	24·8
28-32	" 1909	4	112	31·1
35-40	" 1909	4	120	35·7
45-50	" 1909	4	130	41·9
41·9	" 1910	4	130	41·9
60	" 1909	4	140	48·6
14-20	" 1908	4	95	22·4
25-40	" 1908	4	120	35·7
10	" 1910	4	65	10·4
12	" 1910	4	70	12·1
32·8	" 1910	4	115	32·8
25	Orleans, 1909	4	102	25·8
34	" 1909	4	118	34·5
16	" 1909, '08	4	136	15·9
15	" 1909	6	110	15·0
15	" 1908	6	110	15·0
28	" 1907	4	120	35·7
15	" 1906	4	90	20·1
20	" 1907	4	98	23·8
22	" 1906	4	100	21·8
35	" 1907	6	110	15·0
35	" 1906	6	111	15·8
25	" 1906	4	111	30·5
20	Osterfield, 1908	4	90	20·1
30	" 1908	6	90	30·1
40	" 1908	6	90	30·1
5½	Otav, 1909	1	100	6·1
20	Owen, 1909	4	102	25·8
15	" 1910	4	76	14·3
40	" 1909, '08	4	115	32·8
40	" 1910	4	102	25·8
60	" 1909	6	115	49·2
60	" 1910	6	102	38·7
35	" 1908	6	102	38·7
40	Owen Gearless, 1908	4	115	32·8
16	Owen Arrow, 1906	4	102	25·8
40	Owen Petrol Electric, 1908	4	115	32·8

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
P 8-10	Panhard, 1910, '09	2	80	7·9
10-15	" 1910, '09	4	81	16·3
12-15	" 1910	4	80	15·9
15-25	" 1910, '09	4	91	20·5
18-30	" 1910, '09, '08	4	100	24·8
25-35	" 1910, '09	4	110	30·0
35-45	" 1910, '09, '08, '07, '06	4	125	38·8
50	" 1909, '06	4	145	52·1
30	" 1910, '09	6	90	30·1
65	" 1909	6	135	67·8
10	" 1910	6	100	37·2
8-11	" 1908, '06	3	80	11·9
15-20	" 1908	4	91	20·5
25	" 1908	4	110	30·0
24-30	" 1907, '06	4	110	30·0
18-24	" 1907	4	100	24·8
15-20	" 1907, '06	4	90	20·1
7-8	Peugeot, 1907, '06	1	105	6·8
10-12	" 1908, '07, '06	2	105	13·7
18-24	" 1907, '06	4	105	27·3
12-16	" 1908, '07, '06	4	86	18·3
28	" 1908	4	130	41·9
9	" 1909, '08	1	105	6·8
9-11	" 1910	2	75	6·98
10-12	" 1910, '09	2	90	10·0
10-14	" 1910	4	70	12·1
12-15	" 1910, '09	4	80	15·9
20	" 1910, '09	6	80	23·8
16-20	" 1910	4	90	20·1
22	" 1909	4	106	27·8
22-30	" 1910, '09	4	106	27·8
35	" 1910, '09	4	130	41·9
22-32	" 1910	4	108	28·9
60	" 1909, '08	6	130	62·8
50-60	" 1909, '08, '07, '06	4	150	55·8
18-24	" 1910	6	80	23·8
30-40	" 1907, '06	4	130	41·9
8	Phoenix, 1910, '09, '08, '07	2	80	7·9
8-10	" 1910, '09	2	90	10·0
10-12	" 1910, '09	2	102	12·9
12-16	Piccard-Pictet, 1909	4	90	20·1
12-16	" 1910	4	80	15·9
18-24	" 1910, '09, '08	4	100	24·8

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
P 28-50	Piccard-Pictet, 1910, '09 ...	4	130	41.9
28-40	" 1910, '09 ...	6	100	37.2
40	" 1908 ...	6	100	37.2
50	" 1908 ...	4	130	41.9
18	Pilain, 1909... ..	4	90	20.1
12	" 1910... ..	4	75	13.96
21	" 1910, '09, '08 ...	4	100	24.8
16	" 1910, '09... ..	4	90	20.1
35	" 1908... ..	4	124	38.1
20-30	" 1906... ..	4	112	31.1
16-20	" 1906... ..	4	100	24.8
10	" 1910, '09 ...	4	124	38.1
60	" 1908... ..	4	140	48.6
40-60	" 1906... ..	4	140	48.6
9	Pilgrim, 1909 ...	2	86	9.2
8-10	" 1910 ...	2	89	9.8
32	" 1909, '08 ...	4	114	32.2
20-30	" 1910, '07 ...	4	114	32.2
28-36	Pipe, 1907, '06 ...	4	100	24.8
50	" 1906 ...	4	135	45.2
18	" 1909 ...	4	90	20.1
40	" 1910 ...	6	105	40.98
16-20	Pivot, 1908, '06 ...	4	95	22.4
16-24	" 1906 ...	4	98	23.8
24-30	" 1908, '06 ...	4	110	30.0
30-45	" 1906 ...	4	135	45.2
10-12	" 1906 ...	4	75	13.96
14-18	Porthos, 1909 ...	4	90	20.1
20-25	" 1909 ...	6	90	30.1
24-30	" 1909, '08 ...	4	110	30.0
35-45	" 1909 ...	6	110	45.0
14-20	" 1908 ...	4	90	20.1
40	" 1908 ...	4	120	35.7
40-50	" 1908 ...	6	110	45.0
20-24	Premier ...	4	95	22.4
16-20	" ...	4	100	24.8

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
R 14	Rapid, 1909... ..	4	80	15.9
12-14	" 1910... ..	4	80	15.9
20	" 1909... ..	4	90	20.1
16-20	" 1910... ..	4	90	20.1
25-30	" 1910, '09, '08 ...	4	110	30.0
35	" 1909... ..	4	130	41.9
28-40	" 1910... ..	4	125	38.8
40	" 1909... ..	4	130	41.9
50-70	" 1910, '09, '08 ...	4	140	48.6
30-40	" 1908... ..	4	130	41.9
12-16	" 1908... ..	4	90	20.1
10	Rational, 1906 ...	2	110	15.0
18	Regent, 1907, '06 ...	4	90	20.1
18	Remo, 1908... ..	4	86	18.3
8-9	Renault, 1907 ...	2	75	6.98
8	" 1910, '09, '08, '06 ...	2	75	6.98
9	" 1910, '09 ...	2	80	7.9
10	" 1910 ...	4	70	12.1
10-14	" 1909, '08, '07, '06 ...	4	75	13.96
12-16	" 1909 ...	4	80	15.9
14-20	" 1909, '08, '07, '06 ...	4	90	20.1
20-30	" 1909, '08, '07, '06 ...	4	100	24.8
35-45	" 1909, '08, '07, '06 ...	4	130	41.9
50-60	" 1909, '08 ...	6	120	53.6
18	" 1910 ...	6	80	23.8
35	" 1910 ...	4	130	41.9
10	" 1906 ...	2	110	15.0
20	" 1910 ...	4	100	24.8
14	" 1910 ...	4	90	20.1
12	" 1910 ...	4	80	15.9
10	Rex, 1909, '08 ...	1	120	8.9
18-22	" 1909, '08 ...	2	120	17.9
16	Rex, 1910 ...	4	86	18.3
20	" 1910 ...	4	90	20.1
16	Rex-Remo, 1909 ...	4	86	18.3
20	" 1909 ...	4	90	20.1
40	*Richard-Brasier, 1906 ...	4	130	41.9
25	" 1906 ...	4	112	31.1
15	" 1906 ...	4	90	20.1
9	Riley, 1910, '09, '08 ...	2	86	9.2
10	" 1910, '09 ...	2	96	11.4
12-18	" 1910, '09, '08 ...	2	102	12.9
16-20	Robinson and Hole ...	4	90	20.1

* See also under Brasier.

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
R 12-16	Rochet-Schneider, 1910, '09	4	80	15.9
16-20	" 1909, '07	4	100	24.8
24-30	" 1910, '09	4	105	27.3
30-35	" 1909, '06	4	120	35.7
24-30	" 1906	4	120	35.7
40-50	" 1909, '06	4	140	48.6
70	" 1909	4	160	63.5
30	" 1909	6	104	40.2
45	" 1909	6	120	53.6
18-22	" 1910	4	95	22.4
35-40	" 1906	4	110	48.6
30-40	" 1907	6	100	37.2
30-35	" 1910	6	95	33.5
18-22	" 1906	4	100	24.8
20	Rolls-Royce, 1907, '06	4	100	24.8
20	" 1906	8	83	34.2
30	" 1906	6	100	37.2
40-50	" 1910, '09, '08, '07	6	114	48.4
25	Rothwell, 1909, '08, '07	4	102	25.8
12-14	" 1907, '06	4	80	15.9
10-12	" 1907, '06	2	100	12.4
20	" 1910, '09, '08, '07	4	102	25.8
20-24	" 1906	4	102	25.8
15	" 1908, '07	4	84	17.5
6	Rover, 1910, '09, '08, '07	1	97	5.8
6	" 1906	1	95	5.6
8	" 1910, '09, '08, '07, '06	1	114	8.1
12	" 1910, '09	2	97	11.7
15	" 1910, '09	4	85	17.9
20	" 1910, '09, '08	4	97	23.3
10-12	" 1906	4	75	13.96
16-20	" 1907, '06	4	95	22.4
24-30	*Royal Enfield, 1906	4	120	35.7
16-20	" 1906	4	100	24.8
18	Roydale, 1909	4	92	21.0
25	" 1909	4	102	25.8
20	" 1908	4	92	21.0
30	*Rutherford, 1909	3	89	14.7
20	Rykfield, 1906	4	102	25.8
15	" 1906	3	102	19.3

* See also under E.J.Y.R.

† See also under Enfield.

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
S 14	S.C.A.T., 1909, '08, '07	4	85	17.9
15	" 1910	4	85	17.9
22	" 1910, '09	4	102	25.8
22	" 1908	4	100	24.8
16-20	" 1907	4	90	20.1
16-20	Scotia, 1906	4	89	19.6
8-10	" 1906	2	89	9.8
12	Scout, 1909, '08	2	102	12.9
14-16	" 1909	4	85	17.9
14-16	" 1906	4	83	17.1
18-22	" 1909	4	90	20.1
24-28	" 1909	4	102	25.8
30	" 1909	6	90	30.1
40	" 1909	6	102	38.7
18-20	" 1906	4	90	20.1
30	" 1908	6	102	38.7
15	" 1908	4	90	20.1
12-11	Shamrock, 1908	4	87	18.8
45	Shetfield-Simplex, 1910, '09, '08	6	114	48.4
14-20	" 1910	4	85	17.9
20-30	" 1910	6	85	26.9
10	*Siddleley, 1909, '08, '07	2	102	12.9
12	" 1906	2	114	16.1
14	" 1909, '08	4	91	20.5
18	" 1909, '08, '07	4	102	25.8
30	" 1909, '08, '07	4	118	34.5
32	" 1906	4	133	43.9
40	" 1909, '08	4	127	39.99
40	" 1908, '07	4	133	43.9
20	" 1909	6	91	30.8
25	" 1906	4	114	32.2
70	" 1906	4	165	67.5
15	" 1907, '06	4	102	25.8
18	" 1907, '06	4	108	28.9
45	" 1908, '07	6	118	51.8
8-10	" 1909, '08, '07	2	91	10.3
16	Silent Staines-Simplex, 1909	4	86	18.3
20-25	Simms, 1909, '08	4	105	27.3
30-35	" 1909, '08	6	105	40.98
26	Sims-Welbeck, 1906	4	110	30.0
20	" 1906	4	95	22.4
12	" 1906	4	82	16.7
7-9	Singer, 1909, '08, '07, '06	2	80	7.9

* See also under Walsley-Siddleley.

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
T 8-10	Talbot, 1907	2	85	8·96
12	" 1910, '09, '07	4	80	15·9
15	" 1910, '09, '08, '07	4	90	20·1
25	" 1909, '08... ..	4	105	27·3
25	" 1910	4	101	25·3
35	" 1908	4	120	35·7
10-12	" 1907, '06... ..	2	100	12·4
20	" 1910	6	80	23·8
50-60	" 1907	4	110	48·6
20-24	" 1907, '06... ..	4	100	24·8
12-16	" 1906	4	85	17·9
15-20	" 1907	4	105	27·3
9-11	" 1908	2	85	8·96
10-16	" 1908	4	75	13·96
10	" 1909	4	126	39·4
8	Thames, 1910	1	114	8·1
24	" 1910	4	102	25·8
45	" 1910	6	114	48·4
50	" 1910	6	114	48·4
12	" 1910	2	102	12·9
15	" 1910	4	80	15·9
60	" 1910	6	127	59·99
50	Thomas Flyer, 1906	4	110	48·6
18	Thornycroft, 1910, '09, '08, '07... ..	4	95	22·4
36	" 1906	6	108	43·4
30	" 1910, '09, '08, '07... ..	4	114	32·2
45	" 1910, '09, '08	6	114	48·4
14	" 1907, '06	4	95	22·4
20	" 1908	4	95	22·4
36	" 1907, '06	6	108	43·4
24	" 1906	4	108	28·9
18	Torbinia, 1910	4	85	17·9
6	Torpedo, 1909	1	102	6·4
10	" 1909	2	95	11·2
12	" 1909	4	76	14·3
8	Turicum, 1910	1	110	7·5
8-10	" 1910	2	75	6·98
12-14	" 1910	4	75	13·9
10	*Turner-Miesse (steam), 1910, '09, '08, '07	3	49	4·5
12	" " 1910	3	51	4·8
16	" " 1908, '07	3	58	6·2

* See also under Miesse (steam).

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
T 15	Turner-Miesse (steam), 1910	3	53	5·2
30	" " 1910, '07	3	76	10·7
20	" " 1910	3	70	9·1
45	Twentieth Century, 1906... ..	4	130	41·9
30	" " 1906... ..	1	120	35·7
U 10-12	Unic, 1910, '09, '08	2	102	12·9
12-14	" 1910, '09, '08	4	75	13·96
16-20	" 1910, '09, '08	4	87	18·8
24-30	" 1910, '09	4	102	25·8
25-35	" 1910, '09	6	85	26·9
V 20	Valveless, 1908	2	133	21·9
25	" 1910, '09	2	133	21·9
12-16	Vauxhall, 1908	4	92	21·0
12	" 1906	3	95	16·8
9	" 1906	3	81	12·2
16	" 1909	4	80	15·9
18	" 1906	4	95	22·4
26	" 1910, '09	4	90	20·1
16	" 1910, '09	4	85	17·9
27	" 1910	6	85	26·9
8-10	Via, 1910	2	86	9·2
16-20	Via, 1910	4	86	18·3
25-30	" 1910	6	86	27·5
12-16	Vinot, 1910, '09, '08, '07, '06	4	80	15·9
16	" 1910, '09	4	83	17·1
30	" 1909... ..	4	102	25·8
25-30	" 1910... ..	4	102	25·8
40	" 1910, '09	4	120	35·7
35-50	" 1906... ..	6	103	39·8
30-40	" 1907, '06	4	115	32·8
20-30	" 1906... ..	4	103	26·3

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
V 14-20	Vinot, 1906...	4	90	20.1
16-24	" 1907...	4	97	23.3
24-32	" 1907...	4	105	27.3
35-50	" 1907...	6	105	40.98
16-24	" 1908...	4	95	22.4
35	" 1908...	4	120	35.7
40	" 1908...	6	120	53.6
24	" 1909...	4	95	22.4
10-12	Vulcan, 1909, '08...	2	102	12.9
12	" 1910...	4	80	15.9
14	" 1910, '09, '08, '07...	4	89	19.6
16	" 1910, '09...	4	92	21.0
20	" 1910, '09, '08...	4	102	25.8
26	" 1910...	6	92	31.5
25	" 1909, '08...	4	108	28.9
35	" 1910, '09, '08...	6	102	38.7
25-30	" 1906...	4	102	25.8
12-14	" 1907, '06...	4	80	15.9
10	" 1908, '07, '06...	2	89	9.8
18-24	Vulpès, 1906...	4	100	24.8
W 25	Wasp, 1908...	6	85	26.9
25	Weigel, 1910, '09...	4	110	30.0
40	" 1910, '09, '08...	4	130	41.9
60	" 1909...	6	130	62.8
18-22	West, 1906...	4	95	22.4
12	" 1906...	2	95	11.2
10	" 1906...	2	88	9.6
12-14	West-Aster, 1908...	2	95	11.2
16	" 1908...	4	84	17.5
20-22	" 1908...	4	95	22.4
20-30	Westinghouse, 1909, '08...	4	100	24.8
35-40	" 1909, '08...	4	120	35.7
30	" 1906...	4	120	35.7
30	Westminster, 1906...	4	110	30.0
20	" 1906...	4	105	27.3
20	White (Petrol), 1910...	4	95	22.4

Maker's Horse-power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
W 20	White Steam, 1907...	2	76 (127)	27.1
30	" 1909, '08, '07...	2	76 (152)	35.8
18	" 1906...	2	76 (127)	27.1
40	" 1910, '09...	2	76 (140)	31.4
15	" 1910, '09...	2	63 (108)	19.4
24-30	Whitlock-Aster, 1906...	4	105	27.3
18-22	" 1906...	4	130	41.9
12-14	" 1906...	4	84	17.5
12-14	" 1906...	2	95	11.2
10-12	" 1906...	2	88	9.6
18-21	Wilson-Pilcher, 1906...	6	95	33.5
12-16	" 1906...	4	95	22.4
25	Winton, 1907...	4	115	32.8
25	" 1906...	4	120	35.7
35	" 1907...	4	126	39.4
40	" 1910, '09, '08...	6	115	49.2
14-16	Withers, 1910, '09, '08, '07...	4	84	17.5
20-22	" 1910, '09, '08, '07, '06...	4	95	22.4
30-35	" 1910, '09...	4	110	30.0
24-30	" 1910, '09, '08, '07, '06...	4	105	27.3
16-20	" 1910...	4	90	20.1
35-40	" 1910, '09, '08...	4	120	35.7
12	Wolseley, 1906...	2	114	16.1
8	" 1906...	2	102	12.9
6	" 1906...	1	114	8.1
12-16	*Wolseley-Siddeley, 1910...	4	79	15.5
16-20	" 1910...	4	91	20.5
20-28	" 1910...	4	102	25.8
30-34	" 1910...	4	118	34.5
40	" 1910...	4	127	39.99
24-30	" 1910...	6	91	30.8
40-50	" 1910...	6	108	43.4

* See also under Siddeley.

Maker's Horse- power.	Name of Car and Year of Manufacture.	No. of Cyls.	Bore, mm.	R.A.C. Rating.
Z 10-12	Zedel, 1909, '08	4	70	12·1
15	" 1909	4	80	15·9
12-14	" 1910	4	72	12·8
14-16	" 1910	4	75	13·96
16-18	" 1910	4	82	16·7
12	Züst, 1909	4	75	13·96
25	" 1909	4	100	21·8
40	" 1909	4	130	41·9
74	" 1909	4	150	55·8
18-24	" 1908	4	100	21·8
28-40	" 1908, '07	4	130	41·9

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