



# ALLDAYS CARS





## SPECIAL NOTICE.

MATCHLESS WORKS,  
BIRMINGHAM,

APRIL 17th, 1912.

**I**N consequence of the greatly increased cost of Materials and Workmanship and the exceptionally low price it was listed at when printing Catalogue No. 107, we are reluctantly compelled to increase the price of all our 12/14 H.P. Models (R.A.C. rating 14'4) by **15** guineas.

Further, to simplify the manufacture and deliveries, we are discontinuing the 14/18 H.P. Models but will make and supply in lieu of same our 16/20 H.P. in the various 14/18 H.P. Models, at an extra cost of **25** guineas each model.

ALLDAYS & ONIONS P. E. CO. LTD.

P.S.--Spare parts for 14/18 H.P. Cars will (as with all our Models) always be obtainable as now.

# ALLDAYS CARS

## Re TYRES.

NOTE—The prices in this Catalogue are based on the Dunlop Tyre Company's List, Current Nov. 1911, and in the event of any advance in the cost of Tyres we reserve the right to increase our prices accordingly.

CATALOGUE No. 107.

All previous lists are hereby cancelled.

This Catalogue and the prices contained therein are subject to alteration without notice, and illustrations are not binding as to details.

MANUFACTURED BY

**Alldays & Onions** Pneumatic Engineering **Co. Ltd.**

Contractors to H. M. Government.

ESTABLISHED 1650.

**Matchless Works and Great Western Works, Birmingham.**

ADJOINING SMALL HEATH STATION (G.W.R.).

### Telegraphic Addresses.

Works "MATCHLESS, Birmingham."  
London "TYPHOON, London."  
Liverpool "ALLDAYS, Liverpool."

### Code A.B.C., 5th Edition.

Cable Code Address.  
"ALLDAYS, Birmingham."

### Telephone Nos.

Works - Victoria 487 (Five Lines).  
London - Holborn 5948.  
Liverpool - Royal 2426.

LONDON - 58, HOLBORN VIADUCT.

Offices, Showrooms, Garage and Repair Works.



LIVERPOOL - 53, RENSHAW STREET.

Offices and Showrooms.





# ALLDAYS CARS

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# ALLDAYS CARS



FOR GENERAL CONSTRUCTION  
NEATNESS OF DESIGN,  
AND  
SMOOTHNESS OF RUNNING.



HIGHEST AWARDS EACH TIME OF EXHIBITING, FROM  
THE FIRST LONDON, 1851, TO THE PARIS, 1889,  
AND AT BRISBANE EXHIBITION, 1897, AND  
CHRISTCHURCH EXHIBITION, NEW ZEALAND, 1907.



GOLD MEDAL



GOLD MEDAL



SILVER MEDAL AWARDED  
BY THE AUTOMOBILE CLUB  
OF GREAT BRITAIN  
SEPTEMBER, 1904.

## INTRODUCTORY.

**I**T is with confidence, based on past successful trading, we issue this Catalogue. Having established a world-wide reputation, as General and Motor Engineers, for employing the highest class of labour and material in our products, which has made our Marks a standard of excellence; our study and aim is to maintain this reputation at the high level now achieved. In this direction we have introduced three new Models:—12/14 h.p., 16/20 h.p., and 25/30 h.p., all having four-cylinders, retaining the 10/12 h.p. two-cylinder, 14/18 h.p. four cylinder, and 30/35 h.p. six cylinder from last year's range of machines. These six types of Cars afford a selection suitable for the requirements of all clients, and we solicit enquiries, assuring our ability to produce well-designed, reliable, and economical running cars, representing the highest standard of British Engineering, at reasonable prices. We have also given considerable attention to developing the Commercial branch of our trade, and are now in a position to quote for vehicles adapted to all kinds and conditions of Motor traction, from a carrying capacity of 10 cwt. to 5 tons, running either on road or rail. We may add our factories are well equipped in every respect, for turning out work accurately and expeditiously, our plant consisting of the most up-to-date machinery, operated by carefully selected and experienced workmen.

In conclusion, we may state, we manufacture more of the finished vehicle than the bulk of our competitors, drawing upon an experience and knowledge acquired and accumulated since our ESTABLISHMENT IN 1650.



# ALLDAYS CARS

Our thanks are due to numerous clients who by their support and recommendation to their friends have enabled us to show a largely increased output for the past year, and to meet the demand for ALLDAYS CARS we have again considerably extended our factory, and fully equipped same with all the latest improved tools and machinery for motor production.

The awards displayed on the following pages prove the perfection and reliability of ALLDAYS CARS.





# ALLDAYS CARS

Some of the numerous Prizes gained by Alldays Cars in open competition.



**Some Outstanding Features.**

Perfect Reliability.  
Maximum Mechanical Efficiency.  
Minimum Cost of Maintenance.  
Remarkable Silence and Flexibility.  
Extreme Simplicity and fewness of parts.  
Wonderful Hill Climbers.  
Automatic Force-feed Lubrication.  
Low Petrol Consumption.  
Easy Control and Handsome Appearance.

Extreme Smoothness of Running, no Vibration.  
All Parts Standardised and Interchangeable.  
Powerful Brakes, independent foot and hand-applied.  
No Weight Carried on Driving Axles.  
Easy on Tyres.  
Finest Selected Materials.  
Highest Skilled Workmanship.  
Absolutely the Best Value for Money.

Extreme Smoothness of Running, no Vibration  
All Parts Standardised and Interchangeable.  
Powerful Brakes, independent foot and  
hand-applied.  
No Weight Carried on Driving Axles.  
Easy on Tyres.  
Finest Selected Materials,  
Highest Skilled Workmanship.  
Absolutely the Best Value for Money



# ALLDAYS CARS



MOSCOW - 1909.

SEVEN ALLDAYS CARS AT PENANG.

## IN THE COLONIES AND FOREIGN PARTS

Our Cars have gained a most enviable reputation. There is scarcely a part of the civilized world to which Alldays Cars have not been shipped. They are everywhere in daily use, and giving the utmost pleasure and satisfaction to their owners.



1909  
GOLD MEDAL



In a Reliability Trial  
NEW ZEALAND



At DURBAN, NATAL

# ALLDAYS CARS

## GENERAL DESCRIPTION.

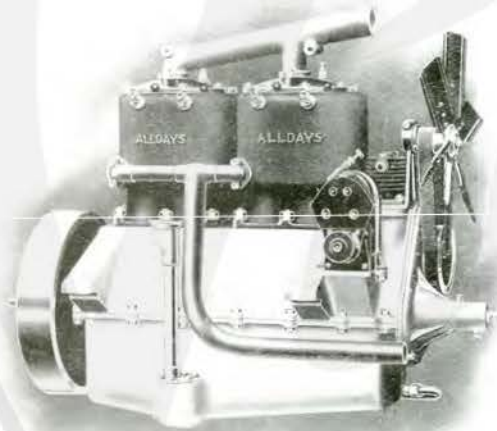
### ENGINES.

These are of the vertical type, with the cylinders cast in pairs, and manufactured throughout in our own works. In getting out the design our aim has been absolute reliability, combined with efficiency, smooth running, and durability. The Cylinders are cast in our own foundry of a special mixture of selected brands of iron. The crankcase is made of aluminium, and designed to allow of

the lower half being removed with facility for inspection purposes, the main bearings being carried by the upper half. The crank shaft is made of the finest nickel steel, machined all over, and balanced to afford the smoothest possible running. The valves are a special steel, and the valve tappets are adjustable and particularly silent. Lubrication is of the most approved

Silent chain drive to cam shaft, 12/14 h.p. and 16/20 h.p. Models.

forced feed type; the oil supply is contained in a reservoir formed in the lower half of crank chamber, and is drawn through a filter by a rotary gear wheel pump, and forced



Alldays 12/14 h.p. Engine.  
Showing Air Compressor (behind fan) for Self-Starter in position.





# ALLDAYS CARS

## GENERAL DESCRIPTION.—*continued.*

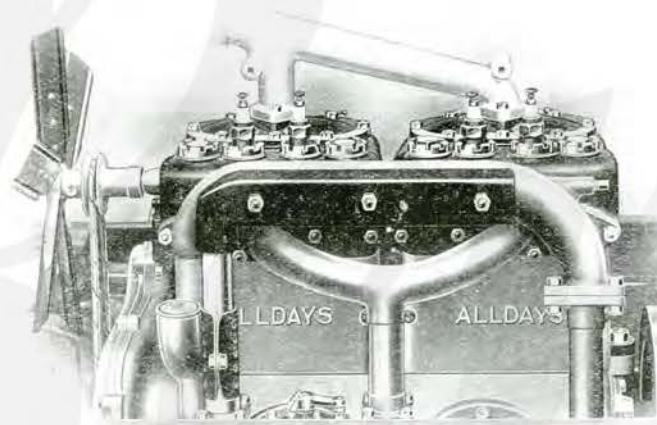
direct to the main bearings, then through ducts drilled in the crankshaft to the connecting-rod bearings. A relief valve is provided in the system, and prevents oil pressure rising above a pre-determined point, when the engine is accelerated. A pressure gauge on the dashboard enables the driver to tell at a glance if the oil is circulating properly. This system is a feature of our cars, is automatic, economical, and avoids a smoky exhaust—so frequently experienced with other methods of lubrication. The 12/14 h.p., and 16/20 h.p. engines have a silent wide chain drive from crankshaft to cam shaft.

### IGNITION.

High-tension magneto machines are fitted as standard to all models. Dual or auxiliary ignition can be supplied if required at an extra charge (see page 30).

### RADIATOR.

Is of the vertical gilled tube type, of distinctive appearance, the cooling being assisted by a fan. Water circulation is on the Thermo-Syphon principle, and the system carries an adequate quantity of water for efficient cooling under all conditions.



ALLDAY'S 14/18 H.P. ENGINE.

### TRANSMISSION.

The power of the engine is transmitted to the gear box through a specially designed leather faced cone clutch, fitted with auxiliary springs under the leather, which ensures smooth engagement, and from the gear box to the

rear live axle by means of a propeller shaft (having universal joints fitted at each end) and bevel gears.

### GEAR BOX.

This is designed in one piece only, with large inspection cover, and is carried in the chassis by means of a three-

# ALLDAYS CARS

## GENERAL DESCRIPTION—*continued.*

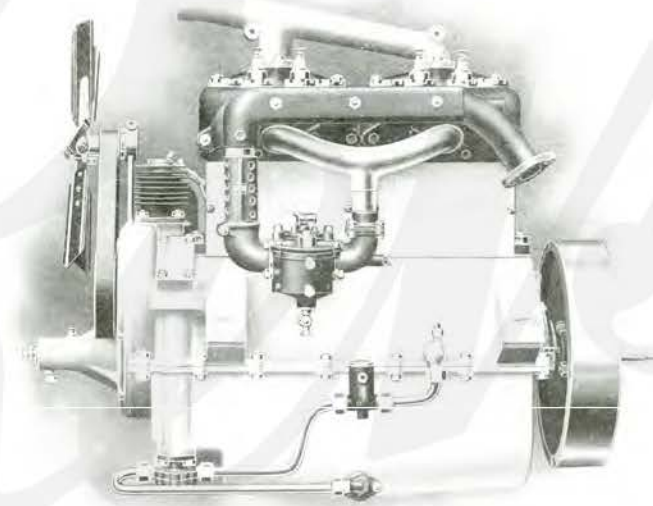
point suspension, thereby reducing strains on the box to a minimum, at the same time without sacrificing rigidity. The gears are arranged to give four speeds forward and one reverse, they are made of the best quality of steel specially manufactured for the purpose, and are accurately machined and scientifically treated to give the requisite degree of hardness. The shafts are of large diameter, giving ample strength and rigidity. The gears on all models (with the exception of No. 2, which is progressive change), are operated by a lever working in a gate quadrant, with a special device preventing the driver getting beyond first speed when coming out of reverse.

### AXLES.

Special attention has been given to the material and construction of these, the front axle and steering pivots

are of high grade steel and drop-forged in our own works. The rear axle is so constructed that the whole of its load is carried on the outer casing, leaving driving shafts (which are high grade nickel-chrome steel) to transmit the power only. The differential gears are of bevel type, and with bevel pinion, are made of finest nickel steel, these gears, and also the crown wheel, undergo

similar treatment as the change gear with respect to hardening.



ALLDAYS 16/20 H.P. ENGINE.

# INSTITUTE





# ALLDAYS CARS

## GENERAL DESCRIPTION—*continued.*

### STEERING.

The steering gear is irreversible, of ample strength, and adjustable; ball thrust bearings are provided on steering pivots, rendering the steering particularly easy to control. All joints are bushed with phosphor bronze, and all joint pins are carefully case-hardened and finished by grinding. Suitable means of lubrication are provided for steering pivot joint pins, &c.

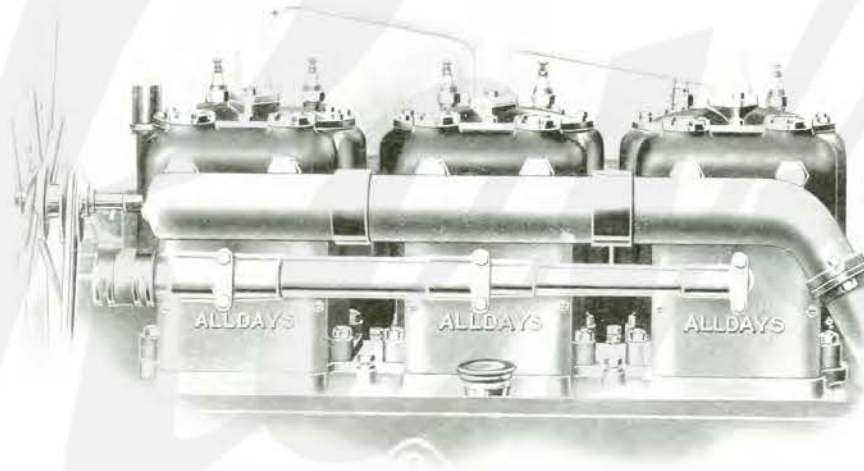
### BRAKES.

Special attention has been devoted to these all-important parts of the car. The footbrake acts on a drum of large diameter behind the gear box. It is most efficient and

perfectly smooth in action. The rear brakes act direct on the wheel hubs, and are of the internal expanding type, large in diameter and efficient. Finger adjustment is provided to both brakes, and the rear wheel brakes are compensated.

### FRAME.

The frame is made of high-tensile steel of channel section, side members being well cambered, ensuring ample strength. The engine and gear-box are carried on a sub-frame; the spaces between this and side members are enclosed by means of sheet steel.



ALLDAYS SIX-CYLINDER ENGINE, 30/35 H.P.

# ALLDAYS CARS

## GENERAL DESCRIPTION--*continued.*



Gear Box showing three-point Suspension.

### **SPRINGS.**

The springs are made of high-grade spring steel, oil-tempered, and arranged to carry varying loads smoothly.

### **CONTROL.**

Is by an accelerator pedal operating in conjunction with hand control above steering wheel, the latter being used to set the engine to the minimum speed required.

### **SUMMARY.**

Simplicity of design, scientific selection and treatment of material, application of approved and sound engineering practice, flexibility, speed, hill-climbing, low petrol consumption and small tyre wear, are the salient features of our cars.

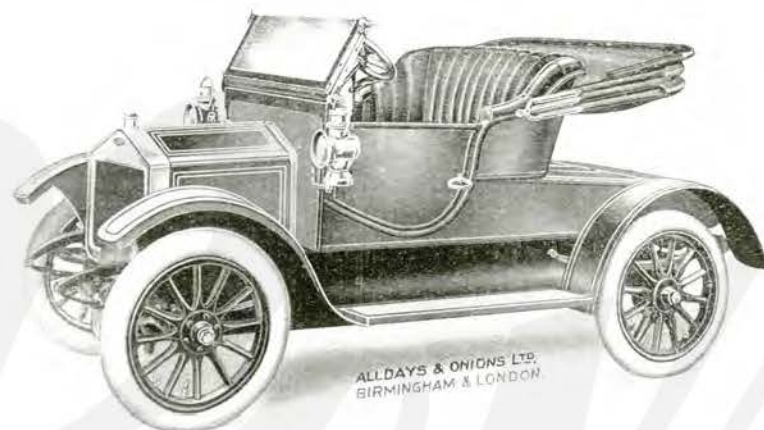
For detailed specification, deviation in design, illustrations and prices, reference must be made to the following pages. Enquiries are invited for any special types of Pleasure or Commercial vehicles, which will be carefully considered, and special features will be embodied when they are practical and adaptable, and do not impair the efficiency of the particular machine. Usually early delivery can be quoted for standard models, in all cases delivery is given at works.



16/20 h.p. Rear Axle, showing Bevel Gears and Differential Casing



# ALLDAYS CARS



ALLDAYS & ONIONS LTD.  
BIRMINGHAM & LONDON

## Alldays No. 2 Model.

10/12 h.p.

This is a Model we can confidently recommend to those desiring a soundly constructed low-priced car of British manufacture. Whilst it naturally does not embody the many refinements found in our other Models, it is a car that is guaranteed to give reliable and lasting service.

### Specification.

ENGINE: Two-cylinder  $3\frac{3}{4}$  in. bore  $\times$   $4\frac{1}{2}$  in. stroke, with mechanical lubrication.

IGNITION: High-tension magneto.

GEARS: Three speeds forward, and one reverse, operated by a single lever.

BRAKES: Internal expanding on rear wheels, operated by hand lever, and on propeller shaft by foot pedal.

TRANSMISSION: Cardan shaft, live axle.

TYRES: Dunlop or equal quality, size 750  $\times$  85 m/m., plain Artillery wheels.

FINISH:—Paintwork—Green or Red, and Upholstered in Leatherette.

Price, ~~120~~<sup>210</sup> Guineas.

Complete with necessary Tools and Tyre Inflator.

Code Word	Rundbogen.			
	£	s.	d.	
Cape Cart Hood (best quality)	12	12	0	extra.
Half Wind Screen	5	5	0	"
High Side Doors	6	6	0	"
Side Lamps (per pair)	2	5	0	"



# ALLDAYS CARS

## 10/12 h.p. TWO-CYLINDER MODELS.

### Specification of Chassis.

See also detailed description on pages 8 to 12.

ENGINE: Two-cylinder type, bore  $3\frac{3}{4}$  in., stroke  $4\frac{1}{2}$  in.,  
R.A.C. rating 11.2.

LUBRICATION: Our special mechanical force feed system.

IGNITION: High tension magneto.

CARBURETTOR: Latest improved float feed spray type.

COOLING: Multitubular radiator with fan; thermo-syphon  
circulation.

CHANGE SPEED: Four forward speeds, and one reverse.  
Gate change.

TRANSMISSION: By cardan shaft to rear axle with bevel  
gear drive, and specially strong differential.

BRAKES: Two powerful independent brakes with finger  
adjustment.

CONTROL: Hand lever on steering wheel.

ROAD WHEELS: Size  $760 \times 90$  m/in. Artillery Pattern.

SUSPENSION: Semi-elliptical springs.

PRINCIPAL DIMENSIONS: Wheelbase 8ft., track 4ft.,  
overall length 11ft. 6in., width 4ft. 9in.

WEIGHT: Approximately 11 cwt.

### Complete Cars.

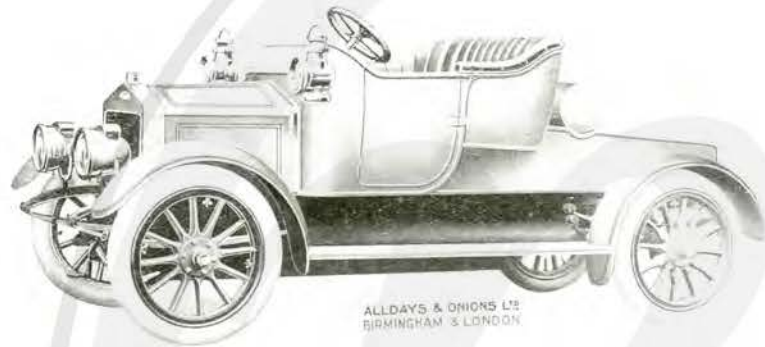
Model.	Style of Bodywork.	Tyres and Size.	Code Word.	Price.
223	Two-seated Brooklands type, as illustration, page 15.	Dunlop or equal $760 \times 90$	Ruminator.	240 Guineas.
222	Two-seated Victoria, or Doctor's Car, as illustration, page 17.	" " "	Ruminavit.	250 "
221	Semi-torpedo Phaeton, as illustration, page 15.	" " "	Rumitabis.	250 "

*Each complete car is sent out with necessary Tools, Tyre Inflator, and Repair Outfit. Hoods, Screens, Lamps, and other accessories, are not included. For prices of these fittings, see page 30.*  
*Standard Finish:—Dark Carriage Green or Ailsa-Cory, upholstered in real leather, Brass Mounts.*





# ALLDAYS CARS



ALLDAYS & ONIONS LTD  
BIRMINGHAM & LONDON

## Brooklands Type.

Two-seater.

Model 223 (Specification on page 14) 10/12 h.p.

Code Word Ruminator.

Price, 240 Guineas.

Model 112 (Specification on Page 16) 12/14 h.p.

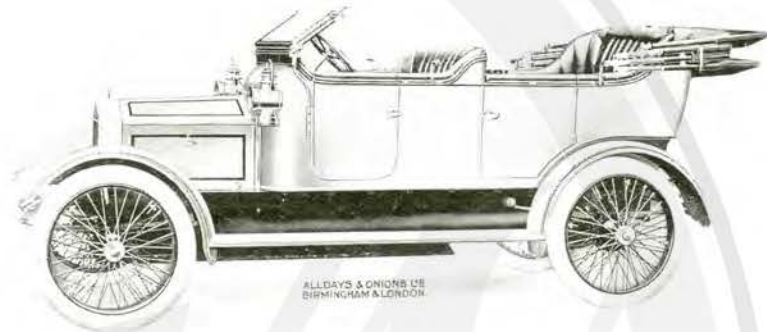
Code Word Rumorier.

Price, 270 Guineas.

Model 19 (Specification on Page 18) 14/18 h.p.

Code Word Rundfisch.

Price, 290 Guineas.



ALLDAYS & ONIONS LTD  
BIRMINGHAM & LONDON

## Semi-Torpedo Phaeton.

Model 221 (Specification on Page 14) 10/12 h.p.

Code Word Runitabis.

Price, 250 Guineas.

Model 18 (Specification on Page 18) 14/18 h.p.

Code Word Rundlauf.

Price, 300 Guineas.

### DETACHABLE WHEELS.

The Car illustrated above is shown with Alldays Patent Detachable Wire Wheels, which can be fitted to any Model at an extra cost of £15 15 0, including one spare wheel.



# ALLDAYS CARS

## 12/14 h.p. FOUR-CYLINDER MODELS.

### Specification of Chassis.

See also detailed description on pages 8 to 12.

ENGINE: Four-cylinder type, bore 3in., stroke  $4\frac{1}{4}$ in., R.A.C. rating 14.4.

LUBRICATION: Our special mechanical force feed system.

IGNITION: High tension magneto.

CARBURETTOR: Latest improved float feed spray type.

COOLING: Multitubular radiator with fan; thermo-syphon circulation.

CHANGE SPEED: Four forward speeds, and one reverse. Gate change.

TRANSMISSION: By cardan shaft to rear axle with bevel gear drive, and specially strong differential.

BRAKES: Two powerful independent brakes with finger adjustment.

CONTROL: Hand lever on steering wheel and accelerator pedal, interconnected.

ROAD WHEELS: Size 760 x 90 m/m. Artillery Pattern.

SUSPENSION: Semi-elliptical springs.

DIMENSIONS: Wheelbase 9ft., track 4ft. 3in., overall length 12ft. 6in., width 5ft.

WEIGHT: Approximately 12 cwt.

### Complete Cars.

Model.	Style of Bodywork.	Tyres and Size.	Code Word.	Price.
112	Two-seated Brooklands type, as illustration, page 15.	Dunlop or equal 760 x 90	Rumoerig.	270 Guineas.
212	Two-seated Victoria, or Doctor's Car, as illustration, page 17.	" " "	Rumorejar.	280 "
312	Four-seated Torpedo Phaeton, as illustration, page 17.	" " "	Rumoren.	280 "
412	Five-seated Torpedo Phaeton, as illustration, page 19.	" " "	Rumoribus.	290 "

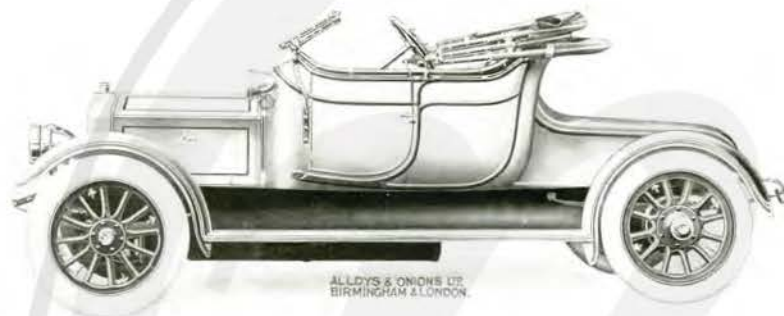
*Each complete car is sent out with necessary Tools, Jack, Tyre Inflator, and Repair Outfit. Hoods, Screens, Lamps, and other accessories, are not included. For prices of these fittings, see page 30. Standard Finish:—Dark Carriage Green or Ailsa-Grey, upholstered in real leather, Brass Mounts.*

#### SELF-STARTER.

Any of these Models can be fitted with Alldays Patent Self-Starter, at an extra cost of 15 Guineas.



# ALLDAYS CARS



## Victoria or Doctor's Car.

Two-Seated.

Model 222 (Specification on Page 14) 10/12 h.p.

Code Word - Ruminavit.

Price, 250 Guineas.

Model 212 (Specification on Page 16) 12/14 h.p.

Code Word - Rumorejar.

Price, 280 Guineas.

Model 191 (Specification on Page 18) 14/18 h.p.

Code Word - Rundhacke

Price, 300 Guineas.



## Torpedo Phaeton.

Four-seated.

Model 312 (Specification on Page 16) 12/14 h.p.

Code Word - Rumoren.

Price, 280 Guineas.

## Alldays Patent Self-starter.

This is a mechanical device which allows of the engine being started from the driver's seat by the simple movement of a small lever on the dashboard. It is quite certain in application, and is not affected by the position of the engine crankshaft. Detailed description will be sent on application. Can be fitted to our 12/14 h.p. and 16/20 h.p. Models at an extra cost of £15 15 0.



# ALLDAYS CARS

## 14/18 h.p. FOUR-CYLINDER MODELS.

### Specification of Chassis.

See also detailed description on pages 8 to 12.

ENGINE: Four cylinder type, bore  $3\frac{1}{4}$ in., stroke  $4\frac{1}{4}$ in., R.A.C. rating 18.2.

LUBRICATION: Our special mechanical force feed system.

IGNITION: High tension variable magneto.

CARBURETTOR: Latest improved float feed spray type.

COOLING: Multitubular radiator with fan, thermo syphon circulation.

CHANGE SPEED: Four forward speeds, and one reverse. Gate change.

TRANSMISSION: By cardan shaft to rear axle with bevel gear drive, and specially strong differential.

BRAKES: Two powerful independent brakes with finger adjustment.

CONTROL: Hand lever on steering wheel and accelerator pedal, interconnected.

ROAD WHEELS: Size 810 x 90 m/m. Artillery Pattern.

SUSPENSION: Three-quarter elliptical springs.

DIMENSIONS: Wheelbase 9ft., track 4ft. 6in., overall length 12ft. 6in., width 5ft. 5in.

WEIGHT: Approximately 13 cwt.

### Complete Cars.

Model.	Style of Bodywork.	Tyres and Size.	Code Word.	Price.
19	Two-seated Brooklands type, as illustration, page 15.	Dunlop or equal 810 x 90	Rundfisch.	290 Guineas.
191	Two-seated Victoria or Doctor's Car, as illustration, page 17.	" " "	Rundhacke.	300 "
18	Semi-torpedo Phaeton, as illustration, page 15.	" " "	Rundlauf.	300 "
181	Five-seated Torpedo Phaeton, as illustration, page 19.	" " "	Rundlich.	310 "
31	Single Landauette, as illustration, page 19.	" " 810 x 100	Rundperle.	420 "

Each complete car is sent out with necessary Tools, Jack, Tyre Inflator, and Repair Outfit. Hoods, Screens, Lamps, and other accessories, are not included. For prices of these fittings, see page 30. Standard Finish:—Dark Carriage Green or Alls-Grey, upholstered in real leather, Brass Mounts.



# ALLDAYS CARS



ALLDAYS & SONS LTD  
BIRMINGHAM & LONDON.

## Single Landaulette.

Model 31 (Specification on Page 18) 14/18 h.p.

Code Word - Rundperle.

Price, 420 Guineas.

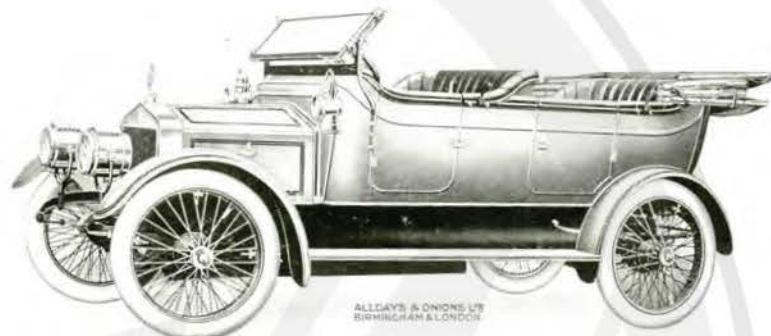
Model 216 (Specification on Page 20) 16/20 h.p.

Code Word - Rundbauch.

Price, 460 Guineas.

### DETACHABLE WHEELS.

Any of our Models can be fitted with Alldays Patent Detachable Wheels, Wire or Wood, at an extra cost of £15 15 0, including one spare wheel.



ALLDAYS & SONS LTD  
BIRMINGHAM & LONDON.

## Torpedo Phaeton.

Five-seated.

Model 412 (Specification on Page 16) 12/14 h.p.

Code Word - Rumoribus.

Price, 290 Guineas.

Model 181 (Specification on Page 18) 14/18 h.p.

Code Word - Rundlich.

Price, 310 Guineas.

Model 125 (Specification on Page 22) 25/30 h.p.

Code Word - Rundell.

Price, 390 Guineas.



# ALLDAYS CARS

## 16/20 h.p. FOUR-CYLINDER MODELS.

### Specification of Chassis.

See also detailed description on pages 8 to 12.

ENGINE: Four-cylinder type, bore  $3\frac{1}{4}$  in., stroke  $5\frac{1}{4}$  in., R.A.C. rating 18.2.

LUBRICATION: Our special mechanical force feed system.

IGNITION: High tension variable magneto.

CARBURETTOR: Latest improved float feed spray type.

COOLING: Multitubular radiator with fan; thermo-syphon circulation.

CHANGE SPEED: Four forward speeds, and one reverse. Gate change.

TRANSMISSION: By cardan shaft to rear axle with bevel gear drive, and specially strong differential.

BRAKES: Two powerful independent brakes with finger adjustment.

CONTROL: Hand lever on steering wheel and accelerator pedal, interconnected.

ROAD WHEELS: Size 810 x 100 m. m. Artillery Pattern.

SUSPENSION: Three-quarter elliptical springs.

DIMENSIONS: Wheelbase 9ft. 6in., track 4ft. 6in., overall length 13ft., width 5ft. 5in.

WEIGHT: Approximately 14 cwt.

### Complete Cars.

Model.	Style of Bodywork.	Tyres and Size.	Code Word.	Price.
116	Six-seated Torpedo Phaeton de luxe, as illustration, page 21.	Dunlop or equal 810 x 100	Rumorosa.	350 Guineas.
216	Single Landauette, as illustration, on page 19.	" " "	Rundbauch.	460 "
316	Landauette, six-seated three-quarter type (illustration on request).	" " "	Rumourous.	480 "
416	Cabriolet, six-seated, as illustration, page 23.	" " "	Runecraft.	495 "
516	Landauette, six-seated, D-fronted type, as illustration, page 23.	" " "	Rundbaues.	500 "

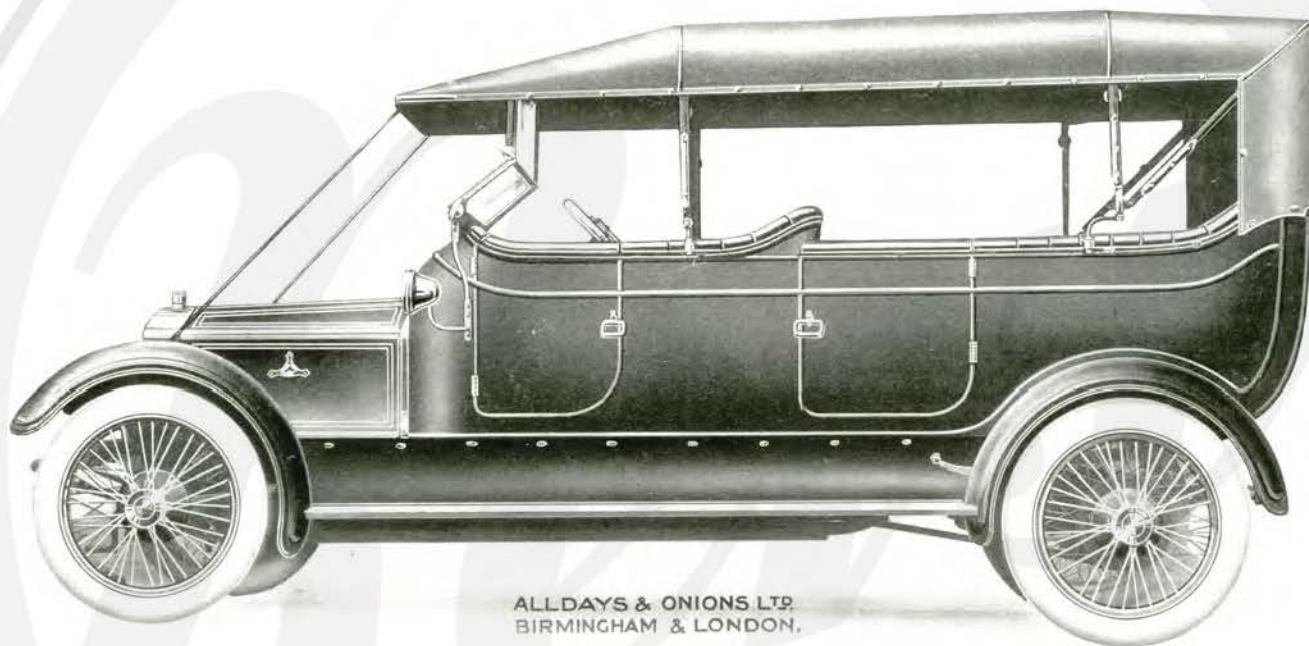
*Each complete car is sent out with necessary Tools, Jack, Tyre Inflator, and Repair Outfit. Hoods, Screens, Lamps, and other accessories, are not included. For prices of these fittings, see page 30. Standard Finish:—Dark Carriage Green or Ailsa-Grey, upholstered in real leather, Brass Mounts.*

#### SELF-STARTER.

Any of these Models can be fitted with Alldays Patent Self-Starter, at an extra cost of 15 Guineas.



# ALLDAYS CARS



ALLDAYS & ONIONS LTD.  
BIRMINGHAM & LONDON.

## TORPEDO PHAETON (Six and Seven-seated).

Alldays Model 116 (Wheelbase, 9ft. 6in.) 16/20 h.p.

Specification on Page 20.

Price, 350 Guineas.

Code Word - Rumoroso.

Alldays Model 225 (Wheelbase, 10ft. 6in.) 25/30 h.p.

Price, 420 Guineas.

Specification on Page 22.

Code Word - Rumple.



# ALLDAYS CARS

## 25/30 h.p. FOUR-CYLINDER MODELS.

### Specification of Chassis.

See also detailed description on pages 8 to 12.

ENGINE: Four-cylinder type, bore 4 in., stroke  $5\frac{1}{4}$  in., R.A.C. rating 24.8.

LUBRICATION: Our special mechanical force feed system.

IGNITION: High tension variable magneto.

CARBURETTOR: Latest improved float feed spray type.

COOLING: Multitubular radiator with fan; thermo-syphon circulation.

CHANGE SPEED: Four forward speeds, and one reverse. Gate change.

TRANSMISSION: By cardan shaft to rear axle with bevel gear drive, and specially strong differential.

BRAKES: Two powerful independent brakes with finger adjustment.

CONTROL: Hand lever on steering wheel and accelerator pedal, interconnected.

ROAD WHEELS: Size 815 x 105 m/m. Artillery Pattern.

SUSPENSION: Three-quarter elliptical springs.

DIMENSIONS: Wheelbase 9ft. 6in., and 10ft. 6in., track 4ft. 6in., overall length 13ft. and 14ft., width 5ft. 6in.

WEIGHT: Approximately 15 cwt.

### Complete Cars.

Model.	Style of Bodywork.	Tyres and Size.	Code Word.	Price.
125	Five-seated Torpedo Phaeton, as illustration, on page 19.	Dunlop or equal 815 x 105	Rundell.	390 Guineas.
225	Seven-seated Torpedo Phaeton de luxe as illustration, page 21.	"	Rumple.	420 "
325	Landaulette, six-seated three-quarter type (illustration on request).	"	Rumpons.	545 "
425	Cabriolet (six-seated), as illustration, page 23).	"	Rumstoker.	560 "
525	Landaulette (six-seated) D-fronted, type, as illustration, page 23).	"	Rumrum.	565 "

*Each complete car is sent out with necessary Tools, Jack, Tyre Inflator, and Repair Outfit. Hoods, Screens, Lamps, and other accessories, are not included. For prices of these fittings, see page 30. Standard Finish:—Dark Carriage Green or Ailsa-Grey, upholstered in real leather. Brass Mounts.*



# ALLDAYS CARS



ALLDAYS & ONIONS LTD.  
BIRMINGHAM & LONDON.

## Cabriolet.

Six-seated.

Model 416 (Specification on Page 20) 16/20 h.p.

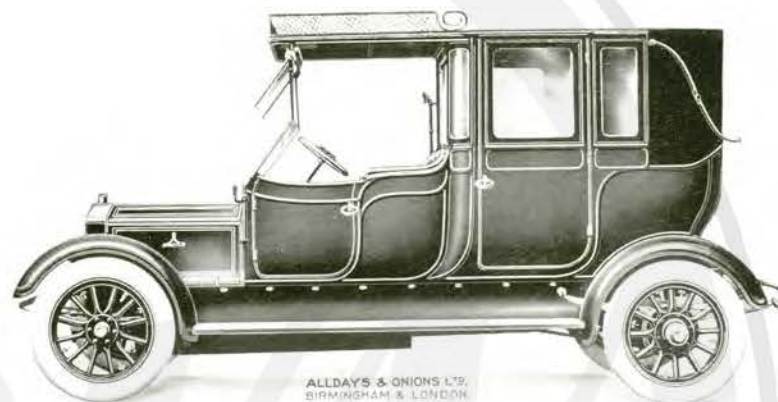
Code Word - Runecraft.

Price, 495 Guineas.

Model 425 (Specification on Page 22) 25/30 h.p.

Code Word - Rumstoker.

Price, 560 Guineas.



ALLDAYS & ONIONS LTD.  
BIRMINGHAM & LONDON.

## Landaulette (D Front)

Six-seated.

Model 516 (Specification on Page 20) 16/20 h.p.

Code Word - Rundbaues.

Price, 500 Guineas.

Model 525 (Specification on Page 22) 25/30 h.p.

Code Word - Rumrum.

Price, 565 Guineas.

INSTITUTE



# ALLDAYS CARS

## 30/35 h.p. SIX-CYLINDER MODELS.

### Specification of Chassis.

See also detailed description on pages 8 to 12.

ENGINE: Six-cylinder type, bore  $3\frac{3}{4}$  in., stroke  $4\frac{1}{2}$  in., R.A.C. rating 33.6.

LUBRICATION: Our special mechanical force feed system.

IGNITION: High tension variable magneto.

CARBURETTOR: Latest improved float feed spray type.

COOLING: Multitubular radiator with fan; thermo-syphon circulation.

CHANGE SPEED: Four forward speeds, and one reverse. Gate change.

TRANSMISSION: By cardan shaft to rear axle with bevel gear drive, and specially strong differential.

BRAKES: Two powerful independent brakes with finger adjustment.

CONTROL: Hand lever on steering wheel and accelerator pedal, interconnected.

ROAD WHEELS: Size  $880 \times 120$  m m. Artillery Pattern.

SUSPENSION: Three-quarter elliptical springs.

DIMENSIONS: Wheelbase 10ft. 6in., track 4ft. 9in., overall length 14ft. 3in., width 6ft.

WEIGHT: Approximately 19 cwt.

### Complete Cars.

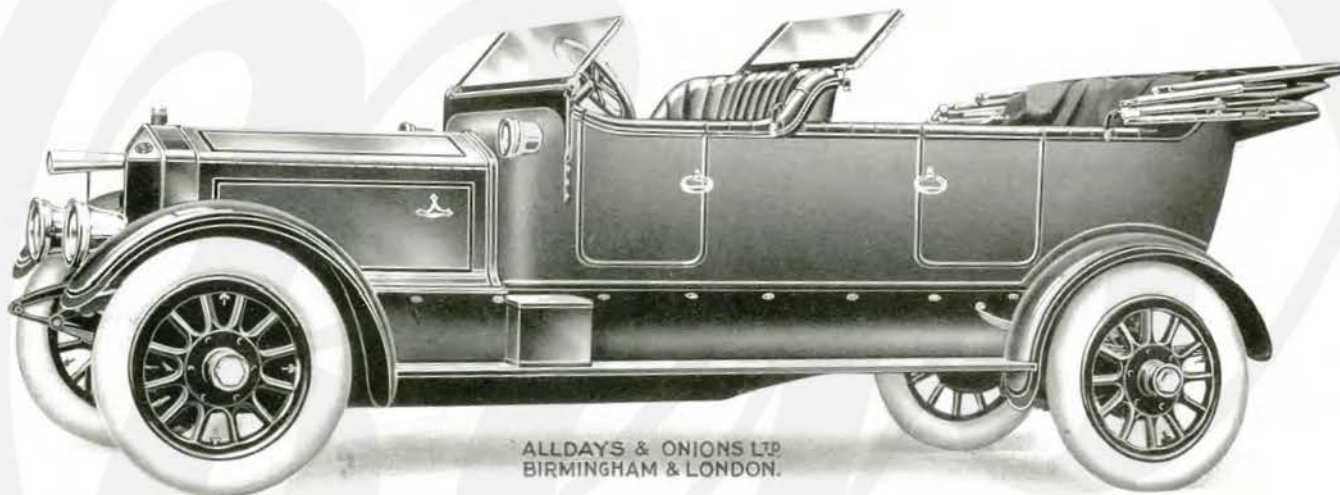
Model.	Style of Bodywork.	Tyres and Size.	Code Word.	Price.
130	Seven-seated Torpedo Phaeton de luxe, (illustration on page 25).	Dunlop or equal $880 \times 120$	Rumvat.	540 Guineas.
230	Landauette (double) seven-seated (designs submitted on request).	" " "	Runagate.	700 "
330	Limousine (seven-seated), as illustration, page 26.	" " "	Runcetis.	700 "

*Each complete car is sent out with necessary Tools, Jack, Tyre Inflator, and Repair Outfit. Hoods, Screens, Lamps, and other accessories, are not included. For prices of these fittings, see page 30.*





# ALLDAYS CARS



ALLDAYS & ONIONS LTD  
BIRMINGHAM & LONDON.

## TORPEDO PHAETON DE LUXE

(Seven Seated).

Alldays Model 130 (Six Cylinder), 30/35 h.p.

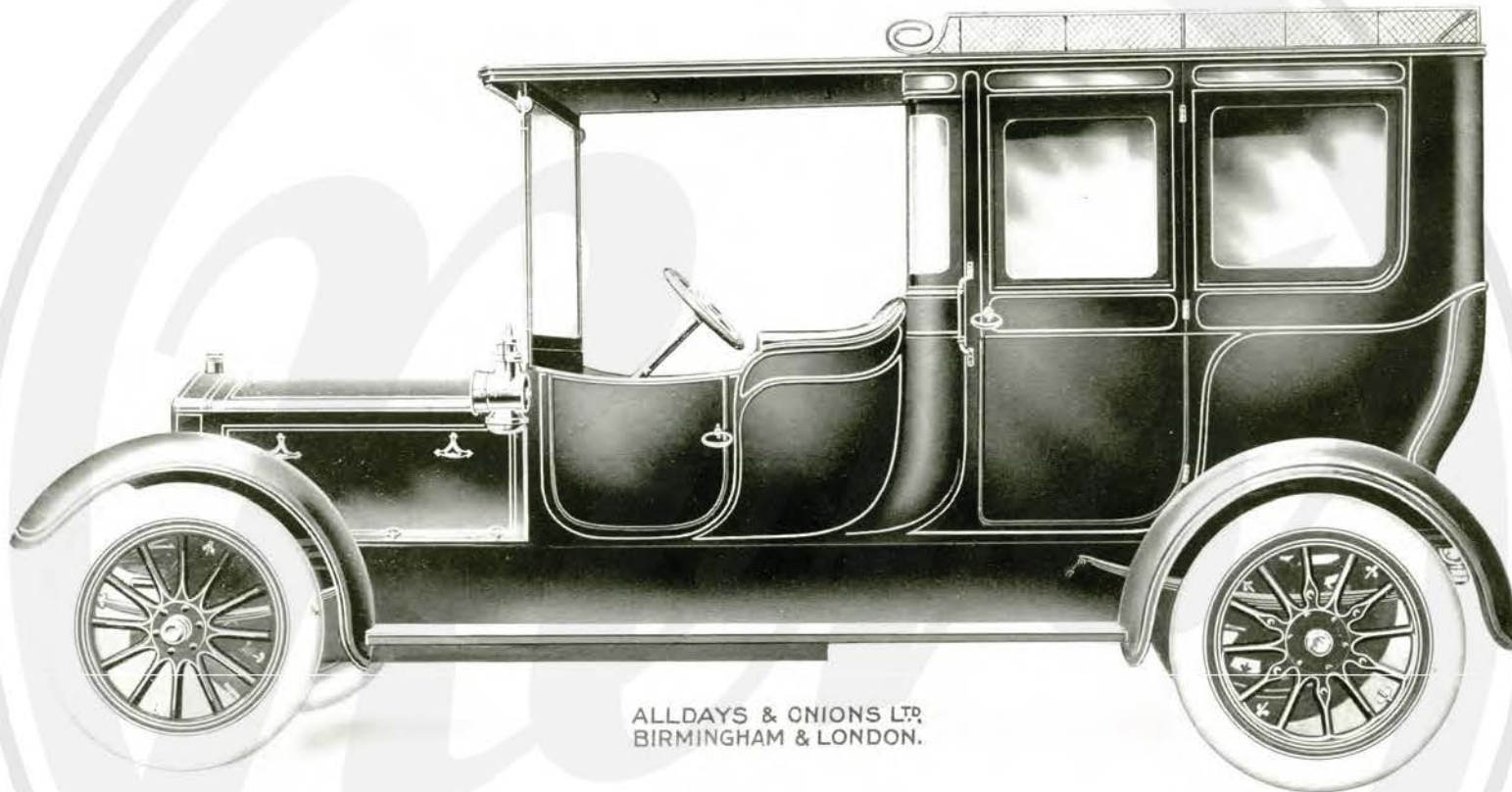
Specification on Page 24.

Price, 540 Guineas.

Code Word - Rumvat.



# ALLDAYS CARS



ALLDAYS & ONIONS LTD.  
BIRMINGHAM & LONDON.

## LIMOUSINE DE LUXE.

Alldays Model 330 (Six Cylinder) 30/35 h.p.

Specification on Page 24.

Price, 700 Guineas.

Code Word

Runcetis.





# ALLDAYS CARS



ALLDAYS & SONS LTD.  
BIRMINGHAM & LONDON

## Alldays Coupé.

This Handsome All-weather Carriage is particularly suitable for Doctors, or for other Professional purposes. We have also supplied a number of these Carriages to Important Business Firms for the use of their Chief Travelling Representatives. Luxuriously upholstered in French cord, cloth, or best leather and painted to order. Best finish throughout. Dunlop or equal Tyres.

**Model 512.** 12/14 h.p.

Code Word - **Runen.**

**Price, 370 Guineas.**

**Model 614.** 14/18 h.p.

Code Word - **Runico.**

**Price, 390 Guineas.**

For Chassis Specification, see pages 16 and 18.



## Patent Folding Seat.

We illustrate Mellwraith's Patent Folding Seat, which we can fit to either of our Two-seater Models, giving accommodation when necessary for two additional persons. It will be seen from the illustration that the sides of this seat are arranged to slide forward on a patent special hinge (indicated by the arrow), these sides then fold inwards, the back of the seat folds on the top of the sides, and the whole can then be turned over into the back part of the Car. It should be noted that this Patent Seat is an immense improvement over the ordinary type of "Dickey Seat" usually fitted, which is invariably most uncomfortable, inconvenient, and unsightly, besides being very draughty and dusty. It is the full width of the Car, and is nicely upholstered and fully equal to a fixed seat for comfort. Extra cost of fitting this seat to either of our Models

**10 Guineas.**

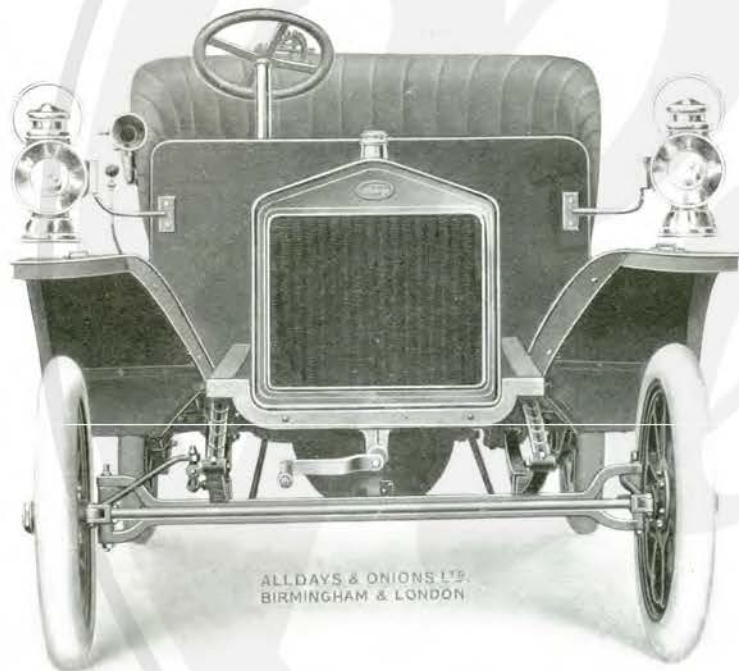
Code Word - **Runique.**



# ALLDAYS CARS

## ALLDAYS SPECIAL COLONIAL CAR.

While our Ordinary Models, as illustrated in this Catalogue, are extensively used all over the world, we have had a considerable demand for Cars specially constructed for very rough roads, and districts where it is occasionally necessary to pass through watercourses. The illustrations on this page show the front and rear views of one of our Colonial Models. Ground clearance, with 30in. wheels, is 14 inches, and a depth of two feet of water can be easily negotiated. Drive is by side chains. Full elliptic springs.



ALLDAYS & ONIONS LTD.  
BIRMINGHAM & LONDON

### Model No. 40

10/12 h.p.

Price :

**275 Guineas.**

Code Word **Runlet.**

### Model No. 41

14/18 h.p.

Price :

**325 Guineas.**

Code Word **Ruotone**

### Model No. 42

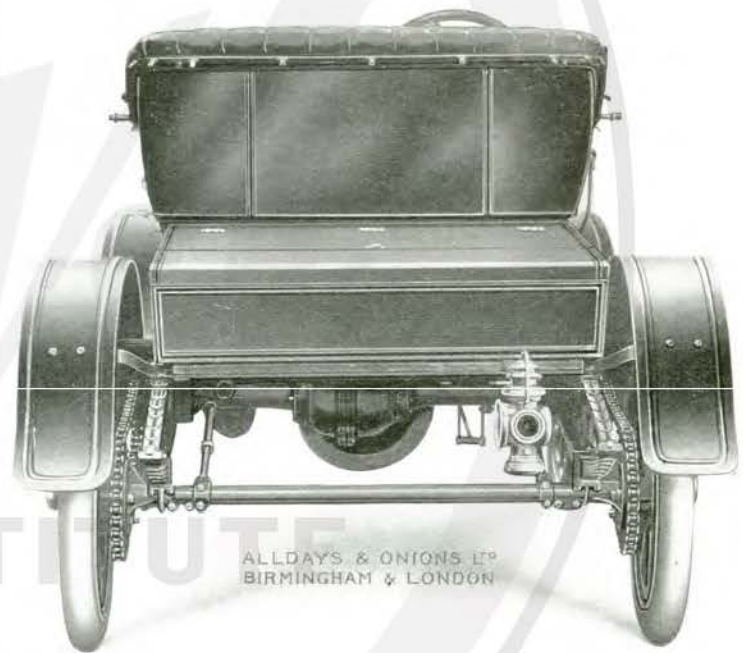
25/30 h.p.

Price :

**405 Guineas.**

Code Word **Ruperto.**

For general details of  
specification see pages  
11, 18, and 22.



ALLDAYS & ONIONS LTD.  
BIRMINGHAM & LONDON

For Lamps, Screens, Hood and Accessories, see page 30.





# ALLDAYS CARS



ALLDAYS 14/18 H.P. TAXICAB (open)

## Alldays Model No. 35.

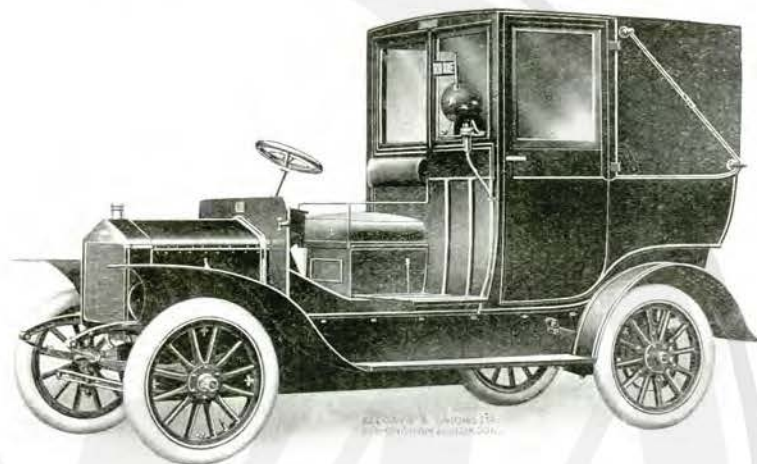
14/18 h.p.

Upholstered in Leather, and finished in any colour to suit buyer's requirements. Dunlop or equal Tyres.

**Price, 390 Guineas.**

Code Word - **Umoport.**

Taximeter extra.  
For Lamps and Accessories, see page 30.



ALLDAYS 14/18 H.P. TAXICAB (closed)

## Alldays Taxicabs.

These Carriages are built to conform in every way with Scotland Yard Regulations. They are noted for their lasting qualities and perfect smoothness of running. The chassis, whilst embodying all the latest improvements, detailed on page 18, is constructed throughout specially for Public Service. The wheelbase is 8ft. 2in., track 4ft. 6in., with inswept frame, allowing the carriage to turn in a 25ft. circle. Wheels, 760 × 100 m/m., with plain tread tyres on front wheels and steel studded on rear wheels.



# ALLDAYS CARS

## Accessories and Spare Parts.

### CAPE CART HOODS.

	Code Word.	£	s.	d.
Cape Cart Hood for two-seated bodies	Umotlag	12	12	0
Cape Cart Hood for four or five-seated bodies	Umeeling	15	15	0
Cape Cart Hood for six or seven-seated bodies	Umoster	18	18	0
Victoria Leather Hood for two-seater	Umopark	19	19	0

### WIND SCREENS.

Half Wind Screen for all Models	Umotalf	5	5	0
Folding Wind Screen, Double Joints, for all Models	Umoseen	8	8	0
Folding Wind Screen, Treble Joints, for all Models	Umote	10	10	0

### IGNITION.

Dual system instead of Magneto only				
10/12 two-cylinder Model	Umop	6	6	0
Four-cylinder Models	Umotra	7	7	0

### LAMPS.

Side Lamps (oil)	per pair from	2	5	0
Tail " "	each "	1	1	0
Head " (acetylene) self-contained	" "	4	15	0
" " " with separate generator	" "	3	7	6
Generators " for head lamps	" "	3	5	0
Electric Side and Tail Lamps	set of three	2	12	6
" " Head Lamps	each "	3	0	0

### LAMPS.—continued.

AMPS.—continued.						£	s.	d.
Accumulators (special) for car lighting, 8-volt., in box, from						3	10	0
"	"	"	"	12-	"	5	0	0
Head Lamp Brackets						0	15	0

### HORNS.

Ordinary pattern, with bulb and extension	from	1	16	0
Electric	"	2	5	0
Exhaust Sirens	"	3	15	0

### SPEEDOMETERS.

Smith's	from	12	12	0
Stewart's	"	4	17	6

### DETACHABLE WHEELS.

Any of our Models can be fitted with our Patent Detachable Wheels—wood or wire (including one spare wheel) at an extra cost of

	Code Word.	£	s.	d.
	Rundblume	15	15	0

### TYRES.

PRICES AS PER MANUFACTURERS' LISTS.

Owing to the constant alteration in cost, due to the fluctuation of the rubber market, we are not able to give tyre prices in this Catalogue, but shall at all times be pleased to quote by return of post, for any size or make of tyre. We have made exhaustive tests as to the quality of various tyres. We consider the best are Dunlops or Continentals, and when not otherwise specified we may fit either make.



# ALLDAYS CARS

## Accessories and Spare Parts.—continued.

	£	s.	d.		£	s.	d.		
Accumulators, 25 amp.-hours	1	2	6	Oil (engine) (Price's Heavy Gas Engine)	per gallon	0	3	0	
Armoured Hose	per foot	0	2	6	Oil Pump Glass	each	0	1	0
Armoured Hose Clips (Alldays)	each	0	0	6	Piston Rings	each	0	2	0
Bonnet Fastener Wing Nut		0	1	6	Platinum Blade for Coil		0	4	0
Belt (Leather) for Fan		0	2	0	"    Screw		0	4	0
Car and Tonneau Covers:				Petrol Syringe		0	2	6	
Waterproof Throw-over Cover (can be folded into a space 18in. x 6in. x 4in.)		2	2	0	"    Funnel, with strainer		0	2	0
Waterproof Tonneau Cover, for 10 h.p. swing-seat body		3	3	0	Registration Number Plates	per pair	0	10	6
Waterproof Tonneau Cover, for 10 h.p. side door entrance body		4	4	0	Spark Plug		0	3	0
Waterproof Tonneau Cover, for 20 h.p. body		5	5	0	"    "    Washers		0	0	1
Engine Oil (Price's Heavy Gas Engine)	per gallon	0	3	0	Spring Belt for fan		0	3	6
Foot Accelerator		2	10	0	Valves for either Model:				
Grease for lubricators, in 14lb. tins		0	6	6	Inlet or Exhaust Valve		0	7	6
Gudgeon Pin		0	4	6	Spring	each	0	0	8
Jack	10/6 to	1	1	0	Collar		0	0	4
Kit Bag for tools		0	10	6	Cutter		0	0	3
Lubricators, large automatic spring	each	0	3	6	Automatic Air Valve		0	3	6
"    small		0	3	0	Spring	each	0	0	3
"    5 16ths in.		0	0	6	Collar		0	0	3
					Valve Cover Washer		0	0	3
					Voltmeter		0	10	6
					Wheel Drawer		0	7	6

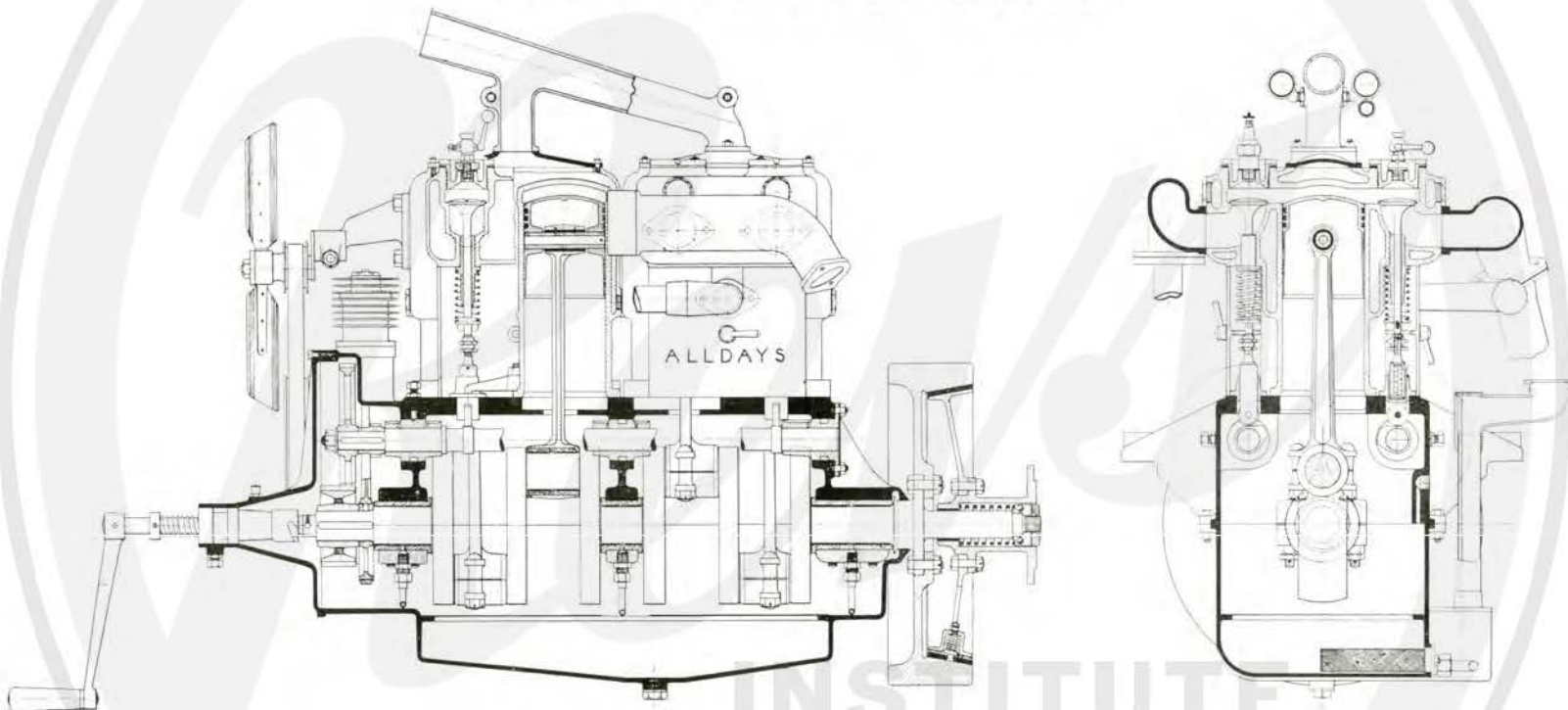
Alteration to Standard Colour - £3 3 0 net. Nickel-finish Mounts, instead of standard brass - £3 3 0 net.





# ALLDAYS CARS

## 25/30 H.P. ENGINE DIAGRAM.

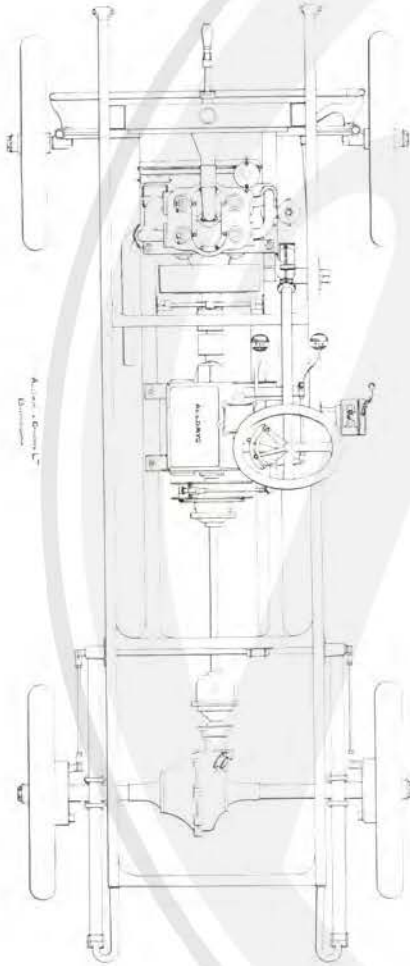


See Chassis Specification, page 22.

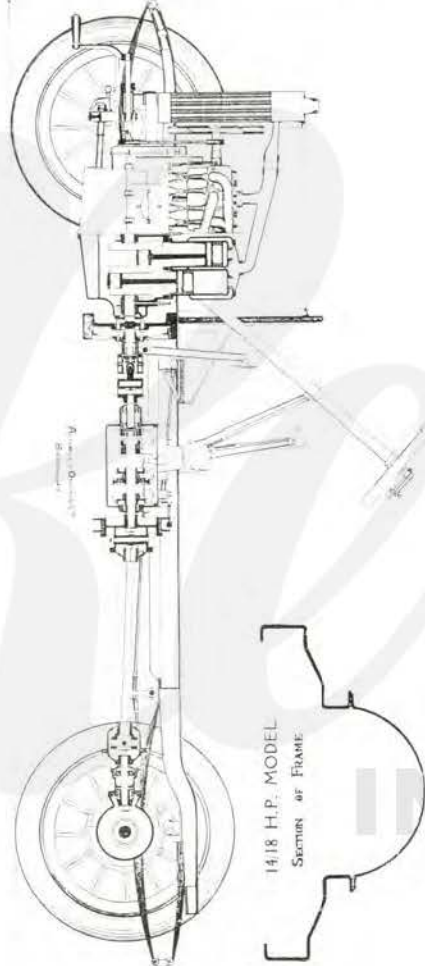
# ALLDAYS CARS

## SECTIONAL AND PLAN VIEWS OF CHASSIS.

10 12 H.P. CHASSIS.



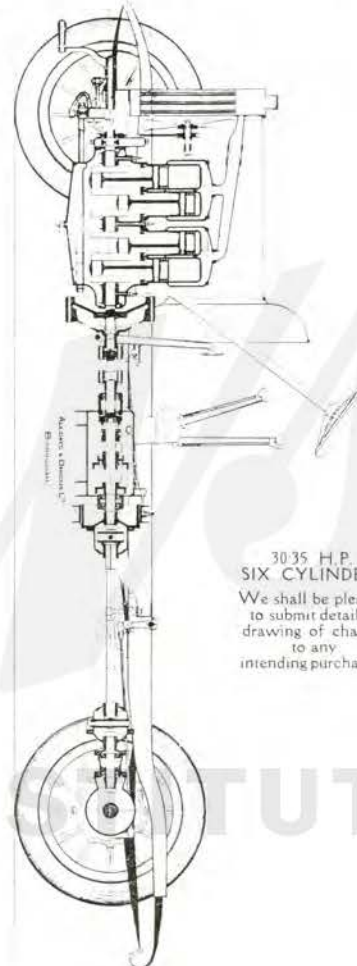
14 18 H.P. CHASSIS.



14 18 H.P. MODEL  
SECTION OF FRAME

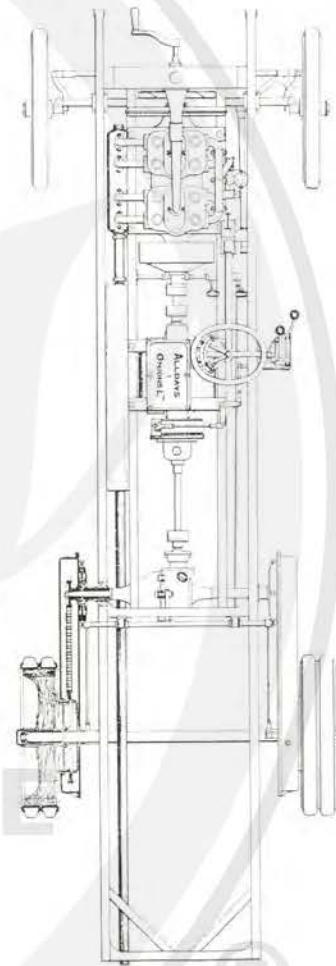


25 30 H.P. CHASSIS.



30 35 H.P.  
SIX CYLINDER.  
We shall be pleased  
to submit detailed  
drawing of chassis  
to any  
intending purchaser.

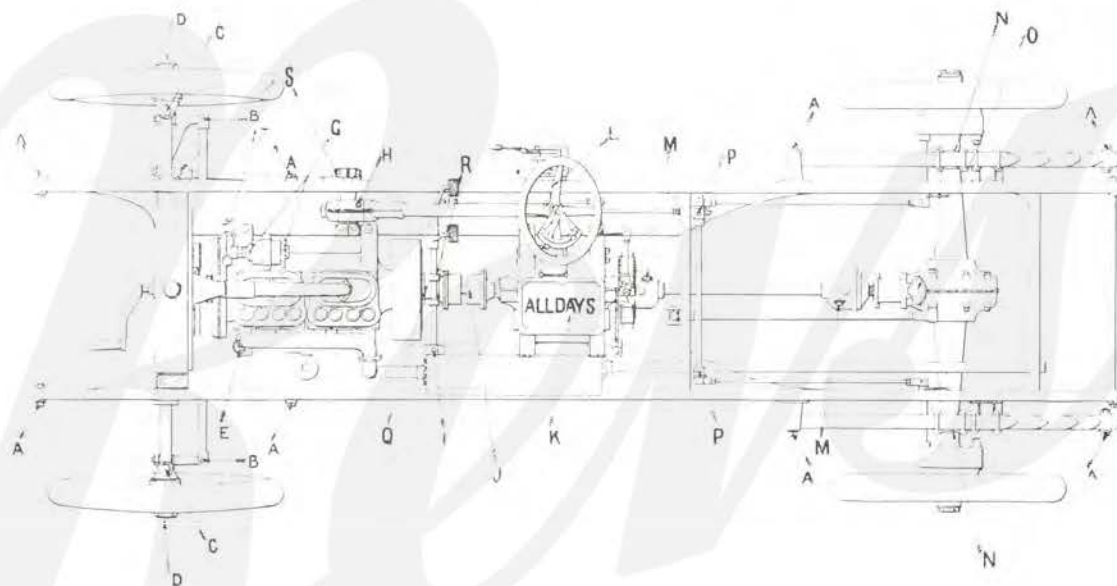
25 30 H.P. 30 CWT. VAN CHASSIS.



# ALLDAYS CARS

## Lubrication Chart.

We reproduce a plan of our 14/18 h.p. Chassis with the most important points indicated where lubrication is necessary. Space does not permit of our showing similar diagrams of our other models, but while these differ in details of design, the instructions given may be considered generally applicable to either model.



- A SPRING BOLTS
- D COUPLING ROD PINS
- C STEERING PIVOTS
- D FRONT HUBS

- E ENGINE

- F MAGNETO DRIVING SPINDLE

- G MAGNETO

Oil daily.  
Oil daily.  
Oil daily.  
Fill with grease every 1000 miles.

Fill up to gauge (in front of lower portion of crank case) 1/2 full with heavy gas engine oil each day before starting.

Fill with grease daily.  
Few spots of oil every 500 miles.

- H STEERING COLUMN

- I CLUTCH SHAFT
- J CLUTCH COUPLING

- K GEAR BOX

- L CHANGE GEAR SHAFT
- M UNIVERSAL JOINTS

Fill with thick oil every 1000 miles.  
Oil weekly.

Pack with grease every 1000 miles.

Fill with thick oil up to lower side of shafts. Examine every 1000 miles.

Oil daily.  
Fill with thick oil every 1000 miles.

- N REAR SPRING PADS

- O BACK AXLE CASE

- P BRAKESHAFT BRACKETS
- Q CLUTCH BEARINGS
- R CLUTCH ROLLERS
- S STEERING ARM

Screw up lubricator (which is on the underside) a little each day and replenish as required.

Fill one-third full with thick oil every 1000 miles.

Oil daily.

Oil daily.

Oil daily.

Clean ball joints and grease them every 1000 miles.

All small Brake Joints, Torque Rod Joints, etc., to be oiled frequently.





# ALLDAYS CARS

## Diagrams and Description of Alldays Patent Self-starter.

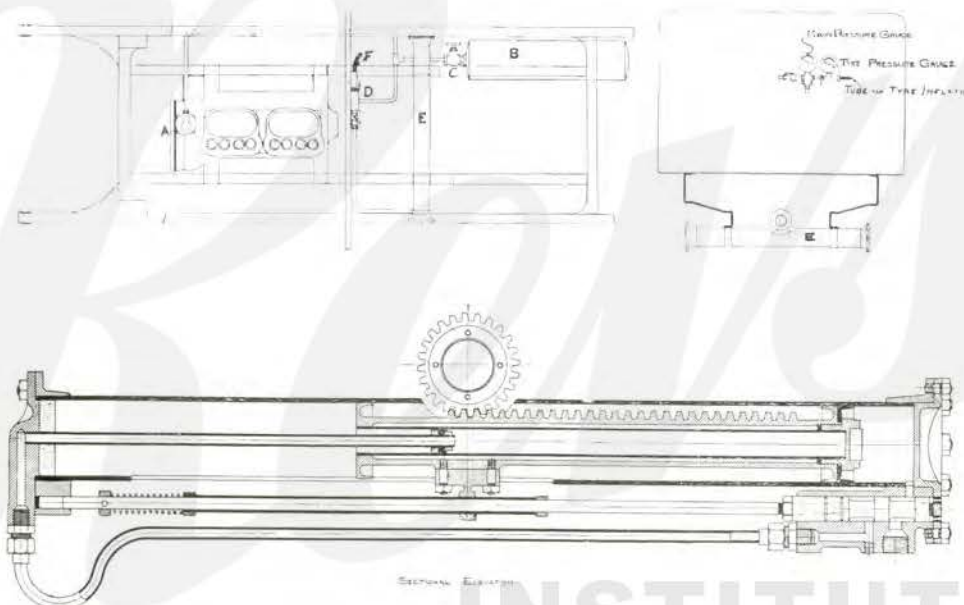
THE desirability of providing some means of easily starting the engine of a motor car from the driving seat has long been admitted. We have turned our attention to this matter, and have produced a Self-starter that will do its work *everytime* quite independent of the position of the Engine Crankshaft. The illustration on this page will clearly indicate the working of the Starter. An Air Compressor (A) is carried on the Engine Crankcase, and operated by an eccentric on the Crankshaft, the compressed air is stored in a steel reservoir (B), carried towards the back of the car. The movement of a lever on the dashboard (D) admits the air to the racked piston contained in the cylinder (E) (see also Sectional Elevation), and this piston being forced through its cylinder the rack operates the toothed wheel attached to the clutch coupling, and by this

means turns the crankshaft sufficiently to set the engine in motion. A trip valve reverses the current of air, bringing the Starter back to its original position, ready for use again. The toothed wheel operates as a free-wheel in one direction,

and the rack, when not in use, is out of contact with this wheel. At the point F, a flexible connection is provided, to allow of the compressed air being used for the purpose of tyre inflation. Other Self-starters that have been introduced are rendered ineffective if the engine has previously come to a standstill on its "dead centre." With ALLDAYS Patent Self-starter,

this serious defect has been entirely overcome. At present we can only fit the Self-starter to our 12/14, 16/20, and 25/30 h.p. Models.

The extra cost is 15 Guineas net.



# ALLDAYS CARS

## SOME LETTERS OF APPRECIATION.

*A random selection from the very many Testimonials we receive daily regarding our Cars. Originals may be seen at our Offices.*

Messrs. Alldays & Onions, Ltd.,  
Birmingham.

Victoria Buildings,  
Keswick,  
October 2nd, 1911.

Gentlemen,

In 1905 you supplied me with a 10/12 Car; this has done 48,075 miles, and until to-day never had an involuntary stop. During the whole of the time I have had nothing but pleasure out of the Car. It is exceptionally economical, and one of the best climbers I know of. The neighbourhood is exceptionally hilly, but no hill is too steep. The other day it took four of us up Red Bank, Grasmere, gradient of 1 in 3½, and has twice climbed Kirkstone Pass from Ambleside, a very long hill, and has a gradient of 4·05.

With respect to the wearing qualities of the material used nothing could be better, it has not cost me £10 for the small parts required.

Yours faithfully, E. P. A.

*Extract from Letter*

Victoria Buildings,  
Keswick,  
2nd June, 1911.

The gear box has now run 43,700 miles, and most of the wheels are as new. Not bad, eh!!

Yours faithfully, E. P. A.

Dear Sirs,

Bangalore,  
India.

You will be glad to hear that this Car made a record by ascending the Ootacamund Ghaut from Mettapollium, a distance of 32 miles, and a rise of nearly 8,000 feet in two and a half hours, with three up and luggage.

This performance was duly recorded by the newspapers.

The average gradient being one in forty, one in twenty, and in some places, one in ten. We enclose copy of advertisement we have inserted in two of the leading Madras papers.

Yours faithfully,  
E. R. L. & Co.

Middleton Hall Road,  
Kings Norton,

15/9/10.

Gentlemen,

With reference to the five-seater Motor Car my brother, W—— T——, bought from Messrs. Alldays and Onions about a year ago, I have very great pleasure in saying that he is extremely pleased with its first year's work. I recently had the pleasure of making a 600 miles tour with him—three passengers in all—starting from Heanor, near Nottingham, to Birmingham, Kings Norton, Worcester, Gloucester, Bristol, Clifton Bridge, Highbridge, Bridgwater, Taunton, Exeter, Bournemouth, Southampton, Portsmouth, Salisbury, Salisbury Plain, Swindon, Evesham, Birmingham, and back to Heanor.

We were away travelling every day from Sunday to Saturday (7 days in all), and it is a great pleasure to me to be able to state that during the whole of the time we never had the slightest hitch or breakdown in the running. I consider this to be a very fine testimonial for the builders of this small Car, and speaks volumes for the workmanship and design.

You may make whatever use you like of this letter, and in conclusion I can assure you that my brother is proud to be the owner of such a useful little Car.

Yours faithfully, C. T.

Messrs. Alldays & Onions, Ltd.,  
Birmingham.

Andover,  
June 26th, 1911.

Dear Sirs,

The 14/18 Car I purchased from you has given me such general satisfaction that I feel I must write you expressing the pleasure I have had out of it.

The Car behaves splendidly in every respect, and is the most economical of any that I know, and I cannot speak too highly of it.

For smoothness in running, flexibility, hill climbing, and not the least item, economy, I do not think it can be beaten, if equalled.

Yours faithfully, E. H. J.



# ALLDAYS CARS

## Some Letters of Appreciation.

Dear Sirs,

I have been about 1,400 more miles than the speedometer registers, as it was broken for a time; Car runs now 25 miles to the gallon; uses hardly 1½ gallons oil to 1,000, and is very light on tyres. Backs look like averaging 4,500, and fronts another 1,000.

Yours faithfully, J. P.

Messrs. Alldays & Onions, Ltd.,  
Birmingham.

Aylesbury,  
13 5/11.  
Carmuir,  
Soham, Cambs.,  
July 24th, 1911.

Dear Sirs,

It is just five years since I got the Allday Car, and have during that time done a great deal of work with it.

The engine has just been taken down, and I am greatly surprised to find the little wear the parts show; the main bearing being quite a tight fit after all the thousands of miles the car has been driven.

The whole Car has given me such great pleasure and satisfaction that I am thinking of getting another of your make, and shall be greatly obliged if you will hand me your latest Catalogue, and much oblige,

Yours faithfully, W. E. M.

Messrs. Alldays & Onions, Ltd.,  
Birmingham.

38, Witham,  
Hull,  
October 4th, 1911.

Dear Sirs,

The 10 12 Car supplied by me to a customer has now done 3,400 miles, measured by speedometer.

The petrol consumption has been 148 gallons, averaging 24½ miles to the gallon.

He has not had the slightest mechanical trouble, and it has not been necessary to grind in the valve, and this Car has often carried a weight of over 5 cwt.

The tyre bill is very low indeed; he has 760 x 90 Continental in front, and ditto Michelin studded on back. Up to now the wear is almost imperceptible.

To sum up, his honest opinion is that there is not any other Car of same power to compare with the Alldays, and this opinion is shared with other customers of mine.

Yours faithfully, E. S. A.

Messrs. Alldays & Onions Ltd.,  
Small Heath, Birmingham.

Edgbaston,  
Birmingham,  
21st October, 1910.

Dear Sirs,

During the past few months I have seen various testimonials given in favour of your cars, but I have not yet seen anything that beats my own experience.

You will doubtless remember that on Sept. 22nd, 1909, I received from you a 14 h.p. 4-cylinder, Side Entrance Tonneau Body Car. The first journey I made was a 600 mile run, touring round Cromer, Norwich, and the East Coast. My petrol consumption with the new vehicle was about 20 miles per gallon. During the year ending Sept. 22nd, 1910, I travelled 6,220 miles without practically using a tool other than an oil can.

You will remember the car was fitted with cross grooved Dunlop tyres. The front tyres have never been off, never had a lever put to them, and are still running, and look like doing double the mileage.

The back tyres, one tyre has been off for one puncture in twelve months, and the other has not been touched. I certainly think these two tyres will run me another 2,000 to 3,000 miles without requiring re-treading.

This last September I went down to Lowestoft, doing 381 miles without using any tools other than an oil can. On the outward journey, via Peterboro', Kings Lynn, and Norwich, my consumption worked out at practically 28 miles to the gallon. The return journey I made via Cambridge, Newmarket, and Northampton. The road is decidedly more hilly, but on the run of 381 miles my petrol consumption worked out at 25½ miles to the gallon.

This makes the sixth car I have driven, but I have never had such an enjoyable twelve months in my motoring experience, neither have I had a car so light on tyres. I thought this information might be of interest to you.

Yours truly,

(Signed) E. T. M.



# ALLDAYS CARS

## Some Letters of Appreciation.

From "The Commercial Motor," 26th October, 1911.

### ANOTHER SERVICE DURING THE STRIKE PERIOD.

"E. G." (Watford) writes:—"It has occurred to me that the following short account of a run which I made with a 30-cwt. ALLDAYS van, when the recent strike was on, might be of interest to some of your readers. In your last issue, a Southampton driver gave an account of an emergency service to Exeter, which he undertook at about the same time. My experience, therefore, may be of similar interest. The railway trouble was, of course, directly responsible for the journey. It was necessary for me to deliver and to pick up loads in the Midlands, and the only available method of doing this was by road. When I started out, I anticipated an adventurous journey, and as events proved, I had one. We left London on the 16th August, and after an uneventful run, including a two-hours rest at Watford, we arrived at Birmingham. From there, after unloading and reloading was completed, we set off for Liverpool. As soon as we got near that place we saw trouble. One after another parties of strikers attempted to stop the van, each time, however, we drove straight for them at a speed approaching 30 miles per hour, and this caused the gentlemen in question hastily to change their minds as to the advisability of forcibly arresting our progress. Every minute we expected a volley of bricks, but, apparently, our speed was too great to give the strikers time to gather ammunition. We reached Liverpool finally at 8.45 p.m. on the 17th, and as it was not safe to leave the van, which was in an open yard, unattended, we slept in it. Next morning we loaded up and started off on the return journey to Birmingham, provided this time with a pass from the strikers' committee. This secured us a safe passage, but on arrival in Birmingham we found an urgent load had to be taken back to Liverpool. Back again we went, therefore, starting at 10 p.m. on the 18th, and arriving at 5.30 a.m. on the following day. From Liverpool to London thereafter was a straight-forward journey, and we arrived there at a quarter before midnight on the 19th. The total mileage for the three days was 674, and this we covered in 43¼ hours, excluding stops. We carried a full load of 30 cwt. all the way, and our tare weight was two tons. I think this forms an excellent example of the emergency service which motor vehicles were able to perform during the partial cessation of railway facilities."

NOTE.—The particular Van referred to above, is one supplied to H.M. Post Office, Stores Department, Studd Street, N., in April, 1910, and has been running consistently since that date on Service work.

Messrs. Alldays & Onions Ltd.,  
Birmingham.

Haymarket,  
Sydney.

Dears Sirs,

7th November, 1911.

I have been running one of your 10 h.p. Allday Cars for quite a long time, averaging about one thousand miles per month with three passengers and chauffeur. It is admired as being one of the prettiest cars in Sydney. I have decided to purchase a 25 h.p. Car. I am so pleased with the result of your Car that I am sending you a bank draft to forward one direct to me as you have no agency here. I am pestered with agents with every make of car, but I consider there is nothing to equal yours for wear and comfort. Please send it along as quickly as possible.

Yours truly,

(Signed) A. A. B.

Messrs. Alldays & Onions Ltd.,  
Birmingham.

Peterborough,  
Dec. 7th, 1911.

Dear Sirs,

We are pleased to inform you that the Landulette you supplied us with in September last is a great comfort to us, being in every way perfect for our requirements, and we take this opportunity of thanking you for your advice in selecting same, and also for the satisfactory manner in which you executed our order.

Yours faithfully,

(Signed) G. M. A.

Extract from letter received from:

F. O. S. & Co.,  
Pietermaritzburg, Natal.

RE 20/25 H.P. CAR.

You will be glad to hear that the Car is still going well. Have done about 75,000 miles, and not had a mechanical engine stop since I bought her. She is doing about 18/20 miles per gallon.



# ALLDAYS CARS

## Some Letters of Appreciation.

Old Broad Street, E.C.,  
15/8/11.  
Dear Sirs,  
You will no doubt be glad to know my 14/18 h.p. All-day Car, of which I took delivery in June, is giving every satisfaction.

I have just completed a tour, covering some of the most beautiful country—Somerset, Devon, and Cornwall—where the roads are considered by motorists to be the most difficult to climb.

Last Sunday week I passed through Tintagel, Boscastle, and Bude. The roads were terrible, and gradients worse, but I have had no trouble whatever. The petrol consumption I think, is very good over such roads, averaging twenty-three miles to the gallon, for over 2,000 miles, and it will afford me great pleasure in recommending one of your Cars to any of my friends.

Yours faithfully, W. H. D.

Church Street,  
Messrs. Alldays & Onions, Ltd.,  
Birmingham  
Huntley, N.B.  
September 8th, 1911.

For the last four years I have been running one of your Cars, and during that period have covered about 20,000 miles with it, and have nothing but the best of reports to give of it. Altogether it has been the best and most satisfactory Car I have had. The district in which my Car has been used is exceptionally hilly, and most of the roads are very bad, but I have found that hills have not stopped me from going anywhere I wished to go, and that the Car is so well sprung that bad roads have not interfered with the comfort. In conclusion, I am pleased to inform you that I have just purchased another Car of your make, and start to use it with the same confidence I have always had in the other.

Yours faithfully, P. G. G.

Cherry Street  
Birmingham  
Dear Sirs,  
December 1st, 1911.  
I am very pleased with the Car I bought from you; it seems to be everything I required.

Yours very truly, W.W.

Oxshot,  
Leatherhead,  
3/10/10.

Dear Sirs,  
Some three years ago I purchased through your London Depot, one of your 14/18 h.p. Cars. Each season it has covered several thousand miles in a most satisfactory manner. Last year it was driven a good deal abroad through France, Switzerland, etc., most successfully.

The cost of replacements has been practically nil. Petrol consumption very low, and it is very light on tyres.

The Car has just been for a run through the Midlands, and is going, if anything, better than ever.

During the last eleven or twelve years I have handled a goodly number of different makes, both English and Foreign, and am glad to be able to say that I consider the 14/18 h.p. Alldays by far the best Car of any in the market at anything like the price.

Yours faithfully, H. G. M.

Haddington,  
9th September, 1910.

Dear Sirs,  
It is just over a year ago since I purchased one of your two-seater Cars. I use it for business purposes in all weathers. I have completed 3,200 miles, and have been my own chauffeur all the time. Not one penny has required to be spent on the mechanism of the Car, which is as sweet today as when purchased. I am doing 24 miles to the gallon of petrol, and never wish to have a more reliable Car. It has given me infinite pleasure, and has brought me considerable luck. More power to you.

Yours, W. M.

Heanor,  
28th January, 1911.

Gentlemen,  
The Car which I have had nearly four years is running splendidly, and has been the means of several others buying Allday Cars. They are simple and well made, and as I have proved on two occasions, the parts are quickly renewed if necessary. This is the greatest boon imaginable to a medical man who has only one Car.

Wishing you still more success,

Yours faithfully, A. M. H., M.B.



# ALLDAYS CARS

## Some Letters of Appreciation.

Kirriemuir,  
Forfarshire, N.B.  
January 25th, 1911.

Dear Sirs,

I have been thinking to pack the engine in a box and send it on to you for an overhaul; would you advise me to do that? It would not be so expensive as sending the Car, and if you could give me an estimate of how much it would cost approximately, to bring it to a state of efficiency, and also the time it would take to do it, I should be greatly obliged.

As far as I know there is nothing the matter with the engine, only it is not so strong in pulling as it used to be. I have been running the Car steadily since July, 1907, when I got it new from you through Messrs. Raikes, Bell and Co., Dundee, as you remember, and I must say that the Car has done excellently. She is always working, and always able to do what she is asked, and has never even yet failed on a hill.

The roads are very bad, and we have often to run through deep snow, but she always comes home as she goes out, ready for the road again."

Yours faithfully, A. J. S., M.D.

Cowgate,  
Peterborough,  
8th September, 1911.

Dear Sirs,

The Car we had from you on the 19th May, 1909, 14 18 h.p., has well exceeded 20,000 miles, and we believe she is as good in every respect now as the day when we brought her home. A few weeks ago we began to be uneasy, thinking the consumption of petrol was on the increase, so we tested her on the following route—from Peterborough via Melton Mowbray, Nottingham, Ambergate, Buxton, Macclesfield, "Cat and Fiddle, Warrington," Wigan, Preston, Blackpool, Kendal, Windermere, Ferry Bridge, Doncaster, Grantham, Peterboro, covering 437 miles, and consuming 17½ gallons petrol, equal to 27½ miles per gallon. We leave it for you to judge for yourselves as to whether we picked the flatest roads for this test or not.

Yours faithfully,  
J. H. K. & Co.

Messrs. Alldays & Onions, Ltd.,  
Birmingham.

Bull Hotel,  
Sittingbourne,  
May 2nd, 1911.

Dear Sirs,

I think you will be pleased to know that I am a satisfied user of an Allday Car. Last year I did 20,000 miles with one, and only just had it overhauled, and found that very little wear had taken place anywhere. Every one here acknowledges it to be the best Car in the district. It is very fast, and economical both on tyres and petrol consumption.

Yours truly, T. G. T.

Messrs. Alldays & Onions, Ltd.,  
Birmingham.

43, Laop Street,  
Pietermaritzburg,  
Natal.

Dear Sirs,

The 20 25 h.p. Car I had from you has given me nothing but the greatest satisfaction and pleasure. I have driven it about 75,000 miles, and not had any mechanical or engine stops of any consequence since I bought it. For a Car with this size engine it is the most economical of any here; the petrol consumption is 18 20 miles to the gallon, which for this country is very good indeed.

In conclusion, I must say that it would not be possible for any one to be more satisfied with any Car than I am with the 20 25 Allday.

Yours faithfully, T. O. S.

Avenue Road,  
Abergavenny,

Dear Sirs,

26/3/11.

I drove my Car (3rd season running, too) last year over 3,000 miles at a total running cost of less than a 1d. a mile with two, three, and generally four, passengers up, and I have yet to have my first mechanical breakdown. I have every confidence in recommending the Alldays to all intending motorists as a "no trouble" car, and your latest models—in my opinion—are as good as anything on the market, and far better than a lot of the others.

I can sign myself a very satisfied owner, and you can publish my remarks if you wish.

Yours faithfully, R. L. G.



# ALLDAYS CARS

## GUARANTEE.



IN the manufacture of our cars we use all reasonable care and skill to ensure the selection and use of the best materials and the best workmanship. Accordingly, in lieu of the warranty or guarantee as to the fitness for the purposes for which they are sold, implied by Common Law, Statute, or otherwise, which warranty or guarantee is, in all cases, excluded, we give to those purchasing from us, the following guarantee with all new Alldays Cars purchased from us :—

If any part of a new Alldays Car supplied by us, direct, or through one of our recognised agents should, under normal conditions, be found to be defective within twelve calendar months from the despatch thereof, through faulty materials or workmanship, we guarantee and agree, provided notice of the defect be communicated to us in writing at our works forthwith on its discovery, with the number of the Engine and Chassis and the date of sale by us, and the defective part, unaltered and unrepaired by others than ourselves, and such other parts as we may require, be first delivered to us carriage paid, at our works, with all reasonable despatch, to repair the defect free of charge, or we will similarly supply a replica of the part. The old parts to remain our property. If parts are ordered or telegraphed for, without mentioning that they are required as free replacements under guarantee, they must be paid for in all cases and claims made after the new parts have been supplied will not be entertained.

Our guarantee does not refer to tyres, lamps, electric fittings, or other articles not of our manufacture.



# ALLDAYS CARS

## Terms of Business.

All prices in this catalogue are strictly net cash. Orders are dealt with in rotation.

DEPOSIT.—One-third deposit with order, balance on completion at works.

DELIVERY is at Works, Birmingham. Charge for expert driver : 12/6 per day of 9 hours, exclusive of board, lodgings and travelling expenses.

TRIAL RUNS given by appointment to bona-fide intending purchasers, at Works, Birmingham, or from our London Showrooms : 58, Holborn Viaduct, E.C. or Liverpool Depot.

Customers' cars are only stored or driven by our staff at customers' own risk and responsibility.

All goods sent by rail are consigned at owner's risk (unless otherwise ordered); they are delivered in good condition at our works and are signed for as such by the railway companies. Our responsibility thus ceases, as goods then become the property of the purchaser, who should sign for them as "not examined," and make a claim against the carriers for any damage sustained.

REPAIRS.—In all cases repairs must be sent *Carriage Paid*, with sender's name attached, or they will be refused, and advice must be sent by post of their despatch. If new parts are required, state number of Engine and Chassis.

The illustrations are given merely as a general guide to purchasers, and are not binding as to details.

ALTERATION OF PRICES.—The Company reserve the right to alter any illustration, detail, or prices in this catalogue at any time without notice, and in the event of the tyre manufacturers making any increase in the price of tyres, owing to rises in the rubber market, to add the extra cost to invoice price of all Cars delivered after the date of such advance.

STANDARD COLOURS.—To facilitate deliveries we have adopted standard colours and finish. Alldays Red (deep rich cherry colour), and Alldays Green (rich carriage green), or Grey, with brass mounts; any other colours can be painted to customers' own specification at 3 guineas extra net, and nickel-plated mounts instead of brass, 3 guineas extra net.

AGENTS.—The term agent is used in a complimentary sense only and those firms 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 guarantee on page 41.



# ALLDAYS CARS

“EXPRESSODEL.” Regd. (Express Delivery.)



ALLDAYS (Patent) “MATCHLESS” AUTOCARRIER.

7 h.p. (Water Cooled).

Code Word - Ruodland.

Built expressly for the expeditious delivery of Tradesmen's Parcels, and all kinds of light goods.

**Price and Full Specification on request.**





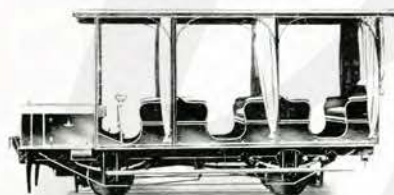
# ALLDAYS CARS

## A FEW TYPES OF COMMERCIAL VEHICLES

MADE BY

ALLDAYS &  
ONIONS LTD.

BIRMINGHAM  
& LONDON.



We are the makers of all kinds of Commercial  
Inspection Cars, Charabancs, Omnibuses, &c.,  
designs, will be

Vehicles Delivery Vans, Lorries, Railway  
&c. Estimates, with detailed particulars and  
submitted on request.