

C. F. DINGWALL.

1925 1926

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NOT TO BE TAKEN AWAY



The
14'30HP (4 CYL.)
&
20'50HP (6 CYL.)

STAR CARS

Particulars of the
14/30 H.P. 4-CYL. and 20/50 H.P. 6-CYL.
STAR CARS

Sole Designers and Manufacturers:
The **STAR ENGINEERING CO., LTD.**
WOLVERHAMPTON, England

Telegrams: "MOTOR WOLVERHAMPTON."



Telephone: 995 WOLVERHAMPTON.

Contractors to H.M. Government
Admiralty Colonial & Foreign Governments

London Depot: 24, Long Acre, W.C.2

Telegrams: "STARGAZING, LONDON."

Telephone 4614 GERRARD. [®]

PRICES IN BRIEF

14/30 h.p. 4-Cylinder.

Chassis	£325
“ARGO” Two-Seater	£430
“HERCULES” Five-Seater	£445
“PICTOR” Three-quarter Coupé	£525
“CYGNUS” Saloon Coupé	£525
“COLUMBA” 4-Door Saloon	£625

(Lanchester Patent Four-Wheel Brakes, if desired, £15 extra.)

Specification on pages 24 & 25.

20/50 h.p. 6-Cylinder.

Chassis	£475
“MARS” Two-Seater	£580
“MERCURY” Five-Seater	£595
“URANUS” Three-quarter Coupé	£700
“SATURN” Saloon Coupé	£700
“JUPITER” Saloon	£800
“NEPTUNE” Landaulette (Three-quarter)	£800
“VENUS” Saloon Landaulette	£825
“STELLA” Saloon Limousine	£825

(Including Lanchester Patent Four-Wheel Brakes.)

Specification on pages 29 & 30.

Prices quoted may be altered without notice, and include delivery at Factory only. Prices in this List are based on the Prices of Tyres current on the 31st of August, 1925. Owing to the state of the Rubber Market, it is anticipated that tyre prices will fluctuate during the Season. Tyre Manufacturers are unable to indicate the degree of such variation because raw rubber supplies, and therefore prices, are artificially controlled by a compulsory Rubber Restriction Scheme which it is the policy of the Government to maintain in those British areas producing rubber.

Subject to Terms of Business and Guarantee as per pages 31 and 32.

Colour and style of paintwork to Customer's choice. Buyers have the selection of four high-grade antique leathers for upholstery, or if preferred, best quality carriage cloth can be supplied for closed carriage models.

1926 MODELS



THE 1926 STAR PROGRAMME creates a new record in car values. Ample proof of the fact is provided by the models with which this booklet deals—the 14/30 h.p. 4-cylinder and the 20/50 h.p. 6-cylinder. They are not only offered at greatly reduced prices ; they are also guaranteed to be of exactly the same unquestionable quality which made these famous models cheap at the old prices.



Our policy of “Quality First” remains unaltered in any particular. There is no change in specification, material or construction, no sacrifice of finish or craftsmanship in chassis or coachwork, no reduction of those refinements which complete the luxury of bodies long renowned for both durability and comfort. And remember that Star quality will give you a substantial discount on the cost of your car *every year*. It is a gilt-edged security which assures the lowest possible running costs and negligible repairs and renewals.

The makers were among the earliest pioneers in the manufacture of high-grade cars, and experience means everything in each and every part. Experience and the most skilled British workmanship has endowed Star Cars with an engine which is the truest form of economy.



Either type—4-cylinder or 6-cylinder—saves money for its owner. Its perfect balance and accurate fitting are impossible in the cut-priced car of massed production, yet these are the main factors which mean long life, lasting comfort, low petrol consumption, freedom from running troubles, speed and safety.



Maximum efficiency and faultless finish are the watchwords of Star construction—which explains one all-important reason why these models remain new when so-called “cheap” cars are on the scrap-heap, and why no car commands better second-hand prices than the STAR.

STAR MATERIAL

THE STAR is an *ALL-STEEL CAR*; that is to say, the chassis carries none of the ordinary easily-fractured malleable castings, these being replaced almost entirely by steel stampings with a minimum breaking point of 40 tons pressure. Ordinary case-hardening steels are all replaced by *nickel* case-hardening steels giving an infinitely greater tensile strength and hardening surface.

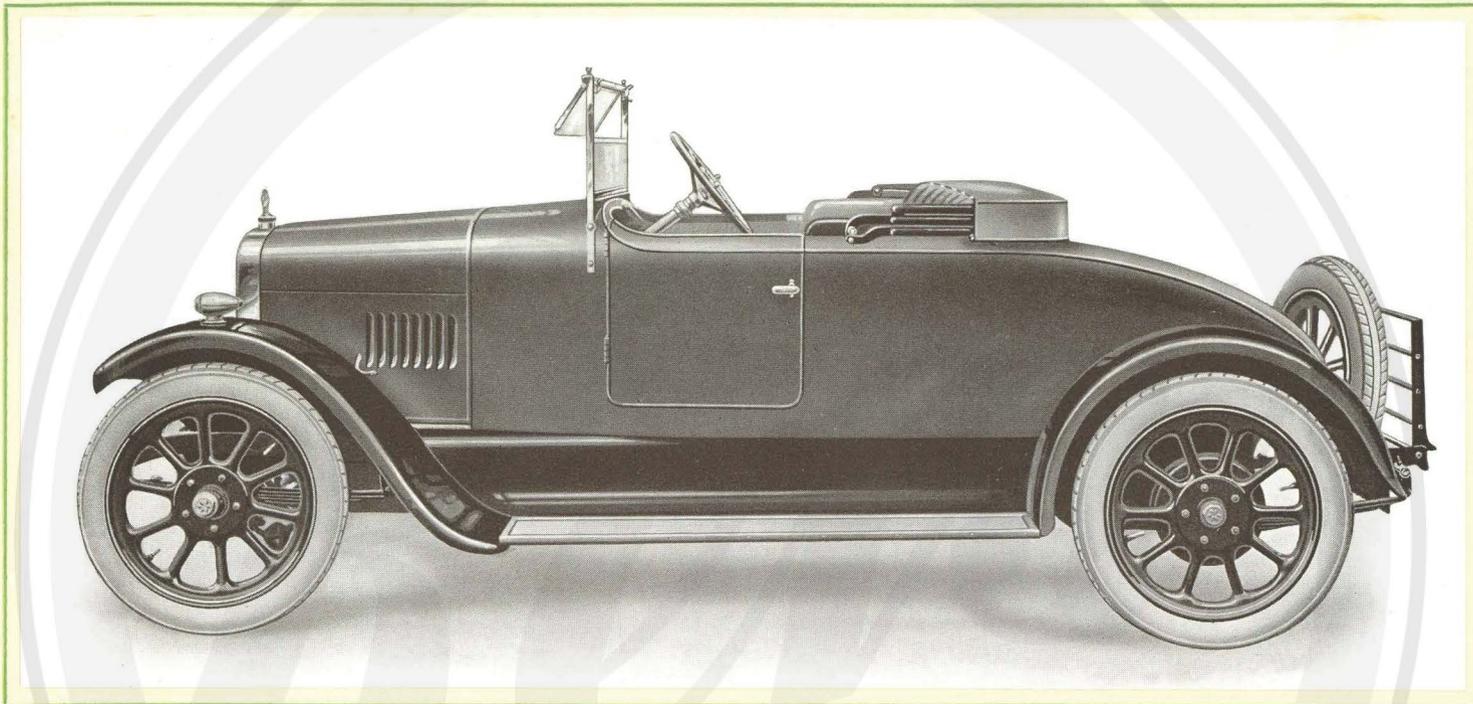
The material used in the STAR chassis cannot be excelled by that used in any other make at any price. Gears and back-axle drive are of the finest nickel chrome steel, heat-treated to five operations, the axle-shafts of 60-ton nickel chrome steel, the camshaft is a solid nickel case-hardened forging, &c. The list can be continued right through the chassis, and constitutes a guarantee extremely reassuring to the purchaser of a STAR.

Heat treatment of material in all its definite variations is practised to the utmost possible degree of detail perfection in the Star Car Factories. Even the phosphor bronze and gun metal

used is subject to a normalising heat treatment, and the pistons are heat-treated as carefully as the higher-alloy steels—a practice not usually carried out by car manufacturers. The unusual refinement of heat-treatment for gears results in a gear box which on its factory tests never needs dismantling for noise beyond 1%, thus establishing a record.

This refinement of material and method not only definitely cuts out the source of the greater percentage of chassis troubles, but also means a most desirable reduction in the weight of unsprung chassis parts—a big advantage to the owner in ensuring lasting wear, comfort and running economy. The effect is, for instance, most marked in tyre wear, for the tyres supplied usually last well over 15,000 miles. The total weight of the 20/50 h.p. 6-cyl. chassis, with equipment, is but 20½ cwt.

One very illuminating fact as to results achieved may be noted; and that is that *though older Star Cars have been in existence over twenty years the Star Repair Shop is by far the least busy of all Departments at Wolverhampton, whilst Spare Star Car Parts sent to the Colonies remain uncalled for on the hands of the local agents.*



The STAR 14/30 h.p. "ARGO" TWO-SEATER. Price, £430.

(Lanchester Patent Four-Wheel Brakes, if desired, at £15 extra).

Subject to Terms of Business and Guarantee as per pages 31 and 32.

EQUIPMENT.

Lighting and Starting Set, comprising—

Dynamo and Motor.
Switchboard.
Battery.
Pair Head Lamps on Pedestal Brackets.
Pair Side Lamps on Wings.
One Tail Lamp.
Dashboard Lamp.

Electric Horn fitted under the bonnet.
Auxiliary Bulb Horn.
Speedometer.
Clock.
All Seasons' Hood.
Hood Envelope.
Detachable Side Curtains with Celluloid
Windows opening with the doors.
Adjustable Double Windscreen.

Windscreen Wiper.
Snubbers fitted fore and aft.
Spare Wheel and Tyre.
Spare Wheel Carrier.
Folding Luggage Grid.
Number Plates.
Licence Holder.
Kit of Tools.

Specifications and Prices subject to alteration without notice.

CHASSIS DESIGN



HERE is an ideal period in the life of every chassis design—when it is new enough to embody all the practical modern ideas which make for economic speed, comfort and driving pleasure, though old enough to have actually proved its wearing qualities.



The Star Car exactly fulfils these conditions. The chassis design includes every modern improvement capable of being translated into a road-travelling benefit, yet individual cars can be examined which have run many scores of thousands of miles without mechanical defect or breakdown.



Remarkable silence and flexibility are common to both the 4-cyl. and 6-cyl. engines. The 6-cyl. engine delivers 50 h.p. at 2,000 revs. and equals engines of greater nominal power. The 14/30 engine, which gives 30 bench horse power at the ordinary 2,000 revs. is notable for a power equal to that given by the ordinary overhead valve type of engine, an effect principally due to the construction of the combustion

head affording the best possible turbulence to the gases. Owing to the exquisite balance of the 3-bearing crankshaft, and indeed of all revolving and reciprocating parts, this beautiful Star engine has achieved a smoothness of power-delivery and a lack of vibration which won the following unique compliment from "The Motor,"—

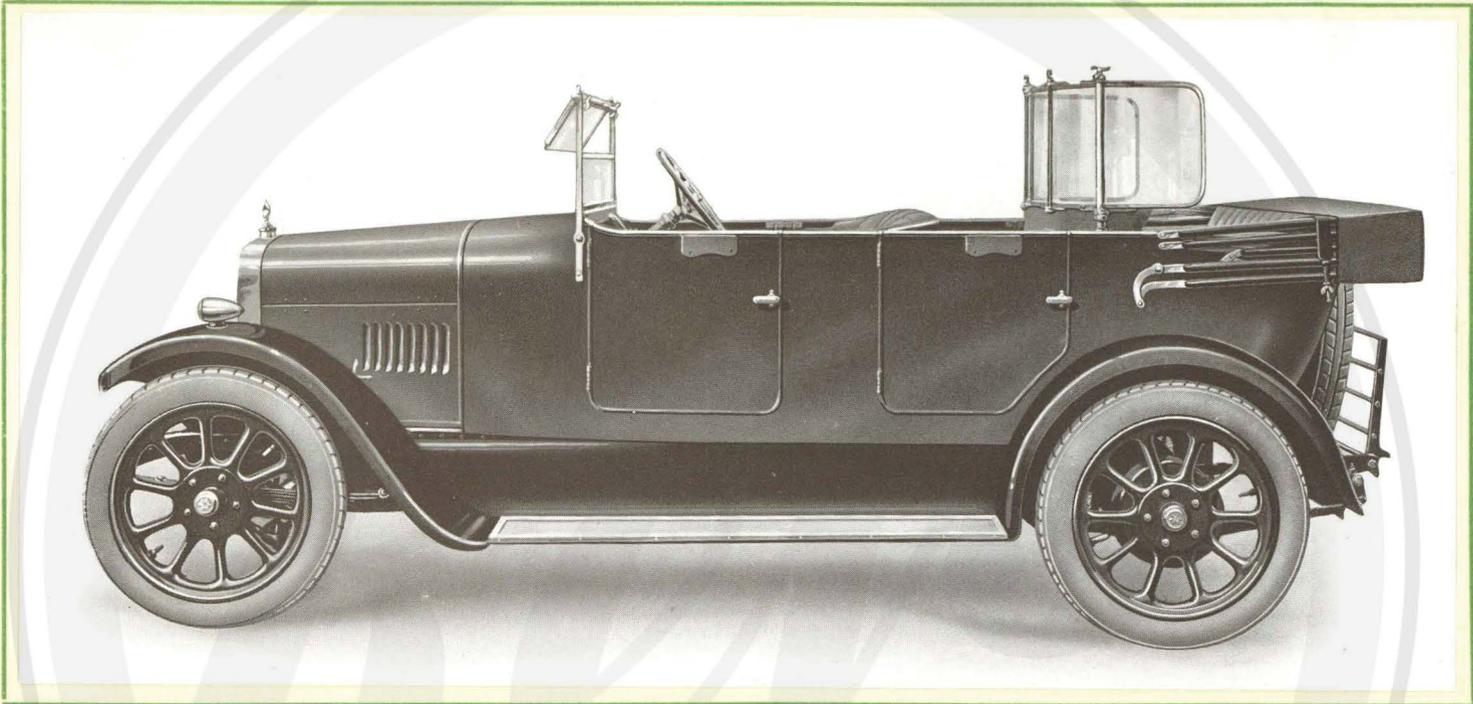
"there is no period to the engine, which runs more like a six cylinder than a four."



This entire lack of vibration is also notable in the transmission, the propeller shaft being so hung as to get the full benefit of the drive without the ordinary transmission vibration and joint interference. The rear axle is of the latest spiral drive type and the semi-elliptic springing is of great length.



As an excellently modern "engineers' job," the Star Car is renowned in every garage. To the actual user, the result is apparent in a featherbed comfort at all speeds, a petrol consumption of 28|32 m.p.g. in the smaller model and 24 m.p.g. in the larger, a complete freedom from repair trouble and a very experienced accessibility, a tight "holding to the road" and a liveliness, speed and acceleration that gives an infinite advantage over the bulk of motor traffic.



The STAR 14/30 h.p. "HERCULES" FIVE-SEATER. Price, £445.

(Lanchester Patent Four-Wheel Brakes, if desired, at £15 extra).

Subject to Terms of Business and Guarantee as per pages 31 and 32.

EQUIPMENT.

Lighting and Starting Set, comprising—
 Dynamo and Motor.
 Switch Board.
 Battery.
 Pair Head Lamps on Pedestal Brackets.
 Pair Side Lamps on Wings.
 One Tail Lamp.
 Dashboard Lamp.

Electric Horn fitted under the bonnet.
 Auxiliary Bulb Horn,
 Speedometer.
 Clock.
 All Seasons' Hood.
 Hood Envelope.
 Detachable Side Curtains with Celluloid
 Windows opening with the door.
 Adjustable Double Windscreen.

Windscreen Wiper.
 Snubbers fitted fore and aft.
 Six-panelled M.E. Rear Windscreen.
 Spare Wheel and Tyre.
 Spare Wheel Carrier.
 Folding Luggage Grid.
 Number Plates.
 Licence Holder.
 Kit of Tools.

Specifications and Prices subject to alteration without notice.

CHASSIS FINISH

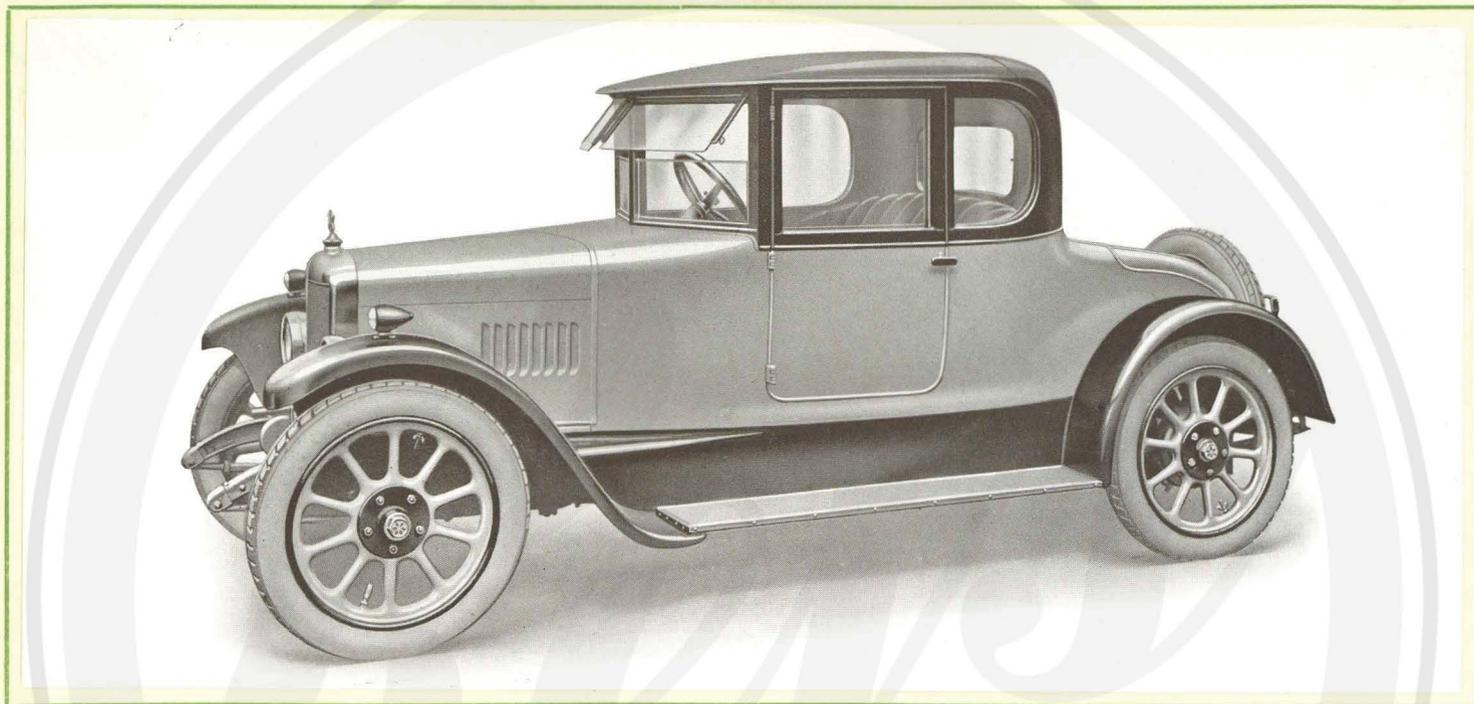
Poor chassis finish is essentially the great fault of modern car manufacture. It is due to hasty mass-production methods, and though often but little observable at the outset, its effects in the second year of a car's life are so grave and so unmistakable that a buyer should give as much attention to the methods of production as to the actual roadwork and specification of the model purchased.

The *balance* and *close fitting* of the Star engine, for instance, constitute a very effective point of difference with the modern mass-production engine. In the Star, the crankshaft, pistons, connecting rods, flywheel, camshaft wheel, etc., are all *balanced* by varying processes to an infinitesimal degree of perfection. The *fitting* is close and extraordinarily accurate, and the quality of the workmanship is best expressed by the fact that in spite of the most rigorous tests on bench and road, the "throw-outs" of the Star Car Works average but 1% of chassis parts in place of the ordinary 10%

The result is an utter absence of vibratory periods at all speeds, a soundless sweetness of running, and a lack of friction and hang in work which gives consecutive years of power-production to the full, unmarred by either loss of energy or wear-and-tear troubles.

On the other hand, the lack of balance in the *mass-produced* engine inevitably produces a destroying vibration and a certain amount of hang, whilst the lack of careful fitting means that after a few thousand miles the parts are working in a film of burnt oil and dusty, sandy dirt. If the engine be taken down and the parts cleaned, rattle, loss of power and other faults immediately result, whilst if the film be left on, scoring and a vicious circle of allied troubles become apparent.

A remarkable finish is found not only in the Star engine but right throughout the chassis and coachwork. It means a freedom from trouble, a driving pleasure and a comfort that will persist in full for many years.



The STAR 14/30 h.p. "CYGNUS" SALOON COUPÉ. Price, £525.

(Lanchester Patent Four-Wheel Brakes, if desired, at £15 extra).

Subject to Terms of Business and Guarantee as per pages 31 and 32.

EQUIPMENT.

Lighting and Starting Set, comprising—
 Dynamo and Motor.
 Switchboard,
 Battery,
 Pair Head Lamps on Pedestal Brackets.
 Pair Side Lamps on Wings.
 One Tail Lamp.
 Dashboard Lamp.
 Interior Roof Light.

Snubbers fitted fore and aft.
 Electric Horn fitted under the bonnet.
 Auxiliary Bulb Horn.
 Speedometer.
 Clock.
 "V" shaped Double Windscreen.
 Windscreen Wiper.

Spare Wheel and Tyre.
 Spare Wheel Carrier.
 Folding Luggage Grid.
 Number Plates.
 Licence Holder.
 Kit of Tools.

Specifications and Prices subject to alteration without notice.

CHASSIS FINISH

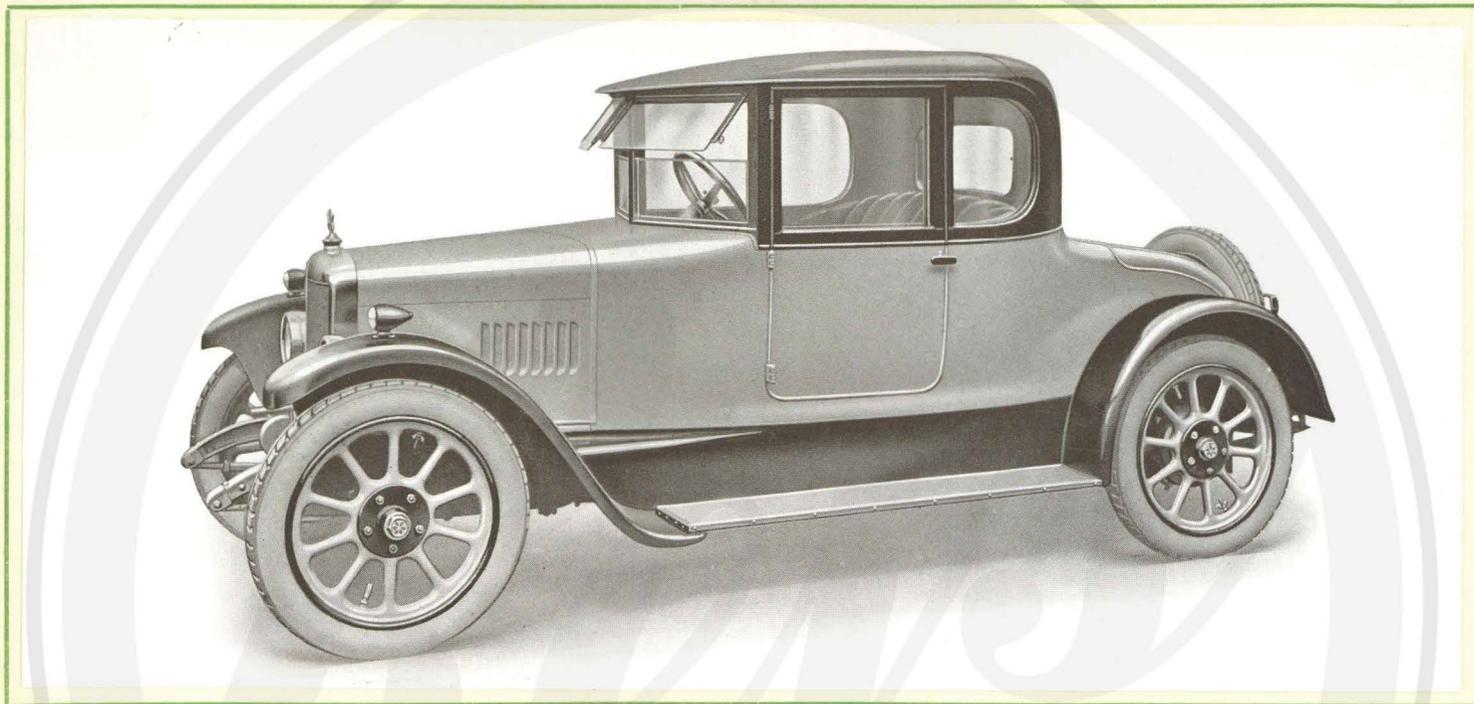
 POOR chassis finish is essentially the great fault of modern car manufacture. It is due to hasty mass-production methods, and though often but little observable at the outset, its effects in the second year of a car's life are so grave and so unmistakable that a buyer should give as much attention to the methods of production as to the actual roadwork and specification of the model purchased.

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Subject to Terms of Business and Guarantee as per pages 31 and 32.

EQUIPMENT.

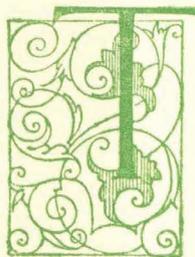
Lighting and Starting Set, comprising—
Dynamo and Motor.
Switchboard,
Battery,
Pair Head Lamps on Pedestal Brackets.
Pair Side Lamps on Wings.
One Tail Lamp.
Dashboard Lamp.
Interior Roof Light.

Snubbers fitted fore and aft.
Electric Horn fitted under the bonnet.
Auxiliary Bulb Horn.
Speedometer.
Clock.
"V" shaped Double Windscreen.
Windscreen Wiper.

Spare Wheel and Tyre.
Spare Wheel Carrier.
Folding Luggage Grid.
Number Plates.
Licence Holder.
Kit of Tools.

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STAR COACHWORK



THE Coachwork of all Star Models is of a conservatively high quality and durability seldom encountered in these days. Indeed, the bodywork of the 20/50 h.p. Star cannot be bettered by that of any car model, at any price, now on the road.



The body framing of Star Cars is of selected and thoroughly seasoned Ash, while the panelling is of hand-beaten metal, covered with numerous coats of paint and varnish, giving a finish in striking contrast to that of the mass-produced car.



The woodwork exposed is of Mahogany or Walnut, picked for its beauty of grain, the upholstery is of real leather, thick and soft, or best carriage cloth, filled with the real curled horsehair that retains the shape of the cushions permanently, and the springs supporting the cushions are coppered.

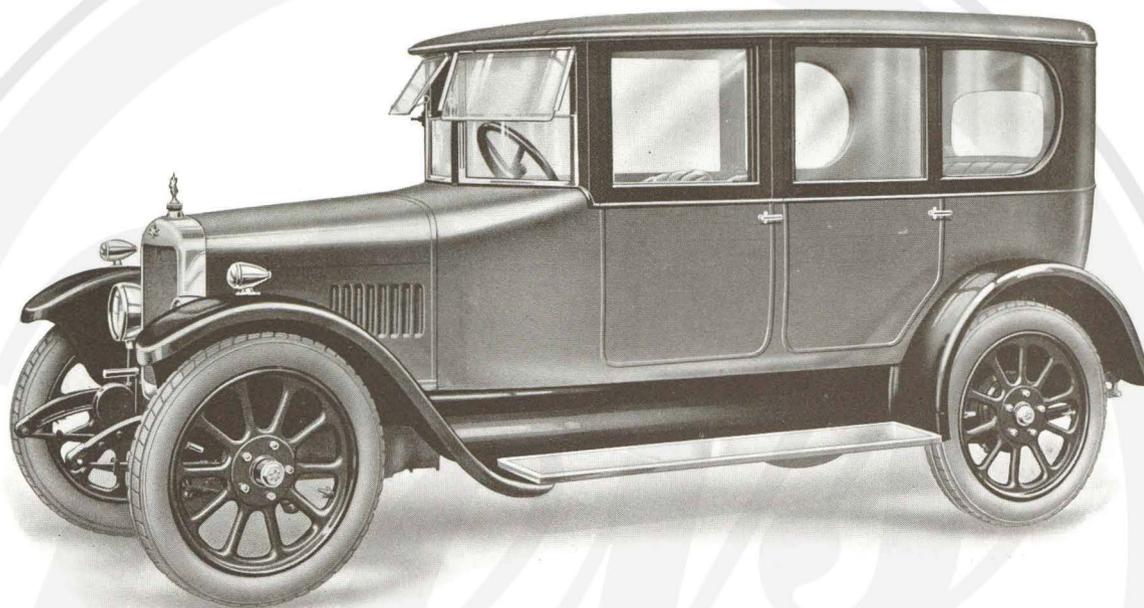
The All-Weather Hood supplied with all Star Touring Bodies carries a rubber centre material that ensures a complete protection against leakage as well as durability. The frame of this hood is a Star patent, and though exceedingly light and compact is yet remarkably strong and handsome.



Every seat in a Star Car carries a door at either side, and side-curtains fitted to these doors open freely with them. The windscreens are double folding screens with very light square solid pillars, the bonnet is hand-fitted and carries a tongue-fitting on either side which precludes rattling.



Further details of Star Car coachwork quality will be found under the heading of "Refinements," and still further verification of the detail excellence of Star Car coachwork will be easily discoverable by the eye of the purchaser.



The STAR 14/30 h.p. "COLUMBA" 4-Door SALOON. Price, £625.

(Lanchester Patent Four-Wheel Brakes, if desired, at £15 extra).

Subject to Terms of Business and Guarantee as per pages 31 and 32.

EQUIPMENT.

Lighting and Starting Set, comprising—
 Dynamo and Motor,
 Switchboard.
 Battery.
 Pair Head Lamps on Pedestal Brackets.
 Pair Side Lamps on Wings,
 One Tail Lamp.
 Dashboard Lamp.
 Interior Roof Light.

Snubbers fitted fore and aft.
 Electric Horn fitted under the bonnet.
 Auxiliary Bulb Horn.
 Speedometer.
 Clock.
 "V" shaped Double Windscreen.
 Windscreen Wiper.

Spare Wheel and Tyre.
 Spare Wheel Carrier.
 Folding Luggage Grid.
 Number Plates.
 Licence Holder.
 Kit of Tools.

Specifications and Prices subject to alteration without notice.

RUNNING COSTS



THE running costs of the 14/30 h.p. and the 20/50 h.p. 6-Cyl. Star Cars are always below those of mass-produced cars of smaller horse-power, and this remarkably effective saving in ultimate out-lay should be very seriously considered by the buyer.



The *Petrol Consumption* is but 28 to 32 miles per gallon in the case of the 14/30 h.p., and 24 miles per gallon with the 20/50 model, whilst the level of the oil in the base-chamber of the engine always remains practically the same, replenishment being required only when the oil is fouled. The Star Car is not an 'oil-eater.'



The *Tyres* supplied usually give from seven to ten thousand miles before even the first puncture renders the use of the spare tyre necessary. This unusual tyre economy is due in the first place to the oversize supplied and in the second place to the

low weight of the unsprung chassis parts already referred to, and the technically correct adjustment of the latter.



Repairs are exceedingly unusual, an effect due to the high quality of the chassis material and to an exact fitting and balance which eliminates the terribly destructive effects of friction and vibration.



Deterioration in value is exceedingly slow in the case of the Star, and second-hand Star cars of less than ten years of age are therefore difficult to obtain at a relatively low figure, as a study of the second-hand car columns of the motor journals will show. Star Cars of 20 years of age and a quite indefinite mileage are still giving excellent daily service.



The *Equipment* supplied is not of the cheap and flashy variety, but is as sound and thorough in quality as is the Star Chassis itself, as inspection will demonstrate. This Equipment *lasts*.



All Star models are fitted with very long springing and with Snubber shock absorbers.

STAR ROADWORK



IT MUST never be forgotten that what a car purchaser buys is so many thousand miles of *travel*. And upon the pleasure, safety, comfort and mechanical perfection of that travel depends the value obtained for the money expended—a fact which every buyer should bring to mind when he enters a car showroom.

The road work of the Star Car is the result of nearly 30 years of experience in eliminating faults and perfecting improvements. It is superb, and can be fairly adequately listed in detail, though an actual trial is preferable.

The 14/30 h.p. engine gives a speed of from 5 to 60 miles per hour on top gear when brand new, without seizing up, and needs none of the ordinary running-in by the buyer. It has none of the usual destructive periodic vibration at any speed whatever and is always entirely noiseless ; it never “pinks,” even on top gear

hill climbs, and is entirely free from jerks and baulking when run slow on top gear in traffic ; it accelerates from 5 to 60 miles per hour within 450 yards.

The chassis is absolutely noiseless in all respects, whilst the gears are smooth and simple in change and may be operated by a finger. The strong double-braking system is fully effective, and the steering is not only light but the steering column itself is so firmly bracketed that it cannot dither.

The roadwork of the 20/50 h.p. Star includes a speed of 65 m.p.h. on demand, without either strain or vibration, a creamy smoothness of action that gives the occupants the impression of being drawn along by an invisible cord *above* the road surface, and a 35 m.p.h. top-gear finish on almost any hill. At 45 m.p.h., so free is the driver from vibration, road-shock and sway, that the car “practically steers itself.” Acceleration is notably swift, even to the experienced, and the flexibility of the engine renders top-gear traffic work possible to a very considerable degree.

THE STAR 6 CYL.



AMONG high-grade 6-Cylinder Cars, the 20/50 h.p. Star, at its new price, is absolutely unrivalled. It offers the possibility of a gilt-edged investment to the motorist of moderate means, assuring him a car unexcelled in performance by the highest-priced productions and far more economical in running costs than many cars of much lower horsepower.



First introduced as the 18/40 h.p. Star of 1923/4, the 20/50 h.p. model differs widely from the average foreign "light six," which cannot be compared with it in *Chassis Material, Engine Balance and Fitting, or Coachwork quality*. Built throughout under one factory roof, the 6-Cylinder Star is the pride of the craftsmen who make it.

With a petrol consumption of 24 m.p.g., tyre wear of well over 15,000 miles, and unusually slow depreciation, many a car owner must realise that he might well be driving a 6-cylinder Star in place of his present 4-cylinder model, so far as expense is concerned.



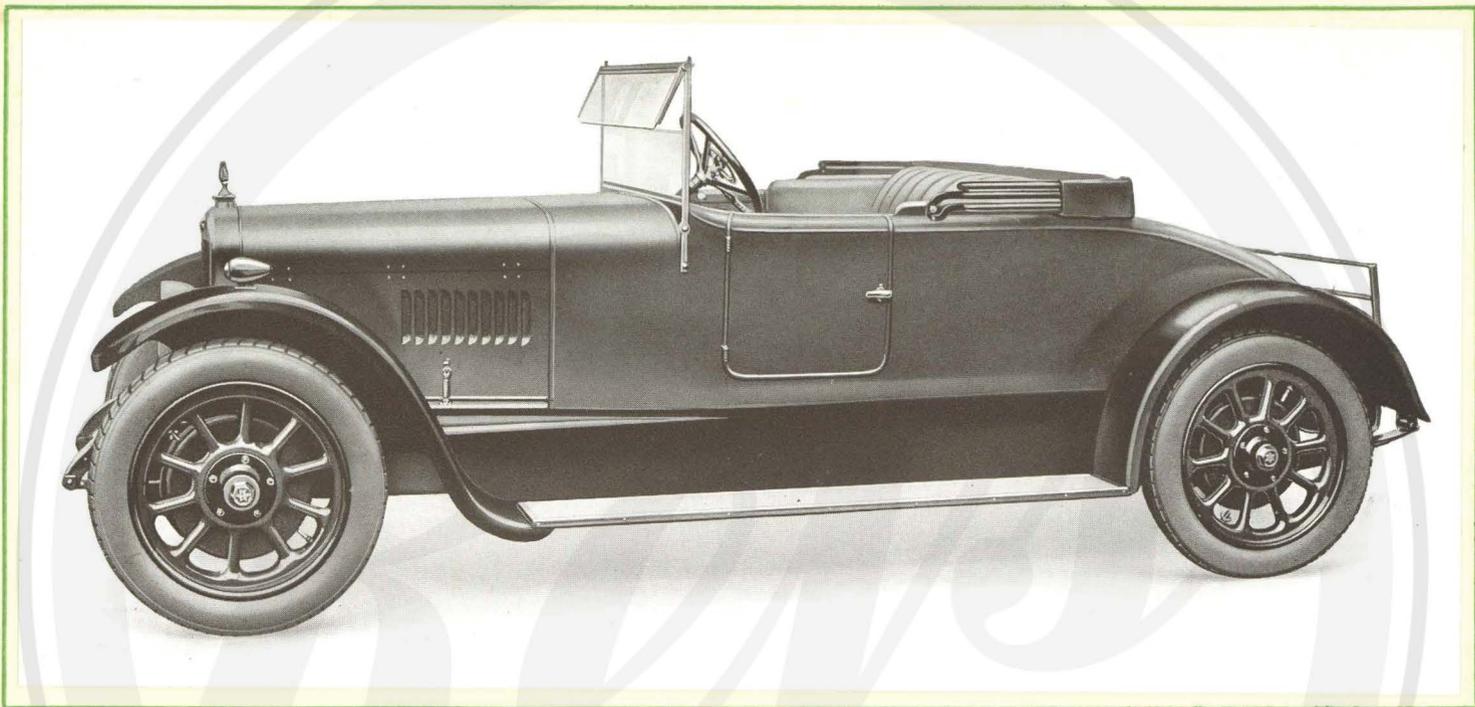
Fitted with Lanchester Patent Four-Wheel Brakes, this model actually carries six brakes altogether, with drum dimensions of 16 ins. diameter. No braking system offers greater safety and efficiency or better wear.



The engine gears and back axle are free from noise at all speeds, and, despite its power, the easy sliding gears and finger-tip control of the 20/50 h.p. Star render it the simplest of all models to the novice.



The car has a wealth of high quality equipment, from shock absorbers to clock.



The STAR 20/50 h.p. (6-Cyl.) "MARS" TWO-SEATER. Price, £580.

Subject to Terms of Business and Guarantee as per pages 31 and 32.

EQUIPMENT.

Lighting and Starting Set, comprising—
 Dynamo and Motor.
 Switch Board.
 Battery.
 Pair Head Lamps on Pedestal Brackets.
 Pair Side Lamps on Wings.
 One Tail Lamp.
 Dashboard Lamp.

Snubber Equipment fore and aft.
 Lanchester Patent Four-Wheel Brakes.
 Electric Horn fitted under the bonnet.
 Auxiliary Bulb Horn.
 Speedometer.
 Clock.
 All Seasons' Hood.
 Hood Envelope.
 Detachable Side Curtains with Celluloid
 Windows opening with the doors.

Adjustable Double Windscreen.
 Windscreen Wiper.
 Spare Wheel and Tyre.
 Spare Wheel Carrier.
 Folding Luggage Grid.
 Number Plates.
 Licence Holder.
 Kit of Tools.

Specifications and Prices subject to alteration without notice.

CAR REFINEMENTS

The refinements found upon the Star Car Models are the result of nearly 30 years' experience in meeting a demand for cars of high quality only. A few details may be summarised as follows:—

Double Doors.

Every Star Car carries a door at *each* side of *each* seat, and each side of these doors opens with the side curtains attached.

Liver Safety.

Motorists obtain liver chills and lumbago from exposure of the top of the back. Star Car cushions carry *right up to the shoulder top* and give safety, support and comfort.

Petrol Wisdom.

The 7-gallon petrol tank on the dash of the 14/30 h.p. model carries an extension which enables a driver to *see exactly how much petrol he has left*, in addition to providing an unspilling large filler under the bonnet.

Standing Adjustments.

Every adjustment on a Star Chassis can be performed *easily* and *from a standing position*. For instance, the brake is adjusted by merely turning a small hand wheel with the fingers.

Super Windscreens.

The Star windscreen is a double folding screen and yet is not heavy, the pillars being thin, square, solid and shoulderless. Full protection without view obstruction.

Unscratched Curtains.

The celluloid side curtains are stored in a large recess and are saved from the usual opaque scratching. With the hood up in a moment, the curtains are also obtainable immediately and under cover.

A Generous Dickey.

The 2-seater dickey seat is *very wide, very low and fully upholstered*. It seats two comfortably, and there is excellent luggage room.

Pockets for all.

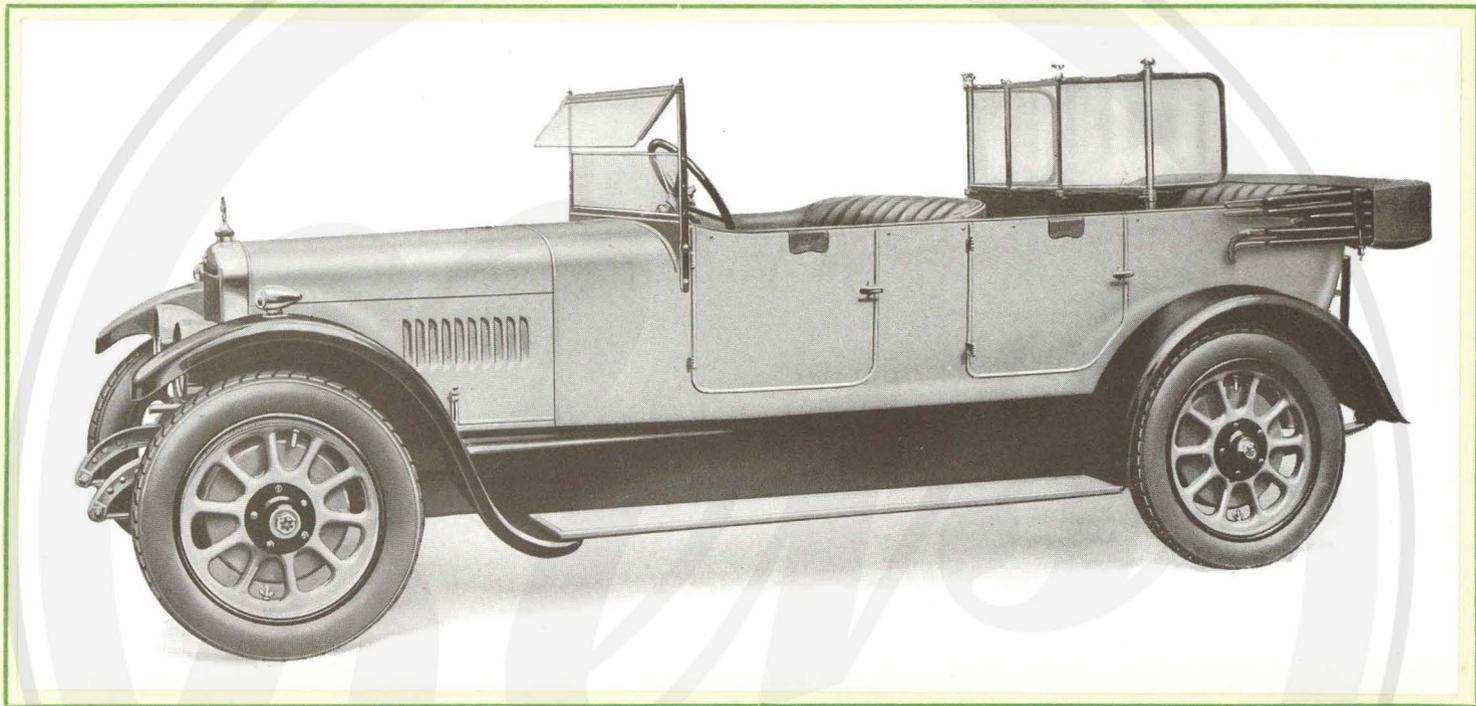
Every door carries a large, strongly built pocket that opens instantly with a flap cover, saving groping and hand diving. The instrument board carries a hand-bag recess.

Full Tool Kit handy.

The Star tool-kit includes not only a master set of tools, but also such details as a large tyre repair outfit, spare nuts, bolts, plug, etc. This water-proofed kit is carried in lockers in the boot on 2-seaters and under foot-rest on 5-seaters.

Odd Details.

The steering-column is *firmly fixed* with brackets and cannot dither. The accelerator pedal is *barrel-shaped* and does not strain the foot. The bonnet is fixed by *side-tongues* and cannot rattle. Chassis lubrication is by *Enot Grease-gun*. The luggage-grid cannot tear the trunk-leather. The spare wheel is safely and firmly fixed.



The STAR 20/50 h.p. (6-Cyl.) "MERCURY" FIVE-SEATER. Price, £595.

Subject to Terms of Business and Guarantee as per pages 31 and 32.

EQUIPMENT.

Lighting and Starting Set, comprising—
 Dynamo and Motor.
 Switchboard,
 Battery,
 Pair Head Lamps on Pedestal Brackets,
 Pair Side Lamps on Wings,
 One Tail Lamp,
 Dashboard Lamp,

Snubber Equipment fore and aft.
 Lanchester Patent Four-Wheel Brakes.
 Electric Horn fitted under the bonnet.
 Auxiliary Bulb Horn.
 Speedometer.
 Clock.
 All Seasons' Hood.
 Hood Envelope.
 Detachable Side Curtains with Celluloid
 Windows opening with the doors.

Adjustable Double Windscreen.
 Windscreen Wiper.
 Six-panelled M.E. Rear Windscreen
 Spare Wheel and Tyre.
 Spare Wheel Carrier.
 Folding Luggage Grid.
 Number Plates.
 Licence Holder.
 Kit of Tools.

Specifications and Prices subject to alteration without notice.

The Four-Wheel Braking System.

THE new four-wheel braking system offered, if desired, with the 14/30 Star Car and always fitted to the 6-cyl. Models, is neither a hastily-conceived and inefficient accessory nor a stock variety of brake fitted without regard to individual chassis type requirements.

It is the Lanchester patent system, the simplest and safest method of four-wheel braking yet devised, and is manufactured at the Star Works under license. This new braking system is the result of a long period of research work and study of existing four-wheel braking methods. Under the most drastic and lengthy of tests it has proved extraordinarily capable and smooth in action, whilst its technically correct relation to the chassis and its ease of adjustment assure a long-lived usefulness at full power.

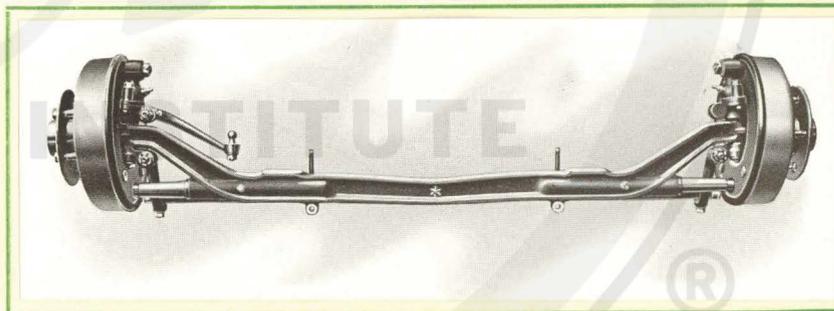
SPECIFICATION.

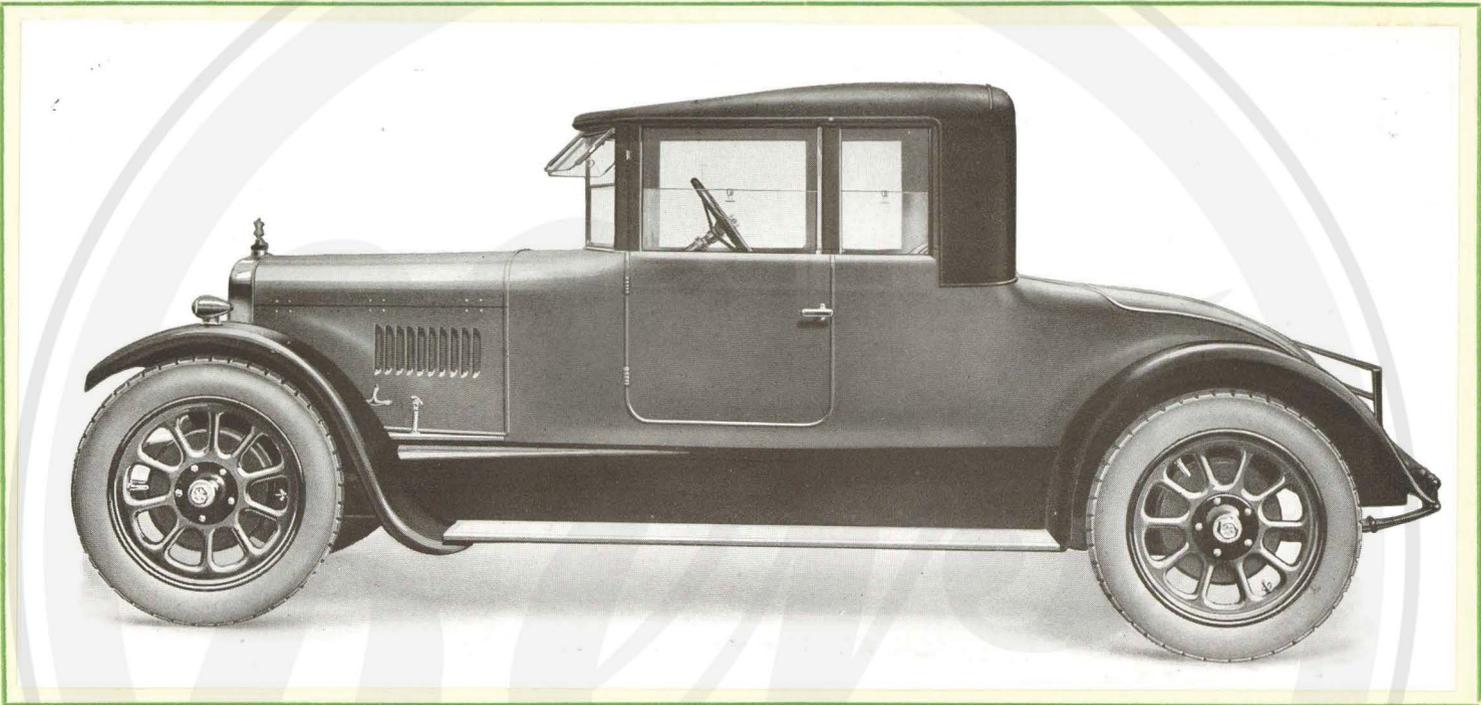
The four-wheel brake system consists, briefly, of internal expanding shoes operating in steel drums fitted to the front and rear wheels. *Pressure of the foot pedal operates both front and rear brakes together*, the braking effort on each axle being in

certain proportions as determined after exhaustive and most satisfactory test.

The hand brake operates expanding shoes in the drums on the rear wheels. There are thus **SIX BRAKES ON THE CAR.**

The brake shoes are of die-cast aluminium faced with Ferodo, and the entire braking system is reduced to a scientifically-perfect simplicity of maintenance and adjustment. For instance, the adjustment of the four brakes operated by the pedal is fully effected by turning a small hand wheel in a very accessible position on the pedal itself, without any use of tools.





The STAR 20/50 h.p. (6-Cyl.) "URANUS" THREE-QUARTER COUPÉ. Price, £ 700.

Subject to Terms of Business and Guarantee as per pages 31 and 32.

EQUIPMENT.

Lighting and Starting Set, comprising—
 Dynamo and Motor.
 Switchboard.
 Battery.
 Pair Head Lamps on Pedestal Brackets.
 Pair Side Lamps on Wings.
 One Tail Lamp.
 Dashboard Lamp.
 Interior Roof Light.

Snubber Equipment fore and aft.
 Lanchester Patent Four-Wheel Brakes.
 Electric Horn fitted under the bonnet.
 Auxiliary Bulb Horn.
 Speedometer.
 Clock.
 "V" shaped Double Windscreen.
 Windscreen Wiper.

Spare Wheel and Tyre.
 Spare Wheel Carrier.
 Folding Luggage Grid.
 Number Plates.
 Licence Holder.
 Kit of Tools.

Specifications and Prices subject to alteration without notice.

The Technical Features of the 14/30 h.p. STAR CAR.

General.

IN the production of these vehicles particular care has been taken to meet the requirements of the owner-driver, to whom these cars will especially appeal, and this has been carried out by a careful combination of simplicity, cleanliness and accessibility. For this reason the engine and gearbox unit type of construction has been adopted, since this reduces to a minimum the number of wearing parts requiring attention and lubrication. It is also a very potent factor in ease of gear changing, the weight of the rotating parts being the least possible, and there is no possibility of any binding due to mis-alignment. This construction together with the use of the fabric type of universal joint between the gearbox and the rear axle makes it possible to do away with all lubrication worries as far as the transmission is concerned, as there are no clutch universal joints and the propeller shaft joints require no lubrication. It is to meet these same requirements that thermo-syphon circulation is adopted, that side by side valves are adhered to, that the dynamo is chain driven, that the rear springs are made to take both torque and drive, and that grease gun lubrication is used for spring shackle pins and the like.

Engine.

The cylinders are cast *en bloc*, and the valves are all on one side operated by a single camshaft. A single loose combustion head is fitted, the form of combustion space being such as to give to this type of engine an efficiency not exceeded by the best overhead valve types. The valve stems, springs and tappets are

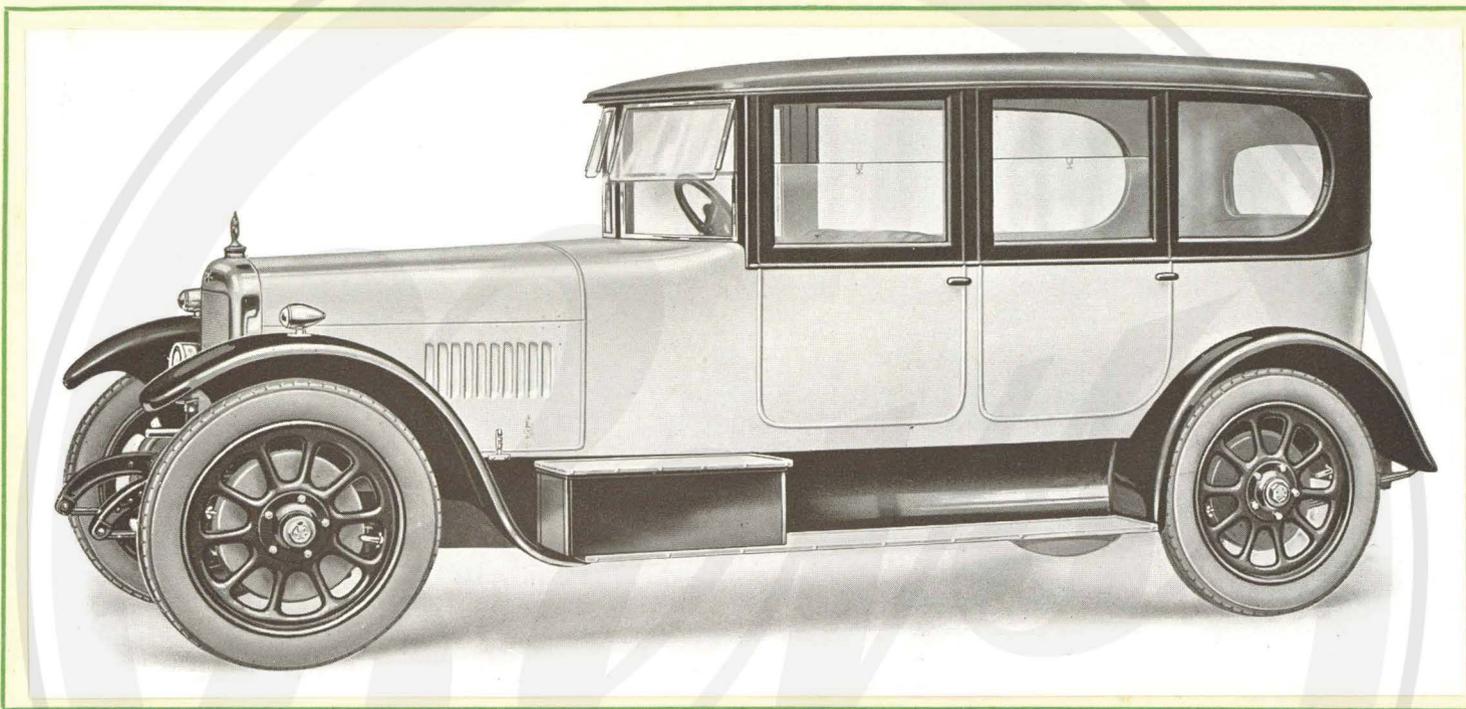
completely enclosed by a dust-tight plate, which is readily removable. A simple adjustment to valve tappet is provided. The camshaft and magneto shaft are gear driven. The crankshaft is of the three bearing type, is of ample proportions, and also carefully balanced. The connecting rods are H-section Duralumin stampings, and the big ends are white metal lined in a phosphor bronze housing, with four bolts. Pistons are of aluminium alloy, split skirt type, with three rings. The main bearings are also white metal. The dynamo is positively driven by a chain at the front end of the crankshaft, and a simple external adjustment is provided for this chain. The lubrication of the engine is by the well-known pump fed trough method.

Clutch.

This is of the single dry plate type, and is so designed that no attention is required during the whole life of the fabric discs so far as spring adjustment, etc., is concerned, the only adjustment necessary being that of pedal position, which is made externally by removal of one bolt. There is an ample cover plate fitted above the clutch for inspection purposes.

Gear Box.

The gear box casing, which also includes the clutch housing, is bolted direct to the engine, thus ensuring correct alignment of engine and gear box under all conditions, and so dispensing with the need for any universal joints here. The gear box shafts are very short and stiff, mounted on ball bearings, and a ball-bearing spigot is also provided.



The STAR 20/50 h.p. (6-Cyl.) "JUPITER" 4-Door SALOON. Price £800.

Subject to Terms of Business and Guarantee as per pages 31 and 32.

EQUIPMENT.

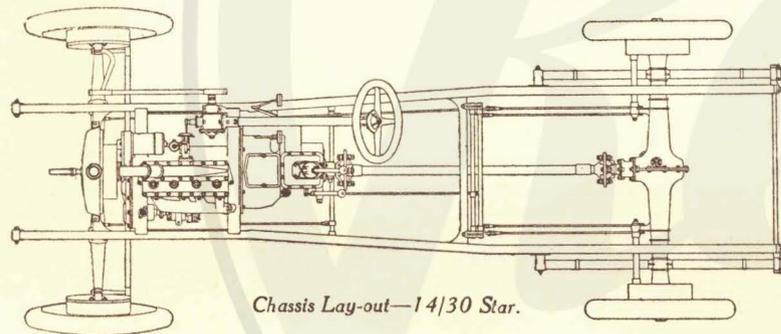
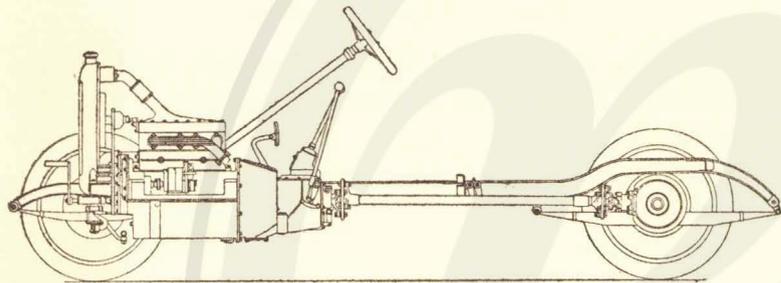
Lighting and Starting Set, comprising—
 Dynamo and Motor.
 Switchboard.
 Battery.
 Pair Head Lamps on Pedestal Brackets.
 Pair Side Lamps on Wings.
 One Tail Lamp.
 Dashboard Lamp.
 Interior Roof Light.

Snubber Equipment fore and aft.
 Lanchester Patent Four-wheel Brakes.
 Electric Horn fitted under the bonnet.
 Auxiliary Bulb Horn.
 Speedometer,
 Clock.
 "V" Shaped Double Windscreen.
 Windscreen Wiper.
 Silk Blind to rear window.

Spare Wheel and Tyre.
 Spare Wheel Carrier.
 Folding Luggage Grid.
 Number Plates.
 Licence Holder.
 Kit of Tools.

Specifications and Prices subject to alteration without notice.

The Technical Features of the 14/30 h.p. Star Car—Continued.



Chassis Lay-out—14/30 Star.

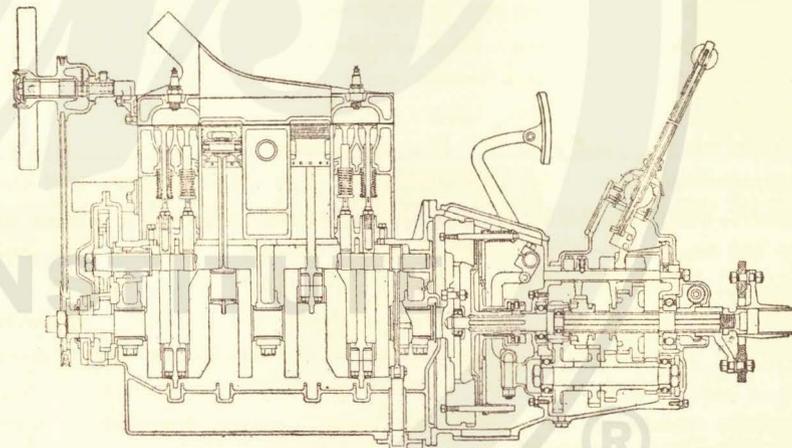
Four speeds and reverse are provided, the gears being positively locked in neutral and a reverse stop is provided operated by pressing the mushroom head at the top of the change speed lever.

The control is by central lever, mounted direct on the gear box, oscillating in a ball cup, the positions of the various gears being marked

on the turret. The layshaft is mounted beneath the mainshaft, thereby making oil leakage at the mainshaft practically impossible. The hand-brake lever is also carried on the gear box.

Propeller Shaft.

The propeller shaft is tubular, and is provided with flexible fabric joints at either end, these, of course, requiring no further attention than an occasional examination.



Engine and Gear Box Unit—14/30 Star.

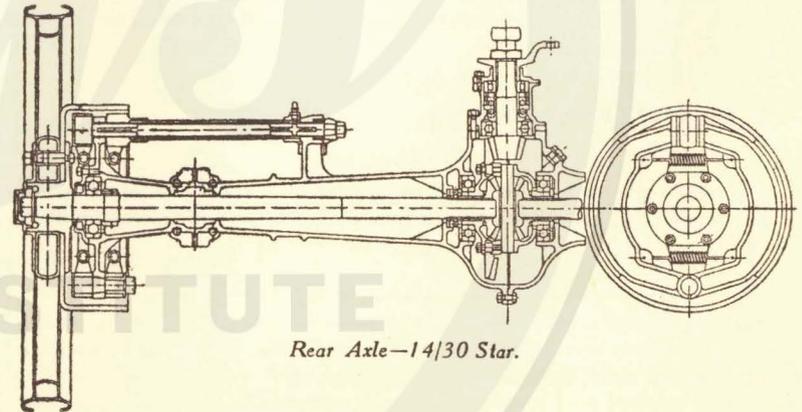
The Technical Features of the 14/30 h.p. Star Car—Continued.

Rear Axle.

Spiral bevels are fitted, and the bevel pinion complete with its bearings and universal joint star can be removed bodily from the axle for examination without disturbing any adjustments, and when this is removed, the crown wheel can also be examined. The pinion is mounted on ball and roller bearings, and a double ball thrust is provided. The differential gear is of the bevel type, with a single cross pin, the box being mounted on ball bearings, and with ball thrust to take the load. The axle casing is so proportioned that no tie rod is necessary. The rear springs take both torque and drive, and are mounted under the axle, this location giving the best results when the springs have to serve the dual purpose. Both brakes are internal expanding shoes in drums on the rear wheels. The brake drums on both cars are so arranged that when the detachable wheel is removed the drum can also be readily removed without disturbing the hub, which is keyed on to the taper axle shaft, and therefore should never be disturbed unless absolutely essential. When the brake drum is so removed the brake linings can be examined, and, if necessary, replaced without any further dismantling than of the brakes themselves. In a similar way the axle shaft, complete with hub and bearing, can be removed for examination without any dismantling other than the removal of the six nuts holding the bearing cover.

Four Wheel Brakes.

This equipment, which can be fitted if desired, to the 14/30 Car, is the Lanchester Patent System of Four-wheel Braking as described on page 18.



Rear Axle—14/30 Star.

The Specification of the 14/30 h.p. STAR CAR.

Engine.

BORE 73 m.m. Stroke 130 m.m. Capacity of Cylinders 2175 c.c. Treasury Rating 13.2 h.p. Annual Tax £14. The Cylinders are cast *en bloc*, and a single detachable head is fitted. The Crankcase has a detachable oil base, the crankshaft being supported in the top portion by three separate bearing caps. The crankshaft is of ample proportions to ensure stiffness, has integral balance weights, and is machined and ground all over. The side by side valves are large and interchangeable, operated by a single camshaft, which is gear driven from the crankshaft. The combustion heads are of such form as to give an efficiency not exceeded by the best types of overhead valve engine. Main and big-end bearings are white metal lined, and the lubrication is of the pump fed trough type.

Ignition.

Standard high tension Magneto.

Cooling.

Thermo-Syphon, with sufficient cooling surface and head of water to be thoroughly efficient under all conditions. Honeycomb radiator with belt-driven fan fitted.

Carburettor and Petrol Supply.

Solex horizontal Carburettor, with air strangler operated from the instrument board; gravity fed from a tank in the scuttle, the filler being of ample size, and located under the bonnet.

Clutch.

Single dry plate carried direct on the first motion shaft of the gear box, which in turn spigots into the end of the crankshaft.

Gear Box.

The Gear Box casing is bolted direct to the engine, enclosing the flywheel, clutch and clutch withdrawal gear, in a dust-proof housing. The hand brake and change speed levers are mounted on the gear box, and four speeds forward and a reverse are fitted. There is positive lock for the gears in neutral, and a reverse stop is fitted. The shafts are short and very rigid, and large ball bearings are fitted. All gears are made from the highest grade air-hardening nickel-chrome steel.

Rear Axle.

Spiral bevels of air-hardening nickel-chrome steel are fitted and ball and roller bearings and ball thrusts are used throughout. The axle shafts are also of nickel-chrome steel.

Front Axle.

H section nickel steel stamping, the road wheels being carried on ball and roller bearings. The steering lock enables the car to be turned in a small circle.

Four Wheel Brakes.

This equipment, which can be fitted, if desired, at an extra charge of £15, is the Lanchester Patent System of Four-wheel Braking. It consists of internal expanding shoes operating in steel drums fitted to the front and rear wheels. Pressure of the foot pedal operates the front and rear brakes together, the braking effort on each axle being in certain proportions which have been determined to a nicety after careful experiment. The hand brake operates expanding shoes in the drums on the rear wheels. There are thus six brakes on the car. The shoes are die-cast aluminium, faced with Ferodo.

Steering.

The steering is of the worm and wheel type, extremely rigid and fully adjustable for wear.

The Specification of the 14/30 h.p. Star Car—Continued.

Control.

The usual three pedals are fitted, clutch, brake and central accelerator. Ignition and throttle levers operate on a fixed quadrant above the steering wheel.

Frame.

Pressed steel, deep in section. Inswept in front and upswept over the rear axle.

Springs.

Long semi-elliptic front and rear, the rear springs being underslung, taking both torque and drive. They are carefully proportioned in accordance with the best modern practice. Snubbers are fitted to both axles.

Wheels.

Goodyear detachable steel spoked wheels are fitted, a spare wheel and tyre being included.

PRICE of CHASSIS, as above - - £325.

(Lanchester Patent Four-Wheel Brakes can be fitted, if desired, at £15 extra).

Subject to Terms of Business and Guarantee as per pages 31 and 32.

Tyres.

765 × 105 Dunlop Cord.

Electrical Equipment.

C.A.V. 12-volt system. The dynamo is mounted on and is an integral part with the engine, and is driven by a totally enclosed chain running in an oil bath, and for which an adjustment is provided. The starter is carried on the fly-wheel casing, well protected from dust and damp, and the accumulators are carried inside the chassis, under the floor boards.

Dimensions.

Wheel base, 9 ft. 4 ins. Track, 4 ft. 8 ins. Road Clearance, 9½ ins. Overall length, 12 ft. 9 ins. Overall width, 6 ft. Body Space, 7 ft. 9 ins. Weight of chassis with equipment, 16 cwt.

EQUIPMENT.

Lighting and Starting Set, comprising—
Dynamo and Motor.
Switch Board,
Battery,
Pair Head Lamps on Pedestal Brackets.
Pair Side Lamps on Wings.
One Tail Lamp.
Dashboard Lamp.

Snubbers fitted fore and aft.
Scuttle dash with Petrol Tank fitted.
Instrument Board, wired and fitted up
complete with Lighting and Starting
Switches, Speedometer and Clock.
Front Wings and Running Boards.

Electric Horn fitted under the bonnet.
Spare Wheel and Tyre.
Spare Wheel Carrier.
Luggage Grid.
Number Plates.
Kit of Tools.

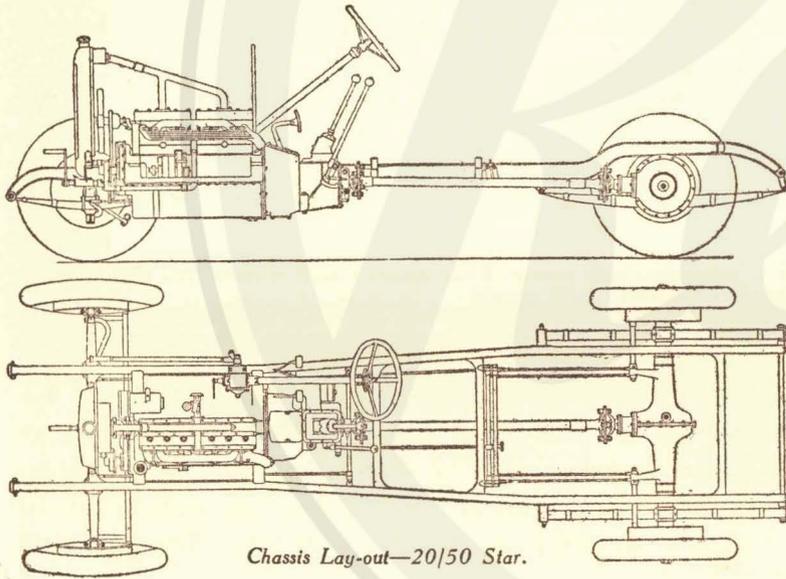
Specifications and Prices subject to alteration without notice.



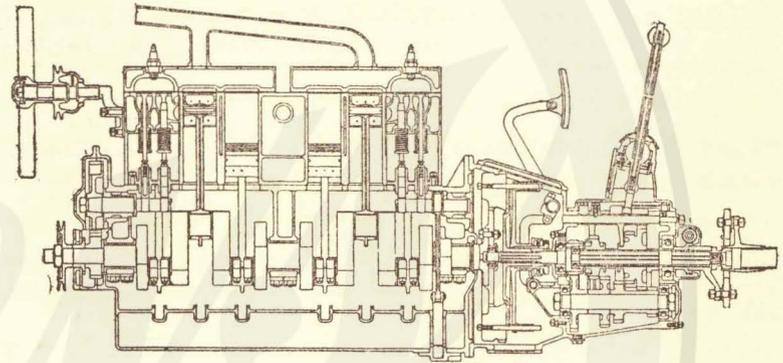
The Technical Features of the 20/50 h.p. (6-Cyl.) STAR CAR.

General.

IT will be seen that in designing this Chassis, simplicity, accessibility and cleanliness have been kept well to the fore in the interest of the owner-driver. The engine and gear box unit type of construction reduces the number of wearing parts



Chassis Lay-out—20/50 Star.



Engine and Gear Box Unit—20/50 Star.

needing attention and lubrication, gear changing is made easier, as the weight of the rotating parts is the least possible, and there is no fear of binding due to mis-alignment. This form of construction, together with the use of the fabric type of universal joint between the gear box and rear axle, removes all lubrication worries in regard to the transmission, and there are no clutch universal joints. It is also to meet the requirements of the owner-driver that side by side valves are adhered to, that the dynamo is chain driven, that the rear springs are made to take both torque and drive, and grease gun lubrication is used for spring shackle pins and the like.

The Technical Features of the 20/50 h.p. (6-Cyl.) Star Car—Continued.

Engine.

The cylinders are cast *en bloc*, and the valves are all on one side operated by a single camshaft. Two separate combustion heads are fitted, each covering three cylinders, the form of combustion space being such as to give to this type of engine an efficiency not exceeded by the best overhead valve types. The valves stems, springs and tappets are completely enclosed by two dust-tight plates, which are readily removable. A simple adjustment to valve tappets is provided. The camshaft, pump and magneto shafts are gear driven. The crankshaft is extremely stiff, carefully balanced, and carried in three large white metal bearings. The connecting rods are H-section Duralumin stampings, and the big ends are white metal lined in a phosphor bronze housing, with four bolts. Pistons are of aluminium alloy, split skirt type with three rings. The lubrication of the engine is by the well-known pump fed trough method. The induction manifold is cast integral with the exhaust manifold, in such a way as to vaporise thoroughly any of the heavier fractions of petrol which may be deposited, without unduly heating the main body of the mixture.

Clutch.

This is of the single dry plate type, and is so designed that no attention is required during the whole life of the fabric discs so far as spring adjustment, &c., is concerned, the only adjustment necessary being that of pedal position, which is made externally by removal of one bolt. There is an ample cover plate fitted above the clutch for inspection purposes.

Gear Box.

The gear box casing, which also includes the clutch housing, is bolted direct to the engine, thus ensuring correct alignment of engine and gear box under all conditions, and so dispensing with the need of universal joints here. Four speeds and reverse are fitted, gears being positively locked in neutral, and a reverse stop is provided, operated by a mushroom head at the top of the change speed lever. The control is by a central lever, mounted direct on the gear box, oscillating in a ball cup and the positions for the various gears are marked on a spherical cover attached to the lever. The shafts are very short and stiff, mounted on ball bearings, and the reverse wheels are stationary on all forward speeds. The layshaft is

The Technical Features of the 20/50 h.p. (6-Cyl.) Star Car—*Continued.*

mounted beneath the mainshaft, and therefore oil leakage at the mainshaft is practically impossible. The hand-brake lever is also carried on the gear box.

Propeller Shaft.

The propeller shaft is tubular and is provided with flexible fabric joints at either end, these, of course, requiring no further attention than an occasional examination.

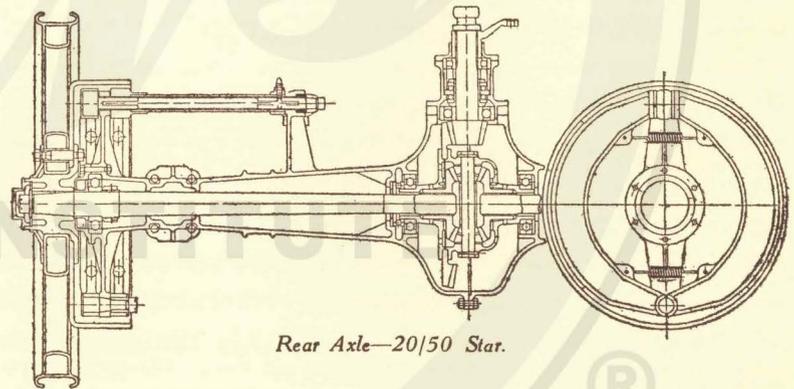
Rear Axle.

Spiral bevels are fitted, and the bevel pinion, complete with its bearings and universal joint star can be removed bodily from the axle for examination without disturbing any adjustments, and when this is removed, the crown wheel can also be examined. The pinion is mounted on ball bearings, and a double ball thrust is provided. The differential gear is of the bevel type, with a single cross pin, the box being mounted on ball bearings, and with a ball thrust to take the load. The axle casing has an extremely clean exterior and is so proportioned that no tie rod is necessary. The rear springs take both torque and drive, and are mounted under the axle, this location giving the best results when the springs have to serve the dual purpose. The brake drum is so arranged that when the detachable wheel is removed the drum can also be readily removed without

disturbing the hub, which is keyed on to the taper axle shaft, and therefore should never be disturbed unless absolutely essential. When the brake drum is so removed the brake linings can be examined, and, if necessary, replaced without any further dismantling than of the brakes themselves.

Four Wheel Brakes.

This equipment is the Lanchester Patent Four-Wheel Braking System, as described on page 18.



Rear Axle—20/50 Star.

The Specification of the 20/50 h.p. (6-Cyl). Star Car.

Engine.

BORE 73 m.m. Stroke 130 m.m. Capacity of Cylinders
3262 c.c. Treasury Rating 19'8 h.p. Annual Tax,
£20.

The Cylinders are cast *en bloc*, and two interchangeable heads are fitted, each covering three cylinders. The Crankcase has a detachable oil base, the crankshaft being supported in the top portion by separate bearing caps. The Crankshaft is of ample proportions to ensure stiffness, has integral balance weights, and is machined and ground all over.

The side by side valves are large and interchangeable, operated by a single camshaft, which is gear driven from the crankshaft. The combustion heads are of such form as to give an efficiency not exceeded by the best types of overhead valve engine, main and big end bearings are white metal lined, and the lubrication is of the pump fed trough type.

Ignition.

Standard high tension Magneto.

Cooling.

Pump circulation, with large honeycomb radiator and belt driven fan.

Carburetter.

Solex horizontal Carburetter, with air strangler, operated from the instrument board; fed from an Autovac Tank which draws its supply from the main tank which is situated between the rear dumb irons.

Clutch.

Single Dry Plate type, carried direct on the first motion shaft of the gear box, which in turn spigots into the end of the crankshaft.

Gear Box.

The Gear Box casing is bolted direct to the engine, enclosing the flywheel, clutch and clutch withdrawal gear in a dust-proof housing. The hand brake and change speed levers are mounted on the Gear Box, and four speeds forward and a reverse are fitted. There is positive lock for the gears in neutral, and a reverse stop is fitted. The shafts are short and very rigid, and large ball bearings are fitted. All gears are made from the highest grade air-hardening nickel-chrome steel.

Rear Axle.

Spiral bevells of air-hardening nickel-chrome steel are fitted and ball bearings and ball thrusts are used throughout. The axle shafts are of nickel chrome steel.

Front Axle.

H section nickel steel stamping, specially designed for front wheel brakes, the road wheels being carried on large ball bearings. The steering lock enables the car to be turned in a very small circle.

Four Wheel Brakes.

This equipment is the Lanchester Patent and consists of internal expanding shoes operating in 16 in. dia. steel drums, fitted to the front and rear wheels. Pressure of the foot pedal operates front and rear brakes together, the braking effort on each axle being in certain proportions which have been determined to a nicety after careful experiment. The hand brake operates expanding shoes in the drums on the

The Specification of the 20/50 h.p. (6-Cyl.) Star Car—Continued.

rear wheels. There are thus six brakes on the car. The shoes are of die-cast aluminium, faced with Ferodo.

Steering.

The steering is of the worm and wheel type, extremely rigid and fully adjustable for wear.

Control.

The usual three pedals are fitted, clutch, brake and central accelerator. Ignition and throttle levers operate on a fixed quadrant above the steering wheel.

Frame.

Pressed nickel steel, deep in section, inswept in front and upswept over rear axle.

Springs.

Long semi-elliptic front and rear. The rear springs are underslung, taking both torque and drive, and both springs are carefully proportioned in accordance with the best modern practice. Snubbers are fitted to both axles.

Wheels.

Goodyear detachable steel spoked wheels are fitted, a spare wheel and tyre being included.

Tyres.

820 × 120 Dunlop Cord.

Electrical Equipment.

C.A.V. 12 volt system. The dynamo is mounted on and is an integral part with the engine and is driven by a totally enclosed chain running in an oil bath, and for which an adjustment is provided. The starter is carried on the flywheel casing, well protected from dust and damp, and the accumulators are carried inside the chassis, under the floor boards.

Dimensions.

Wheel base, 10 ft. 6 ins. Wheel track, 4 ft. 8 ins. Road clearance, 9 ins. Overall length, 14 ft. 4 ins. Overall width, 6 ft. Body space, 8 ft. 7 ins. Weight of Chassis with equipment, 20½ cwt.

CHASSIS PRICE, £475.

Subject to Terms of Business and Guarantee as per pages 31 and 32.

EQUIPMENT.

The following are supplied with each Chassis.

Lighting and Starting Set, comprising—

Dynamo and Motor,
Switch Board,
Battery.

Pair Head Lamps on Pedestal Brackets,

Pair Side Lamps on Wings,

One Tail Lamp,

Dashboard Lamp.

Scuttle Dash with Instrument Board wired and fitted up complete with Lighting and Starting Switches, Speedometer and Clock.

Snubber Equipment fore and aft.
Lanchester Patent Four-wheel Brakes.
Front Wings and Running Boards.
Electric Horn fitted under the bonnet.

Spare Wheel and Tyre.
Luggage Grid.
Number Plates.
Kit of Tools.

Specifications and Prices subject to alteration without notice.

TERMS OF BUSINESS.

PRICES quoted in this Catalogue for STAR CARS are for NET CASH and are subject to alteration without notice. £25 must accompany the order as a deposit and the balance must be paid on receipt of notice that the car is ready for delivery. Cheques and Money Orders should be payable to "The Star Engineering Co., Limited," and crossed "& Co."

Brief descriptions of our products are published in lists, &c., for the information of intending customers, but we do not guarantee strict adherence to detail and reserve the right to make such alterations in design and construction as we consider desirable. The illustrations are not to be taken as binding in detail. Dimensions and weights are approximate only.

For export orders our cars are cased; the packing and cases are charged at the net cost price and are not returnable.

Delivery is made either at our Works, or F.O.R., Wolverhampton.

We always endeavour to deliver by the date promised but cannot accept any responsibility for delay, although if it should exceed two months the purchaser shall have the right to give us one month's notice in writing and if the car shall not be delivered before the expiration of such notice the purchaser shall be entitled to cancel the order and demand the return of the deposit paid provided that the delay in delivery has not been caused by strikes, fire, *force majeure* or other circumstances over which we have no control. The purchaser shall have no claim for damages or loss of profit because of delay in delivery.

We take reasonable precautions to ensure prompt delivery of the various articles produced by other manufacturers comprised in the equipment of our cars or chassis and included in the specification, but, in the event of strikes or other unforeseen circumstances, we reserve the right to deliver the car or chassis in running order and to make allowances for such details of equipment

as cannot be obtained or to substitute other articles of equipment in lieu thereof. On receiving goods, customers should carefully inspect them and if damaged on delivery should make an immediate claim on the carriers as the goods will have been signed for by them as received in good condition.

The Carriers will be the agents for the purchaser, who has to pay all their charges.

If any of our drivers or officials drive, instruct in driving, or handle the car for the owner for any purpose whatever, either in delivering a new car or making adjustments or repairs to the car, the owner of such car must accept full responsibility and take all risks for damage to persons, to property or to the car.

All repairs or alterations must be paid for when completed and before the car or part, as the case may be, is returned to the owner.

The term "Agent" in relation to our vehicles, goods or selling organization is used in the business sense of a dealer who purchases the goods of a manufacturer for re-sale by himself as principal, and not in the legal signification of the word. The persons and firms, therefore, whom we style Agents for Star Cars have no authority to incur any debt, liability or transact any business or to give any warranty or representation as to quality, or delivery of goods, or otherwise on our behalf.

Should the purchaser not pay for the vehicle and/or goods on due date, the Company reserves the right, unless otherwise mutually arranged to claim damages or to cancel the order and forfeit the deposit, or to re-sell the car at any time after ten days' notice, and to claim from the purchaser any loss sustained.

"STAR CARS" are sold on the condition that they are not to be exhibited at any Show or Exhibition in the United Kingdom without our previous permission in writing.

GUARANTEE.—*Motor Vehicles.*

THE STAR ENGINEERING COMPANY LIMITED (hereinafter called the "Company") whose Registered Office is situate at Frederick Street, Wolverhampton, do hereby guarantee in lieu of any warranty implied by law or otherwise that if a STAR CAR or CHASSIS which shall have been continuously owned by and still in the possession of the original purchaser shall within ONE YEAR from the date when the CAR or CHASSIS was originally sold and delivered by the Company break in any part owing to faulty material or bad workmanship and provided—

- (a) That the Customer shall forthwith forward to the Company at their Registered Office in Wolverhampton all charges paid the part to be repaired or replaced together with a full statement of all the circumstances under which the breakage occurred together with the maker's number of the Car or Chassis to which the part belongs and the name of the retailer or distributor from whom the Car or Chassis was purchased (if not procured direct from the Company) and the date of the original purchase of the Car or Chassis; and
- (b) That the Customer shall if so requested at a date to be agreed with the Company and at his own expense and risk send the Car or Chassis to the Company's works in Wolverhampton.
- (c) That it shall appear to the reasonable satisfaction of the Company that the breakage was in fact due to faulty material or workmanship in the first instance and not to fair wear and tear dirt neglect misuse or accident THE COMPANY WILL SUPPLY A NEW PART OR AT THE COMPANY'S OPTION SUFFICIENTLY REPAIR THE BROKEN PART.

A Customer sending a Car or Chassis or part of same to the Company pursuant to the above shall in any event be under obligation to remove same from the Company's premises if and when required to do so and failing to do so shall be liable to the Company for storage insurance and other such expenses as the Company may deem necessary to incur in order to preserve the property so left with them.

This Guarantee does not apply to any STAR CAR or CHASSIS which has at any time been repaired by any other makers or repairers except with the previous written consent of the Company nor to any STAR CAR or CHASSIS from which the Company's regular trade marks or number plates name or serial numbers have been removed or changed in any way or which has been let out on hire nor does such guarantee apply to other than those things which form a part of the Company's standard models of Car or Chassis and does not apply to electrical apparatus tyres lamps bodies or any other fittings or things not manufactured by the Company.

This Guarantee does not extend to consequential damages of any nature whatsoever nor does it in any way impose a liability on the Company for transportation or storage expenses accidents insurable risks labour fires lock-outs wars *force majeure* or for any reason or thing beyond the direct control of the Company.

The Company makes no warranty of its goods save as stated above and the Company is not responsible in respect to any undertaking representation or warranty made by any person or persons selling its goods.

Claims under this Guarantee made subsequent to the supply of new parts as above cannot be entertained.

Conclusive Proof.

FROM *Mr. W. F. C. KITSON,*
of The Leeds Wheel & Axle Co., Ltd., LEEDS.
(Dated May, 1925).

I enclose extracts from "Running Expenses" of my
 18/40 h.p. 6-cyl. car.

From January 19th, 1924, to May, 1925. 12,100 miles.

Petrol	-	-	-	0'969	pence per mile.
Tyres	-	-	-	0'139	" "
Tube, Oil, etc.	-	-	-	0'064	" "
Repairs and Replacements				Nil	
				<u>1'172</u>	" "
Licence and Insurance	-			1'302	" "
				<u>2'474</u>	" "

This includes the cost of one new tyre to replace one very badly cut after 495 miles running, and also the cost of repairing the damaged tyre; otherwise I have been practically 12,000 miles without a puncture, and hope to get a good deal more mileage from the original tyres.

I have not had a single road-stop nor a single miss-fire. I do 23-24 m.p.g. on a long run and 60 m.p.h., and average 19 m.p.g. over the whole period of 16 months: including town work, warming up, wastage, etc.

There is no sign anywhere of any mechanical wear, and the car runs better than when new.

FROM *Messrs. F. WILLIS & Co.,*
Iron, Steel & Tinplate Merchants,
Witton Goods Station, BIRMINGHAM,
(Dated September, 1925).

We purchased a 6-cylinder Star Car in February, 1924. This car has been in use every day, and upon looking into the figures of running expenses, we find that these are much lower than we anticipated for a car of this power, and perhaps the particulars will interest you as follows:—

	£	s.	d.
Licences and Insurance	-	-	63 18 0
Petrol	-	-	68 10 0
Oil and Grease	-	-	6 10 0
Tyres	-	-	21 0 0
Adjustments, Decarbonizing, etc.	-	-	5 10 0
			<u>£165 0 0</u>

Mileage covered - 18,000.

We have been very pleased with the running of this car, as it is powerful, quiet, and there is an entire absence of vibration at any speed. It is delightful to drive in traffic, and the acceleration is remarkable, it being possible to run at 5 to 65 m.p.h. on top gear.

We might mention that the original four Dunlop Tyres fitted ran 13,000 miles without a puncture.

In view of the very reasonable running costs of this car, we certainly think that it has been a very good business investment.

Cars that Never Fail.

FROM Major FREDERICK CARR,
(Dated January, 1925).

I have driven my 6-cylinder tourer Star, bought in 1923, 19,000 miles, and the car is running as sweetly as ever. I have had one involuntary stop, and that was magneto trouble. The car runs very silently, makes no fuss at 60 m.p.h., and holds the road perfectly, I am still running one of the original Dunlop cord tyres.

The car has cost me nothing for repairs
Last Spring I toured 1,800 miles in the West of Scotland, including the Isle of Skye, and during a tour of 940 miles in the Lake District I kept careful records of petrol consumption, which worked out at 23 m.p.g.

It is a magnificent hill-climber, and has stood up to its work in the severest and roughest conditions of roads and weather. I am so pleased with the car that I am buying the new model 20 h.p. 6-cylinder tourer of the same make.

FROM Mr. J. F. QUINN,
STEPNEY, LONDON, E. 1.
(Dated September, 1925).

You may be interested to know that I am still running one of your 1914, 15·9 Cars, Tourer. I bought it in 1914, and it has been in *constant daily use* ever since. It is now running quieter and better than ever, except for a little noise in No. 3 gear. It has run 76,250 miles and has *never failed*.

FROM Mr. R. BUCHANAN,
OLTON, near BIRMINGHAM.
(Dated August, 1925).

I got my car off you in 1922 (May). I have just completed 70,000 miles on it and she is running as well and as sweet as the first month I had it.

FROM Mr. L. S. DENHAM, EASTBOURNE.
(Dated July, 1925.)

The car has completed 8,000 miles and it has not cost me a penny beyond petrol expenses and the changing of the oil in the engine three times.

I always recommend the STAR, and I have never heard anyone yet say anything but good of it.