

number of cars sold during 1925 in Great Britain, 69 per cent. were of British manufacture.

With regard to the output of commercial vehicles, the year 1923 produced 22,000; 1924 produced 32,000; and 1925 produced 44,000. Of the commercial vehicles sold in 1925, about 14,000 were light vans, 12,000 were motor-buses, 6,000 were light lorries, 4,000 were motor-coaches and chars-a-bancs, 3,000 were heavy lorries, 1,000 were heavy vans and 500 were taxicabs.

It is impossible to say which firm produces the best car, as types vary greatly according to the demands of purchasers, but certain producers stand out very prominently in their special class of manufacture. The chief firms producing luxury models at £1,500 to £3,000 are, in alphabetical order: the Bentley Motors, the Daimler Co., the Lanchester Motor Co., the Leyland Motors and the Rolls-Royce. Among the chief firms turning out luxury and sporting models at £1,000 to £1,500 are the Armstrong Siddeley Motors, the Bentley Motors, the Crossley Motors, the Daimler Co., the Lanchester Motor Co., the Rolls-Royce, the Sunbeam Motor Car Co., Vauxhall Motors and the Wolseley Motors. The last-named firm has been absorbed by Morris Motors (1926).

Among the firms turning out good quality cars at £650 to £1,000 are the Armstrong Siddeley Motors, the Austin Motor Co., the Bentley Motors, the Clement Talbot, the Crossley Motors, the Daimler Co., Humber, the Rover Co., the Star Engineering Co., the Sunbeam Motor Car Co., Vauxhall Motors and the Wolseley Motors.

Smaller, less expensive cars at £300 to £650 are produced by A. C. Cars, Alvis Car and Engineering Co., Armstrong Siddeley Motors, Arrol Johnston, Austin Motor Co., James Bartle & Co., Bean Cars, Beardmore Motors, Clark Cenley & Co., Clement Talbot, Crossley