



# SIZAIRE-NAUDIN CARS

~~1909~~ 1910



Sole Rights for the United Kingdom and Colonies:—

**CHAS. JARROTT & LETTS, Limited,**  
45 Great Marlborough Street, Regent Street, LONDON, W.

*45 Great Marlborough Street,  
Regent Street, LONDON.*

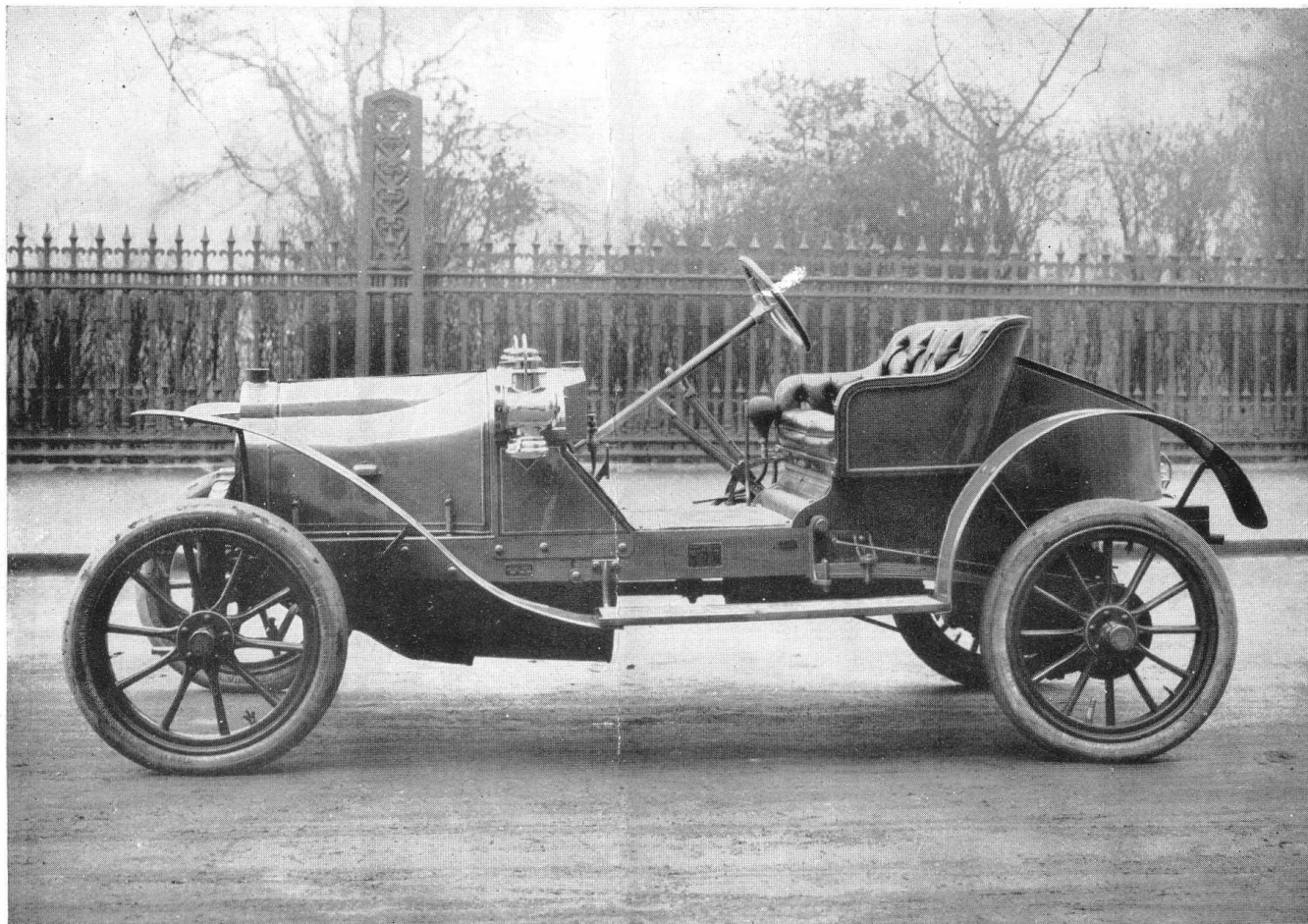
**THE  
FAMOUS SIZAIRE.**

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We have pleasure in presenting to you particulars of the most efficient light car manufactured. The Sizaire-Naudin Car has by reason of its successes secured a reputation far ahead of all its competitors.

The Car is extraordinary in its capabilities. Make an appointment for a trial and you will be convinced.

*Bankers : Messrs. Coutts.  
Telephones : 2362 Gerrard (2 lines)  
Telegrams : "Jemidar, London."*



*The 12 h.p. Sizaire-Naudin Car.*  
Price = = £215.

## *Introduction.*

**H**EREIN will be found a few details of the famous Sizaire-Naudin light cars, which have, by reason of their excellence and efficiency, attained a reputation far ahead of any of their rivals, which places them second to none in the light car world.

Since the car was first manufactured the experience gained by the makers has enabled them to improve it in a number of important points. The remarkable design and construction of the cars always attracted great attention, and now that all the early imperfections have been entirely eliminated, reliability and strength are two of the most important characteristics of this car.

The extraordinary success attending the Sizaire-Naudin cars in the great Continental Voiturette Races, has made it clear that the car has a superiority of the most striking character, and in view of the fact that extensive additions have been made to the works, increased facilities for the production of a large number of cars have been obtained, standardization has been secured, and the practicability of the car also increased.

Every detail of construction is carefully designed and is guaranteed to withstand heavy shocks with a minimum of wear. The motor is extraordinarily flexible and is capable of turning at very low or very high speeds, rendering it possible to manœuvre the car through the densest traffic without changing gear. The change of speeds is fitted in a very ingenious manner, being extremely silent, and also remarkable for the ease with which the change is made.

We would particularly draw your attention to the splendid average of  $39\frac{1}{2}$  miles an hour, which was made by the winner of the 9-h.p. Sizaire-Naudin Race at Brooklands on the 18th April last. This speed from a standing start, of a small 9-h.p. standard car, is an indication of the extraordinary efficiency of the Sizaire-Naudin cars.

## *Description.*

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### **Motor.**

The chief characteristics of preceding years which have given such excellent results have been retained. Many details have been improved, securing greater efficiency and reliability. The motor has a bore and stroke of 120 × 130 mm. It is fitted with enclosed flywheels and an additional one outside for the clutch. Mechanical valves. The speed of the engine is controlled by means of variable lift on the inlet valve. A simple half-compression cam is fitted which makes starting of the easiest nature. The 8 h.p. motor has a bore and stroke of 120 × 110 m/m.

### **Ignition.**

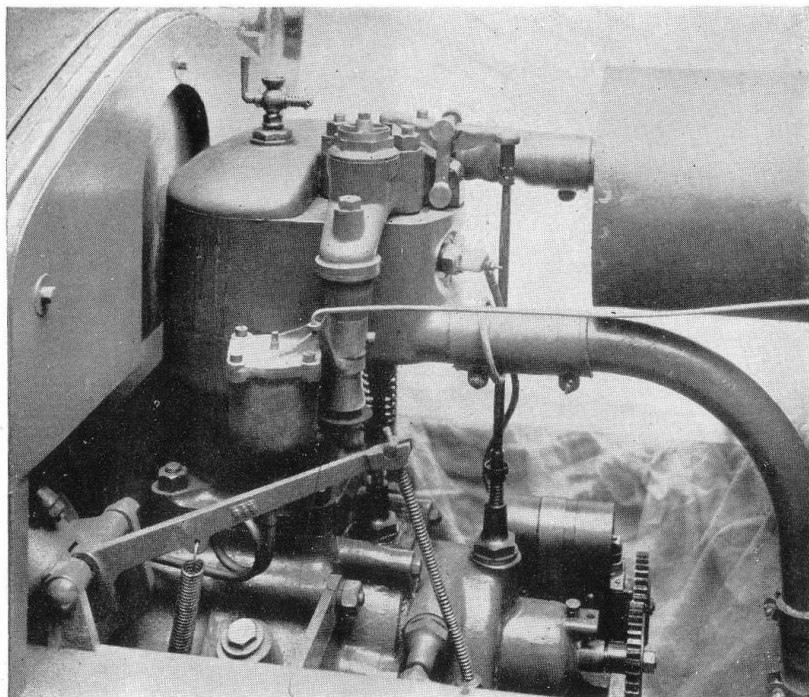
Simms-Bosch high tension magneto ignition is fitted of the latest type. Provision is also made for a supplementary accumulator and coil ignition.

### **Lubrication.**

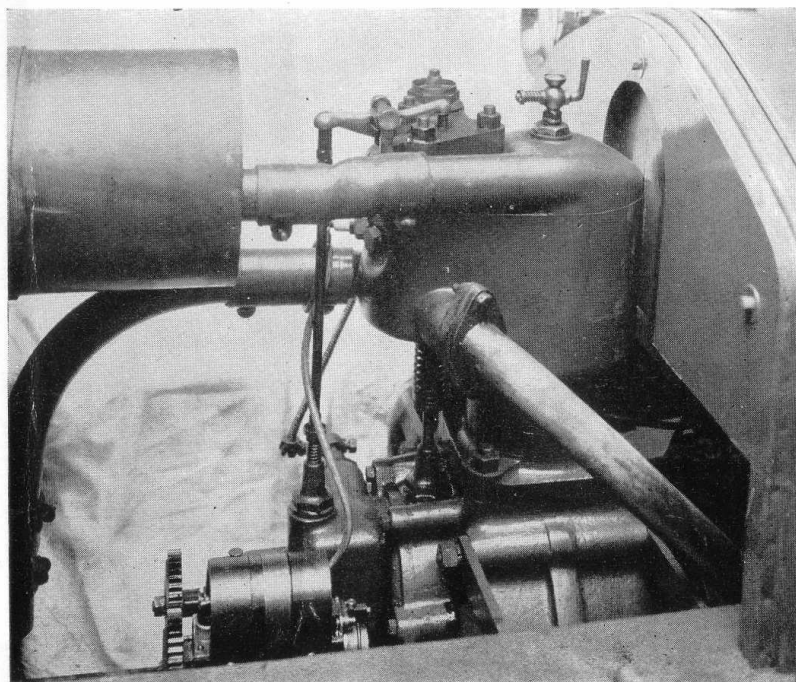
The lubrication on Sizaire-Naudin cars is very simple and efficient, a reservoir is fitted to the dashboard and the oil drips by gravity through two adjustable sight feeds to the bearings of the motor and gears. The oil to the motor passes first through the crank shaft bearing and then through a small tube to the interior flywheels. Provision is made for the proper lubrication of timing wheels.

### **Carburettor.**

The carburettor is entirely automatic in its action and very economical in petrol consumption. The auxiliary air inlet is automatically regulated simply by means of the engine's own suction. This carburettor gives the motor a great variation of speed. Arrangement is made for cutting off the ordinary air supply for starting. The carburettor can be dismantled simply by unscrewing one bolt.

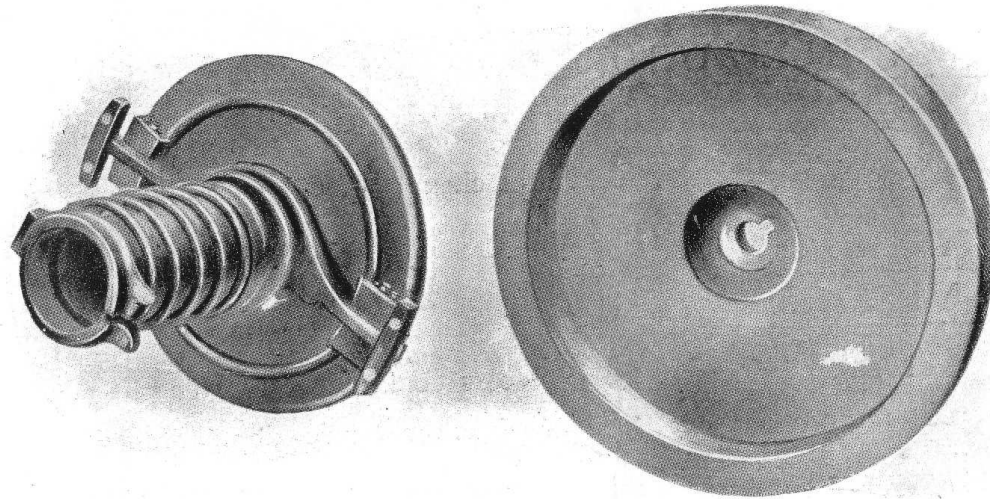


*The Engine (Carburettor Side).*

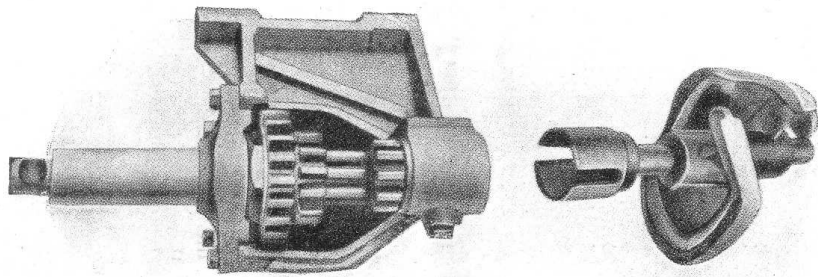


*The Engine (Magneto Side).*

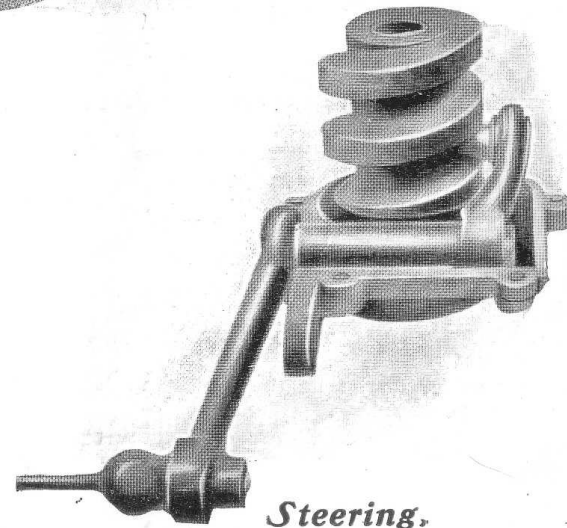
- Cooling.** The cooling of the motor is obtained by means of Thermo-Syphon system. A combined radiator and tank is fitted in front of the motor.
- Petrol Tank.** The petrol tank forms part of the dashboard and holds sufficient for an ordinary day's running.
- Clutch.** The clutch is metal to metal of a special plate type with supplementary fibre pads, and released from the flywheel of motor by means of a push pedal. The lubrication of the clutch is secured by overflow oil from the motor.
- Steering.** Is of the irreversible type. The steering column is well raked, with large direction wheel. The steering is so designed that wear is taken up automatically, as shown by the illustration.
- Control.** The speed of the motor is controlled by means of a small lever fitted on the face of the steering wheel which operates a tapered inlet valve cam, giving a greater or less lift to the valve, thus varying the power and speed.
- Change Speed Gear.** The change speed gear is a radical departure from accepted practice, and has proved to be absolutely efficient. Three speeds forward and one reverse are provided, each forward speed being a direct drive and operated by means of a specially shaped cam which moves the sleeve carrying the three speed pinions, bringing them into mesh with the crown wheel. The reverse is obtained by sliding an intermediary pinion into mesh between 1st speed and crown wheel. The reverse is mounted on ball bearings. All mechanism is enclosed in the casing forming the rear axle.



*Clutch.*



*Change Speed.*



*Steering.*



**Differential.**

The differential is contained in a case formed by the crown wheel, and is attached to same by six bolts, four of which form satellites. The pinions have parallel teeth, and the driving pinions are keyed on to the road wheel shafts.

**Suspension.**

Three point suspension is employed. Two inverted quarter elliptic springs are fitted to the rear and a transverse spring in front. This suspension is as near perfection as it is possible to obtain, and secures exceptionally easy running.

**Wheels.**

Artillery wood wheels are fitted, to take 750 x 85 tyres all four wheels. The wheels can be fitted with 760 x 90 heavy car tyres, the extra cost of which is quoted for. The 8 h.p. car is fitted with wheels to take 700 x 85 tyres.

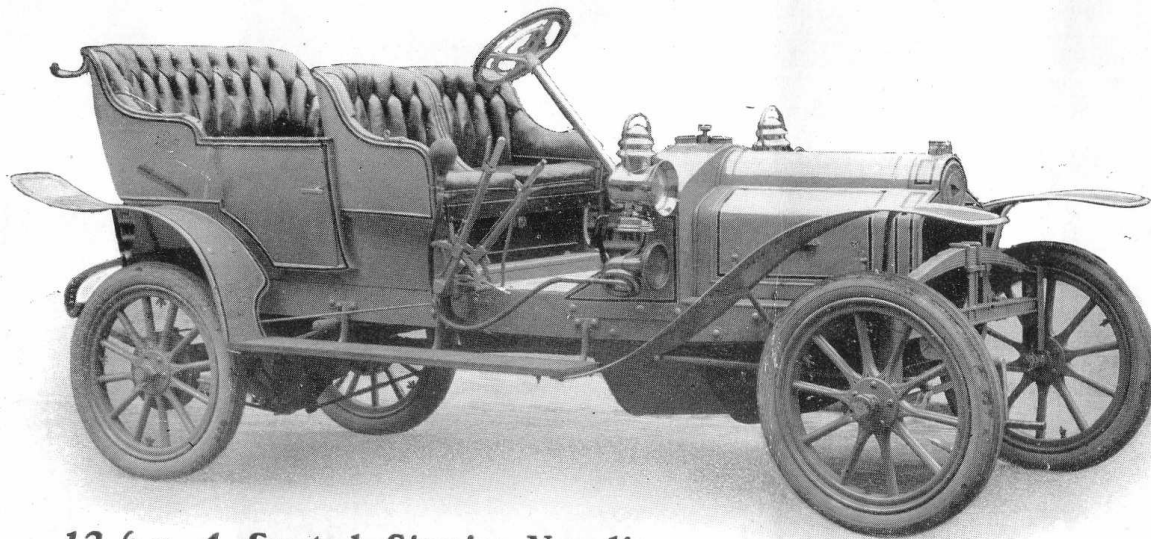
**Chassis and General.**

The frame is of armoured wood with an H steel section across extreme front. Three double acting internal expanding metal to metal brakes are fitted, one operating on a special drum in the differential and the others on each of the rear road wheels. The road wheel brakes are operated by means of a pull-to lever placed at the right-hand side of the driver, and are properly compensated.

All cars are carefully tested on the road before delivery, and extreme care is taken in respect of all adjustments.

**12 h.p.  
Chassis  
Dimensions.**

Length of frame behind dashboard ...	...	...	6ft. 2in.
Wheel base ...	...	...	8 ,, 0 ,,
Wheel track ...	...	...	4 ,, 2 ,,
Length over all ...	...	...	10 ,, 8 ,,
Width over all ...	...	...	4 ,, 8 ,,
<b>12 h.p. Two-seated Standard Sizaire</b>	=	=	= <b>Price £215</b>
<b>8 h.p. ,, ,, ,,</b>	=	=	= <b>,, £190</b>



**12 h.p. 4-Seated Sizaire-Naudin.**

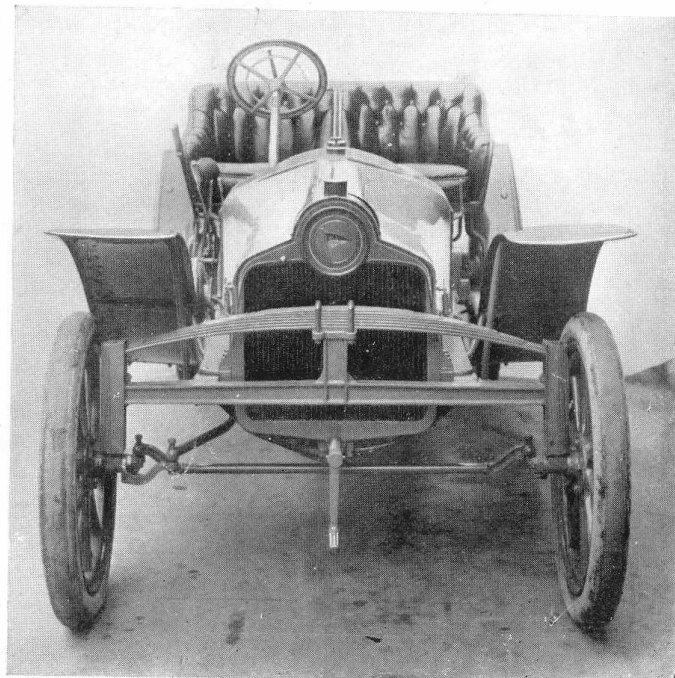
Fitted with double phaeton side entrance, carriage body, painted grey, picked out white and black lines, upholstered in black leather, fitted 760 x 90 pneumatic tyres rear wheels, 750 x 85 front.

**Dimensions.**

Wheel base	...	...	8 ft. 6 in.
Wheel track	...	...	4 " 2 "
Length of frame behind dashboard	...	...	6 " 8½ "
Length over all	...	...	11 " 6 "
Width over all	...	...	4 " 9 "

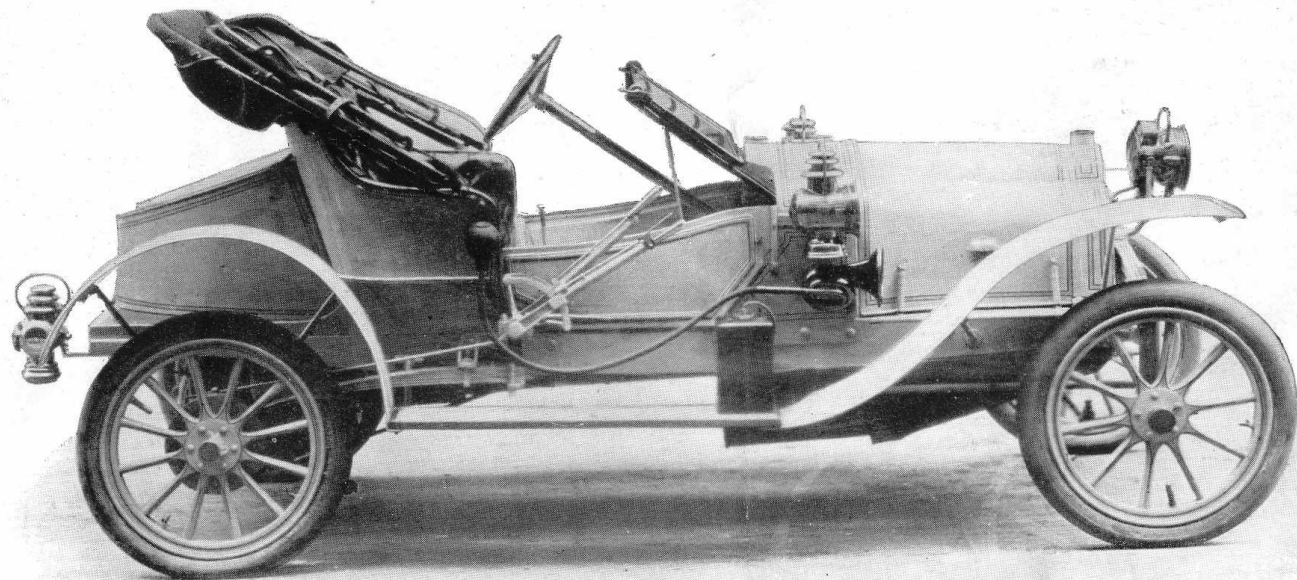
**Price £230.**

**Front View  
12 h.p.  
Sizaire-Naudin.**





*The Sizaire-Naudin Cab. Specially designed for Medical Men.  
Price £280 complete.*



*Touring Sizaire-Naudin Car, fully equipped for the road.*

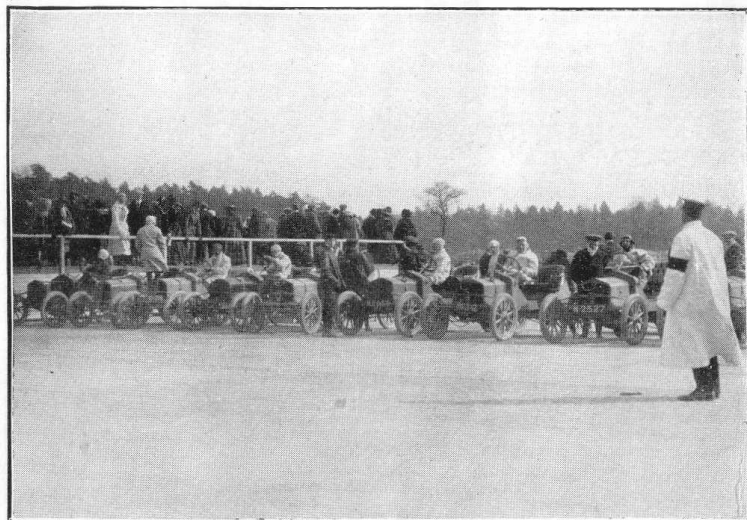
**EXTRAS.**

Two ignitions ... ..	£6 0 0	Fitting 760 x 90 tyres to all four wheels	£12 7 10	One float ... ..	£0 2 6 <sup>+</sup>
Upholstery of special colour ...	3 10 0	Two brass side lamps ... ..	2 2 0	Luggage carrier with brass rails (detachable) ... ..	4 10 0
Special painting and finish ...	6 10 0	One brass tail lamp ... ..	1 8 6	Stepney spare wheel with fittings	3 12 6 <sup>+</sup>
Cape cart hood ... ..	10 10 0	One brass horn and flexible tube ...	1 10 0	Metal side doors (detachable) ...	3 3 0
Folding wind screen to dashboard	8 8 0	One jack ... ..	1 8 6	Patent leather inside wing guards	3 3 0
Non-skidding tyres to rear wheels, 760 x 90 ... ..	10 10 0	One inlet valve complete ... ..	0 18 6 <sup>+</sup>		
		One exhaust valve complete ... ..	0 13 6 <sup>+</sup>		

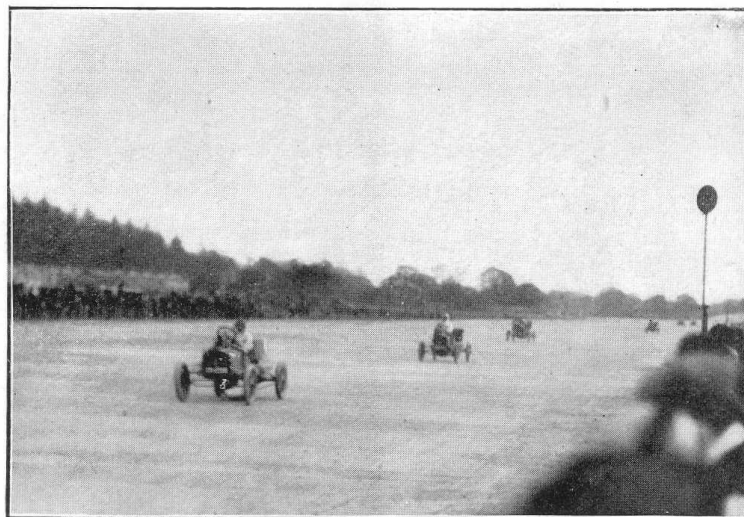
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*\* these are the only ones extra necessary to buy for the people.*

# Brooklands.



*In the Paddock.*



*The Finish.*

## *Race for the Sizaire Cup, Brooklands, April 18th, 1908.*

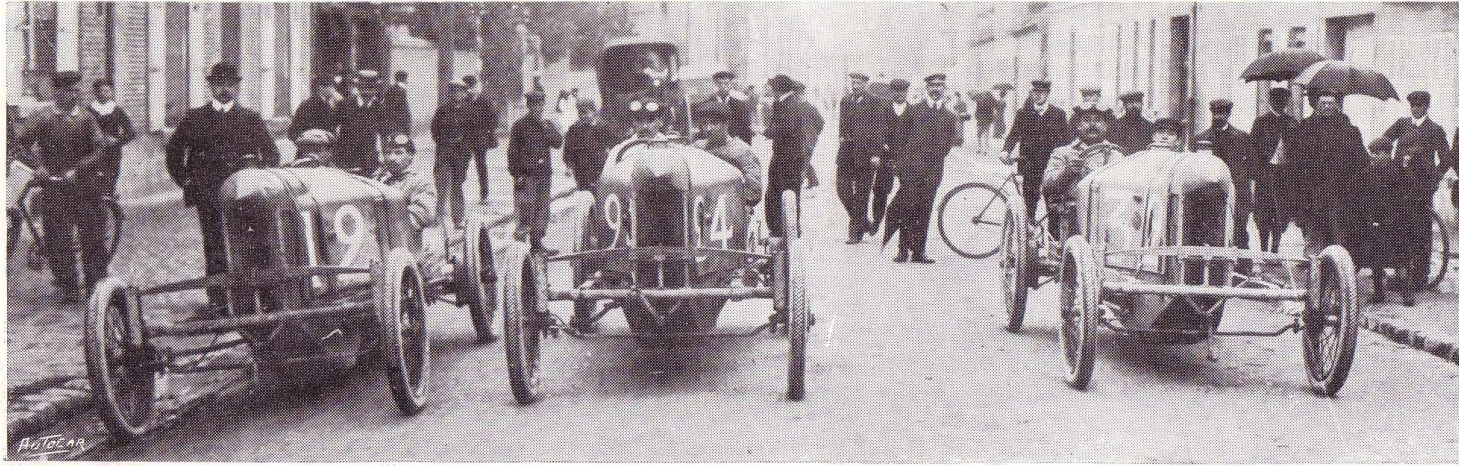
*(Average speed of Winner, 39½ m.p.h. Standing Start.)*



*Rivington-Pike Hill Climb.  
Gold Medal.*



*Sharpenhoe Hill Climb.  
Silver Medal.*



M. SIZAIRE

M. NAUDIN

M. LÉBOUC

*The Famous Team of Sizaire-Naudin Racing Cars.*

**A MARVELLOUS RECORD!**

**Coupe des Voiturettes**

won by

**SIZAIRE-NAUDIN**

Three Years in Succession

**1906**

**1907**

**1908**

**"A performance without parallel in the history of Motor Racing."**

## A Few Sizaire-Naudin Successes.

1906.

### "LYON SPORT," EPR DU JOURNAL.

Hill Climb, 3 kilos. 700. at an average of 9.50% ... 1st, Bouchetal de la Roche 7m. 52s.

### OSTEND. July.

Kilometer ... 1st, Van Cayseel ... 56 $\frac{1}{4}$ s.  
 Mile ... 1st, Van Cayseel ... 1m. 45 $\frac{3}{4}$ s.  
 5 Kilos. ... 1st, Van Cayseel ... 4m. 44 $\frac{1}{4}$ s.  
 200 Kilos. ... 1st, Van Cayseel ... 4h. 5m. 0 s.  
 ... 2nd, Naudin ...

### NORMANDY MOTOR CLUB.

First in general class, beating cars of 18, 28, 30, and 40 h.p.  
 1 kilo. on 10% hill (standing start) 1st, Sizaire ... 1m. 34s.  
 Flying kilo. ... 1st, Sizaire ... 56s.  
 200 kilos. in varying country, with controls 1st, Sizaire ... 4h. 0m. 30s.  
 ... (45 kms. per hour.)

### COUPE D'AUVERGNE. September.

1000 kilos. ... 1st, Sizaire ... 28h. 0m. 53s.  
 ... (Average 40 kilos. per hour.)

### DOURDAN. October.

Flying Kilo. ... 1st, Naudin ... 1m. 1s.  
 ... 2nd, Seignol ... 1m. 1 $\frac{1}{4}$ s.

### GAILLON. October.

Uphill kilo. ... 1st, Naudin ... 2m. 3s.  
 ... 2nd, Seignol ... 2m. 3 $\frac{1}{4}$ s.

### RALLYE AUTOMOBILE CLUB. Marseille.

130 kilos. in varying country ... 1st, Romano, (Av. 57 kilos.) 2h. 15m. 25s.

### COUPE DES VOITURETTES.

200 kilos. at 59 km. per hour ... 1st, Sizaire ...

1907.

### TARGA FLORIO. April 18th.

Coupe des Voiturettes, 300 kilos. 1st, Naudin ... 7h. 47m. 90s.  
 ... From 22 runners.

### LYON-SPORT.

3 kilos., 140 uphill, average 5.180% gradient ... 1st, Faure ... 5m. 11s.  
 ... 2nd, G. Sizaire ... 5m. 26s.  
 ... 1st in general class from 55 competitors by 7,541 points.

### CIRCUIT PROVENCAL. For small cars.

240 kilos. Second category ... 1st, Romano ... 5h. 56m. 0s.  
 ... 2nd, Sizaire ...

### PROVENCE SPORTIVE.

500 metres uphill ... 1st, Romano ... 1m. 75s.

### MEETING DE PROVENCE.

Flying kilo ... 1st, Sizaire (70 kilos. 300) 51s.  
 ... 2nd, Naudin ...  
 5 kilos. flying ... 1st, Sizaire ... 4m. 13s.  
 ... 2nd, Naudin ...

### MONT VENTOUX.

Hill climb. Average 15% gradient ... 1st, Sizaire ... 43m. 27s.  
 ... 2nd, Naudin ... 47m. 18s.  
 ... Beating cars with bore of 140m/m, and 4-cylinder cars. Average speed, 30 kilos.

### COURSE DU SOMMERING.

Theory Prize ... Klug, 1st, from 105 competitors.

### CHATEAU THIERRY.

Hill climb ... 1st, Sizaire ... 2m. 42s.  
 ... 2nd, Lebouc ... 2m. 45s.

### MARSEILLES.

Cede hill climb. ... 1st, J. Desandre ... 5m. 8s.  
 ... 2nd, Romano ... 5m. 14s.

### BORDEAUX.

Course de l'Auotloc ... Pinaud Duanip, 1st of the general class, 17 kilos. 540, with 1 kilo of petrol.

### CAPT. KIDD'S HILL CLIMB.

SIZAIRE-NAUDIN 1st.

### 200 MILES RELIABILITY TRIAL FOR ROVER CUP.

SIZAIRE made non-stop run.

### SOUTH DEVON A.C. HILL CLIMB:

Won by Dr. A. P. Drummond on a 9 h.p. SIZAIRE.

### RIVINGTON PIKE HILL CLIMB.

SIZAIRE-NAUDIN 1st.

## A Few Sizaire-Naudin Successes—continued.

### 1908.

#### SHARPENHOE HILL CLIMB.

Silver Medal for 2nd place on formula, won by Mr. Charles Jarrott, on 12 h.p. SIZAIRE.

#### MANCHESTER A.C. HILL CLIMB:

President's Cup for the 1st place on handicap irrespective of class, won by Mr. F. W. Hobdey, on a 7 h.p. SIZAIRE, beating cars of over 40 h.p., also making fastest time in its class.

#### RACE FOR SIZAIRE-NAUDIN CUP.

Brooklands. Won by Mr. G. F. Scantlebury, on a 9 h.p. SIZAIRE, at an average speed of 39½ miles an hour.

#### DORSET A.C. HILL CLIMB.

Melbury Hill. Gold Medal won by Mr. R. F. Glyn, on a 9 h.p. SIZAIRE, showing higher efficiency than any other car running. Mr. C. H. Braun also on a 9 h.p. SIZAIRE, secured 3rd place.

#### CRYSTAL PALACE FLEXIBILITY TRIALS.

1st in class 1, Mr. G. F. Scantlebury on an 8.9 SIZAIRE. This car averaged over 39 miles an hour over the half-mile at Brooklands.

#### ALL-COMERS' HANDICAP RACE.

Brooklands. August 1st, won by M. Naudin on a 6.2 h.p. SIZAIRE. Won by over a mile.

#### MERIT TROPHY.

Brooklands. Won by Mr. G. F. Scantlebury, on an 8.9 SIZAIRE.

#### ESSEX M.C. HILL CLIMB.

Gold Medal for fastest time in its class, won by 9 h.p. SIZAIRE. Silver Medal for 2nd place on formula, also won by 9 h.p. SIZAIRE.

#### RIVINGTON PIKE HILL CLIMB.

Gold Medal for fastest time on handicap in class A, won by Mr. C. Parish, on a 9 h.p. SIZAIRE.

#### MEDÉAH HILL CLIMB.

ONE-CYLINDER CARS—1ST CATEGORY.

P. de MALGLAIVE on Sizaire et Naudin ... .. 20 minutes 25 seconds.

TWO-CYLINDER CARS—2ND CATEGORY.

Sueden on Dion Bouton, 10 h.p. ... .. 23 minutes 54 seconds.

David on Darracq, 10 h.p. ... .. 24 " 28 "

Bourgeaud on Renault, 10 h.p. ... .. 25 " 54 "

Fasio on Darracq, 10 h.p. ... .. 31 " 42 "

FOUR-CYLINDER CARS—3RD CATEGORY.

De Lara on Darracq, 18 h.p. ... .. 21 " 24 "

Viveau on F.N., 16 h.p. ... .. 22 " 32 "

SIZAIRE and NAUDIN winning 1st, 2nd, and 3rd categories together.

#### MONACO MEETING.

Sizaire-Naudin boat, Sizaire-Naudin motor, and Despujols hull. Cruisers of one-cylinder 100 bore; 15 entries.

1st G. SIZAIRE on Sizaire-Naudin. 50 kilos.; eight rounds. Course in 2 hours 20 minutes.

Finished two rounds ahead, representing 12 kilos. 500 lead from the 2nd, Anzami-Nantibus.

#### FLYING KILOMETRE IN ALGERA.

ONE-CYLINDER CARS

1st Baron de VIVIER on Sizaire-Naudin ... .. 55 seconds <sup>3</sup>/<sub>8</sub>ths.

2nd Holden " " ... .. 1 minute 2 " <sup>3</sup>/<sub>8</sub>ths.

#### SAINT SEBASTIEN MEETING. Igueldo Hill Climb.

2ND CATEGORY.

1st SIZAIRE-NAUDIN ... .. 9 minutes 1 second.

#### TARGA FLORIO.

G. SIZAIRE won the Cup of the Sporting-Club for the fastest circuit (150 kilos), which he accomplished at an average speed of 50 kilos per hour.

#### CIRCUIT PROVENCAL FOR SMALL CARS.

CATEGORY B. BORE 125.

1st ASQUIER on Sizaire-Naudin ... .. 12 points.

2nd TALMA " " ... .. 15 "

Total time ... .. 5 hours 29 minutes 52 seconds. Eight rounds.

#### GRAND PRIX DES VOITURETTES.

2nd NAUDIN. Record for the Circuit.

### COUPE DES VOITURETTES (Sept. 27th.)

1st. M. Naudin... .. 5 hours 14 minutes.

2nd. M. Sizaire... .. 5 " 21 "

4th. M. Lebouc... .. 5 " 42 "

#### COUPE DE REGULARITE.

SIZAIRE-NAUDIN. Awarded to the team of 3 cars finishing in the best position.

#### PRIX DE L' A.C. D' L'OISE.

Awarded to M. Naudin for the fastest circuit at the record average speed of over 76 kiloms. per hour.

#### PRIX DU SYNDICAT D'INITIATIVE.

Awarded to the SIZAIRE-NAUDIN Team for the most regular running.



# The World's Voiturette Records,

Brooklands, October 28th, 1908.



*M. Naudin on his record breaking 6'19 h.p. Sizaire.*

## OFFICIAL TIMES.

	Times	Rate of Speed attained.
100 miles ... ..	1 hour, 31 minutes, 53·452 seconds ... ..	65·295 miles per hour.
65 miles, 755 yards ...	1 hour	
50 miles ... ..	45 minutes, 54·247 seconds ... ..	65·353 miles per hour.
½-mile (flying start)	27·075 seconds ... ..	66·48 miles per hour.

*Facsimile of Official Certificate received from The Brooklands Automobile  
Racing Club for the 100 Miles World's Record (Voiturette Class).*

No. 62

BROOKLANDS MOTOR COURSE.

VOITURETTE CLASS

HUNDRED MILE RECORD

Date October 28th, 1908. ....


Description of Car 6.19 h.p. (R.A.C. Rating) 1-cylinder Sizaire et Naudin. Type X.  
Series G.P. No. 300. Bore 3.934 inches. Weight : over 1,320  
..... lbs. The car complied in all particulars with the Regulations  
of the A.C.F. for the Grand Prix des Voiturettes, 1908.

Driver ~~or~~ Owner ..... Mr. Naudin .....

Distance Measured on <sup>50</sup>~~10~~ ft. Line ..... 100 Miles (flying start) .....

Time as per Automatic Electric Chronograph ..... 1 hour, 31 minutes, 53.452 seconds  
Seconds.

Rate of speed attained ..... 65.295 ..... Miles per hour

Certified by   
R.A.C. for the Chronograph of the  
Official Timekeeper to the Brooklands Automobile Racing Club.

## *Hints on Lubrication.*

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### **Motor.**

For the lubrication of the motor a thick oil, which will not burn, is necessary. When the motor is new a quantity of about  $\frac{3}{4}$  of a litre should be supplied, so as the flywheels will splash it on the sides of the crank-chamber; from there it falls into cups and lubricates the bearings. This splash will also serve to lubricate the piston.

The bearing on the crank shaft of the motor can also be lubricated by opening the left-hand oil adjuster, which is fixed on the oil tank. The adjuster ought to be regulated to about one drop per second.

It may be noted that too much oil will result in smoke, against which we warn our clients, as it may soot the sparking plug. Too much oil also spoils the valves.

At the start it would be advisable to give the valve lifter a drop of oil.

### **Clutch.**

The clutch can be oiled with an oil-can through a hole in the clutch shaft. In order to facilitate the finding of this hole a letter **H** is marked near the hole in question. If the hole cannot easily be seen the clutch should be withdrawn, when it will be found under one or the other of the top of the two arms which operate the fibre clutch pads. It is important that this bearing should be well oiled.

***Back Axle.***

For the lubrication of the back axle it is necessary to put in about one-and-a-half-litre when the car is new. When the oil is at a good height drops will be seen to pass through holes in the tube forming the back axle. The oil can be supplied to the back axle by means of the drip feed regulator fixed on the oil tank. This ought to be regulated to about one drop every three seconds. We advise our clients to mark the usual position of the drip feed regulators so as to obtain a limited consumption of oil.

***Chassis.***

All movable rods such as steering rods, steering connecting rods, brake levers, differential, speed lever, etc., ought to be oiled every two or three days so as to ensure perfect working.

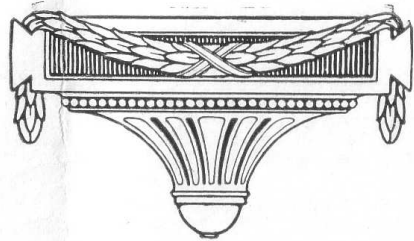
The guides of the hand levers, which are the parts most exposed to the mud, ought to be oiled every day.

***Wheels.***

Oil front wheels by unscrewing the hub caps, which ought to be filled with thick grease. Rear wheels, being on ball bearings, have two small holes inside the brake drums, which must be filled with oil.

***Steering.***

Every 600 miles, a mixture of oil and thick grease, slightly warmed, should be put into the steering box, which is opened by means of a plug.



1000



Geo. Pulman & Sons, Ltd.,  
London and Wealdstone.