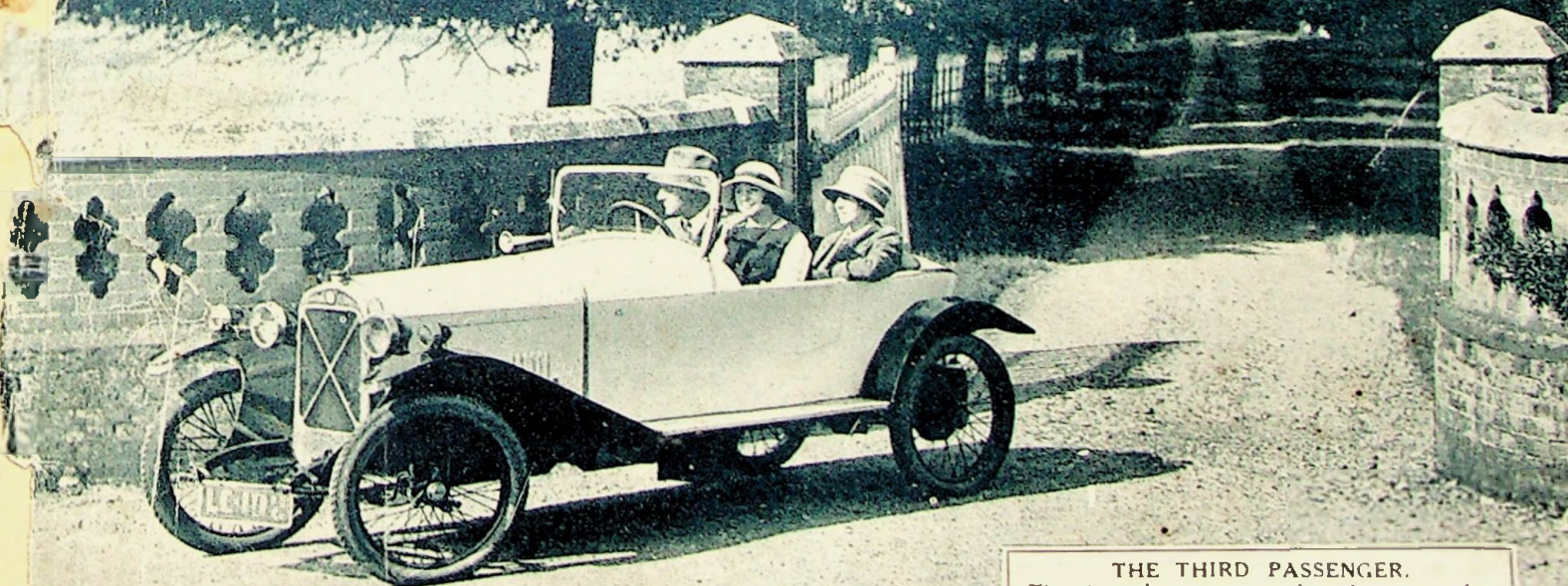


# The Light Car and Cyclecar

Founded 1912  
The only Small Car Journal

3<sup>rd</sup>

Vol. XIV No. 611  
Friday Aug 8, 1924  
Registered at the GPO  
as a Newspaper



#### THE THIRD PASSENGER.

The time always comes when the owner of a two-seater wishes to carry a third passenger. A dickey seat is useful in this connection, but staggered seats as shown above are surely the best solution.



## *During the Great War :*

Every single Fighting and Bombing Aeroplane that left the British Isles was equipped with PALMER CORD TYRES and PALMER LANDING WHEELS.

## *TO-DAY :*

**PALMER**  
CORD TYRES

and

PALMER LANDING WHEELS

are used

**EXCLUSIVELY**  
ON ALL BRITISH AEROPLANES

---

Remember this striking testimony to Palmer efficiency and when ordering Tyres for

**YOUR CAR**

*fit Palmer for Peace of Mind*

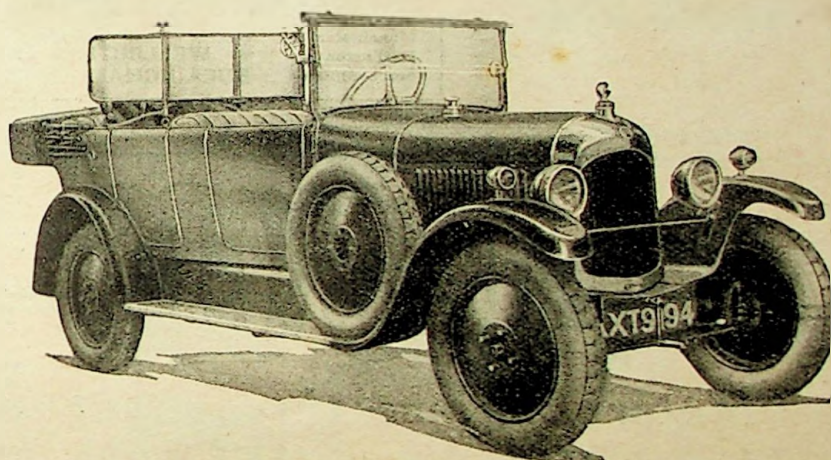
THE PALMER TYRE LTD., 119, 121, 123, Shaftesbury Avenue, London, W.C.2

(162)

*You'll decide on a*  
**CITROËN**

*Now!*

**5 "COMFORT" TYRES  
 NO EXTRA COST!**



**£270**

11.4 h.p. English Body,  
 4-seater (as illustrated),  
 with Folding Rear  
 Windscreen, Boyce  
 Motometer, Tecalemit  
 Chassis, Lubrication,  
 etc., etc.

Michelin "Comfort" (Low Pressure) Tyres  
 give unequalled riding comfort and lengthen  
 the life of the car.

Citroën is the first large manufacturer in the  
 world to adopt "Comfort" Tyres as standard  
 equipment on all models.

Citroëns are better value than ever!

11.4 h.p. English Body, 2-seater, £255.

*Send for Citroën Book 18.*

**CITROËN CARS, LTD.,**

CITROËN BUILDING, BROOK GREEN,  
 HAMMERSMITH, LONDON, W.6.  
 Telephones: Hammersmith 2220-7.  
 Telegrams: "Citroën, Hammer, London."

WEST END SHOWROOMS:  
 60, PICCADILLY, LONDON, W.1.  
 Telephone: Gerrard 6272.  
 Telegrams: "Citrocar, Piccy, London."

K

MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists  
 the cause of economical motoring.



# Insist

on getting

When you  
ask for—  
"fifty fifty"

remember its the  
"trade-mark" sym-  
bolising National  
Benzole Mixture,  
therefore, protect  
yourself by insist-  
ing on this brand  
only being served

## "National" Benzole Mixture

*The unrivalled motor fuel*

Always of the same high quality, in the same proportions, fifty-fifty, and guaranteed as such

Sheffield  
Birmingham  
Manchester  
Darlington  
Southampton

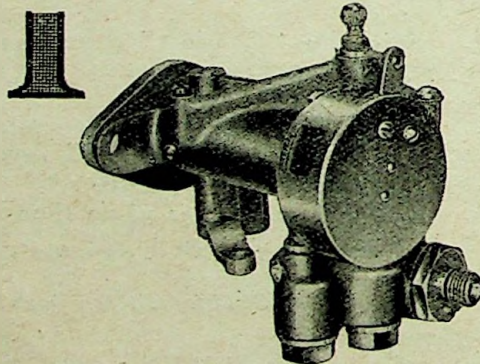
**NATIONAL BENZOLE Co. Ltd**

Head Office:  
WELLINGTON HOUSE  
BUCKINGHAM GATE, S.W. 1.

Plymouth  
Bristol  
Liverpool  
Ipswich  
Rochester

# 4,000,000

*Motor Engines throughout  
the world are fitted with*



## ZENITH

### CARBURETTERS

What better proof could you have that the Zenith will improve the running of your Light Car? Special sets are now available for SINGER, WOLSELEY, CITROEN, HUMBER, ROVER, GWYNNE, RILEY, A-C., and many other Light Cars.

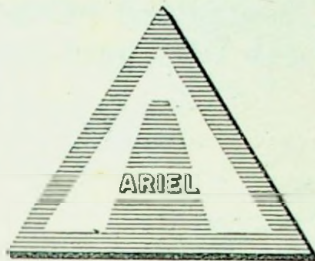
HAVE ONE ON A MONTH'S TRIAL.

ZENITH CARBURETTER Co., Ltd.,  
40-44, Newman Street, W.1.

Telephone - - - Museum 4812-4813.  
Telegrams: Zenicarbur, Phone, London.

TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.





ALL BRITISH

# ARIEL

10 H.P. 4-CYLINDER

*The protection*

AFFORDED BY THE  
"ARIEL TEN"

THE "Ariel Ten" can be converted into a closed car in a few moments by one person only. Seated inside you will find complete protection from the worst of weather, without the interior being either draughty or stuffy. When not in use the side curtains can be put out of sight in a spacious pocket provided. Before choosing your car investigate the many advantages of the Ariel.

STANDARD MODEL

**£198**

DE LUXE MODEL

**£210**

Lucas Electric Starter  
£12 extra. Tax £9

**"1d. per mile  
FOR FOUR."**

*Latest ARIEL Success:—*

**LAND'S END—JOHN O'GROATS**

TWO CARS ENTERED GAINING

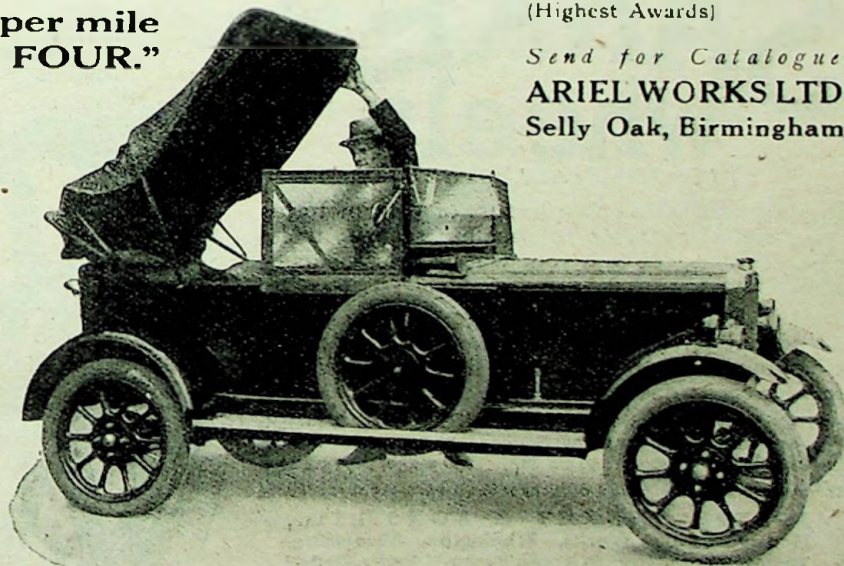
**TWO SILVER CUPS**

(Highest Awards)

*Send for Catalogue.*

**ARIEL WORKS LTD.**

Selly Oak, Birmingham.



FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



**VISLOK THE FIRST AND ONLY SELF-CONTAINED TRIPLE LOCK NUT** made without any extra parts. NOT using or dependent upon any separate subsidiary devices or parts to give a Guaranteed **PERMANENT** and **SECURITY LOCK**. Vislok remains locked **FOR ALL TIME** until unlocked.

WORKED BY AN  
ORDINARY SPANNER  
SAVES FITTER'S TIME

NO WEAKENING OF THE  
BOLTS BY DRILLING—  
ALWAYS A SOURCE  
OF DANGER



FITTED AS  
QUICKLY AS  
THE ORDINARY NUT

NO WASTE  
REPEATEDLY  
RE-USABLE—SAVING  
MATERIAL AND LABOUR

Sold by all Ironmongers and  
Garages.  
Patented in Chief Countries of the World

MILLIONS SOLD.

"Safety First" Booklet post  
free, apply to VISLOK Ltd.,  
Salisbury Sq., London, E.C.4

## Ride in safety on **SANKEY** wheels

(PATENT ALL STEEL)

If you would add to the pleasure of your motoring that comforting sense of absolute security under all conditions, see that your wheels bear the name of Sankey.

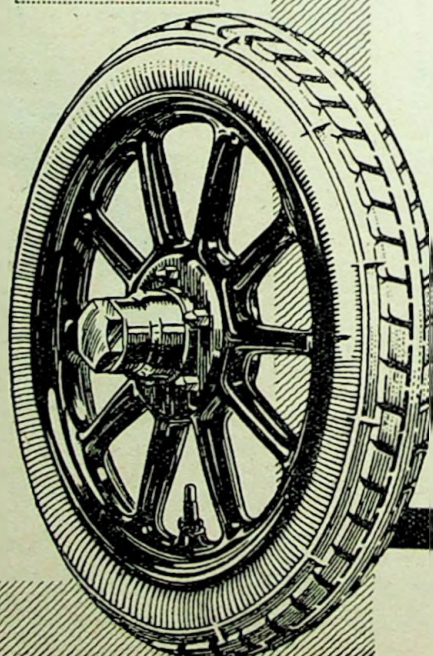
Sankey Wheels are the strongest in the world. They have never been known to buckle or break. For your safety's sake, then, fit Sankey Wheels to your car to-day.

**SANKEY WHEELS FOR LOW PRESSURE TYRES.**  
We are now manufacturing Sankey Patent Steel Wheels in the following sizes: 715 x 115, 730 x 130, 775 x 145.

*We can now give immediate delivery of these wheels to suit all cars*

**JOSEPH SANKEY & SONS LTD.,**  
Hadley Castle Works, Wellington, Shropshire.  
Phone: Wellington, Shrops. 66. Grams: "Sankey, Wellington, Shrops."  
London Office: Mr. R. Jenkins, Ulster Chambers  
168, Regent St., W.1.

BRITISH EMPIRE EX-  
HIBITION, WEMBLEY.  
Our exhibit is No. 13, Motor  
and Cycle Section, in the  
Palace of Engineering.



WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.



It's becoming a regular code—  
This name so well known on the  
road; For whatever the Trial,  
There can be no denial,  
If there's prizes about, they're for  
**RHODE!**

## Scottish 6 Days Two RHODES

entered

Result:—

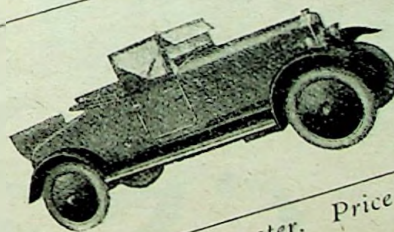
## Silver Cup AND Gold Medal

Prior 1924 Record:—

32 Entries. Awards—11 Cups, 24  
Gold Medals and 4 other Prizes.

That's just like the Rhode—the car that wins all the prizes—the  
car we want you to drive. Any RHODE Agent will demonstrate.

**RHODE MOTOR CO., TYSELEY, BIRMINGHAM**



The RHODE two-seater. Price: £235

**READERS, NOTE.**—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.

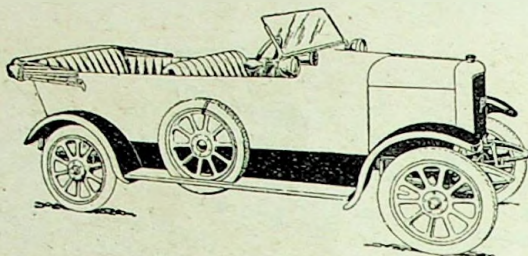


# 7 H.P. JOWETT £7 TAX

## JOWETT

2-seater  
dickey

£170



## JOWETT

4-seater £192

The little engine with the mighty pull. The last word in economy.

Write us for particulars of the negligible costs of running.

Make an appointment for a trial run.

**Deliveries from Stock.**

**Deferred Payments.**

Telephone:  
Hop 5279.

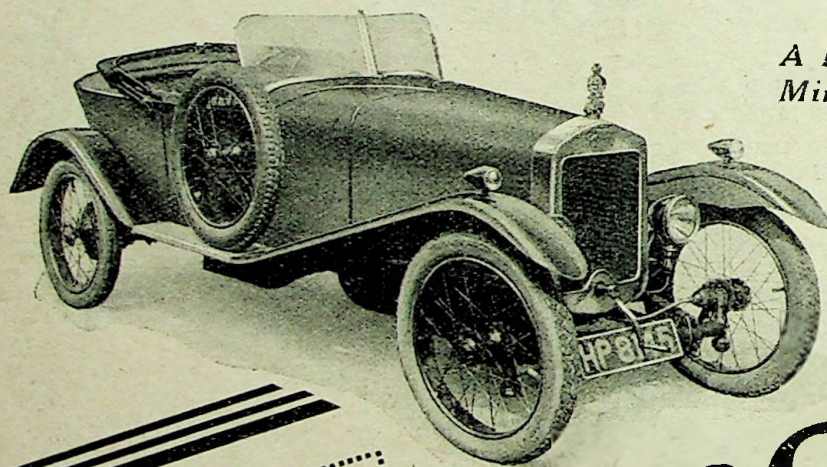


5, Lambeth Palace Rd.,  
LONDON, S.E.1.

*Any make of  
Car Supplied.*

### GARAGE AND SERVICE STATION.

*Overhauls.  
Bodywork.*



*A Real Mile a  
Minute Car.*

*"Nothing to touch  
it at anything  
like the price."*

**£295**

Standard De Luxe  
2-seater and double  
dickey—also All-Weather  
4-seater at same price.

**60 Miles an Hour Guaranteed.**

Specification includes:—  
BRITISH ANZANI 1,496 c.c. 4-cyl.  
engine, specially tuned, 3-seater body, ample  
luggage space, 5 wire wheel, 5 lamp 12 v.  
lighting, separate starter, best English  
leather upholstery, clock,  
speedometer, spring  
gaiters.

## CROUCH

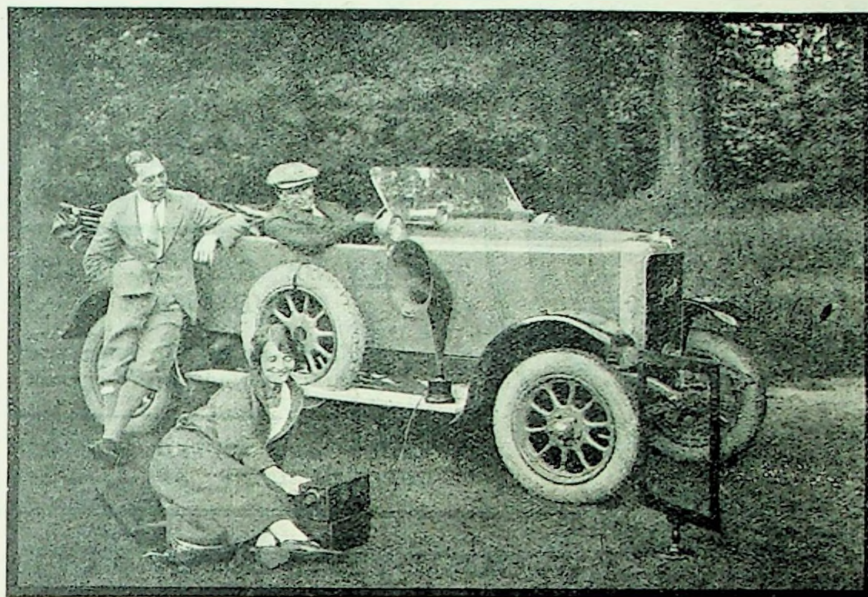
**SPORTS 12/30 H.P. 3-SEATER**

It is impossible to get better performance and better value even for much more money than is offered by this NEW SPORTS MODEL CROUCH. Never before has so much sheer motoring delight been obtainable for less than Three Hundred Pounds. It's a real mile-a-minute car, yet with comfort and luggage space more than sufficient for strenuous touring. If you want a light car that is really "out of the rut," something different from "the other fellows," a car of quality at an economical price, the CROUCH SPORTS is undoubtedly the car you want.

**CROUCH MOTORS (1915), LTD.**  
Tower Gate Works, Coventry.  
London Agents: Messrs. B. S. MARSHALL, LTD., 17a, Hanover Square, W.



## JUST LISTEN TO THIS.



*"The car (4-Seater) is giving great service, and is a pleasure to drive. There is always a smile of satisfaction and happiness when we meet another Jowett on the road."*

We have told you before of the enthusiasm engendered by Jowett ownership. The above is another concrete example received July 17th, 1924.

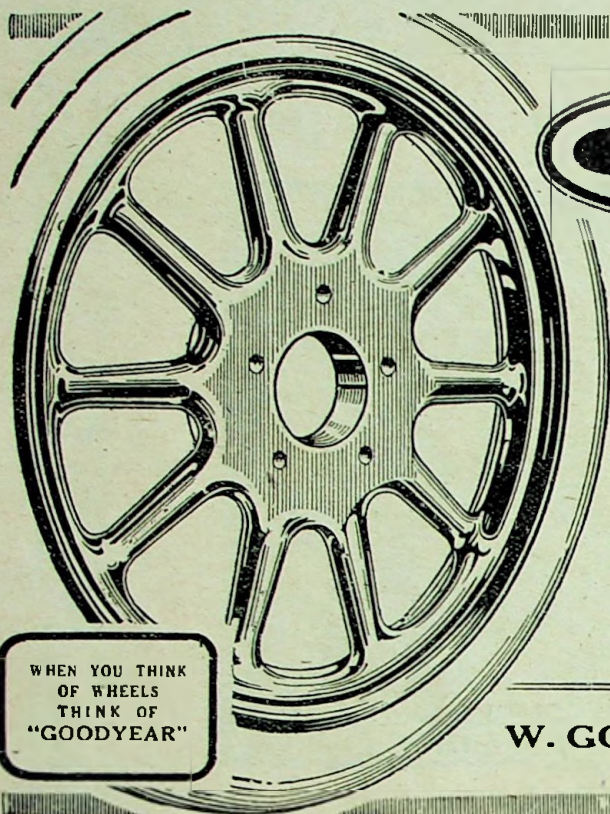
JOIN THE HAPPY BAND  
BUY A 7 h.p. JOWETT CAR

It costs £168 for the 2-Seater.  
The *real* 4-Seater costs £192.

*May we send you our beautiful literature describing all models? It's free in return for a P.C.*

JOWETT CARS, Ltd., IDLE, BRADFORD.





WHEN YOU THINK  
OF WHEELS  
THINK OF  
"GOODYEAR"

# GOODYEAR

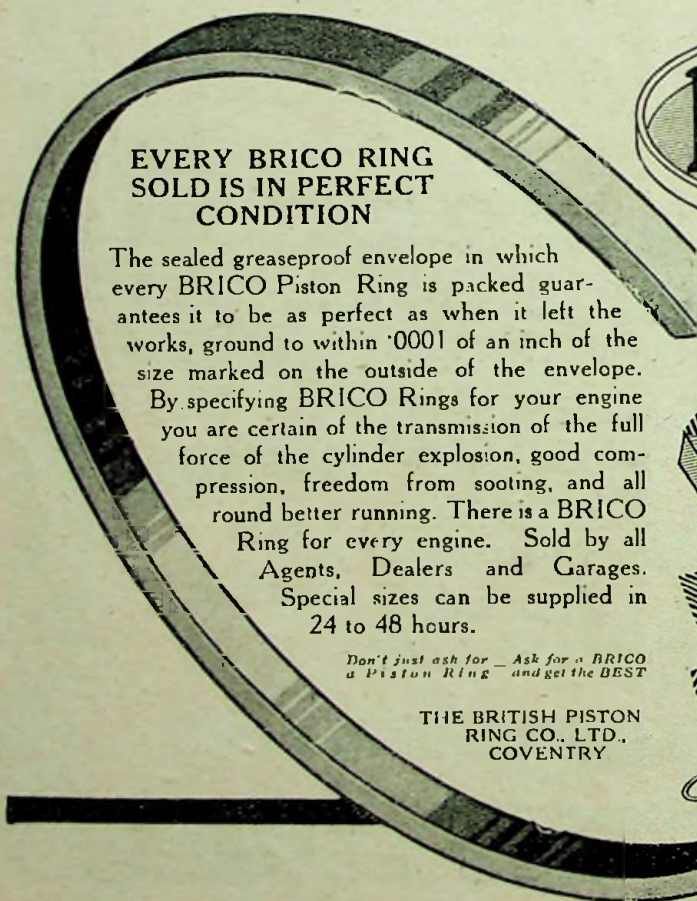
## Patent Steel Wheels

CAN BE RELIED UPON UNDER ANY  
CONDITIONS OF SERVICE.

*Their scientific construction ensures  
this, hence their great popularity.*

THEY ARE FITTED ON ALL THE LEADING  
BRITISH CARS AS STANDARD EQUIPMENT.

W. GOODYEAR & SONS LTD., DUDLEY.



### EVERY BRICO RING SOLD IS IN PERFECT CONDITION

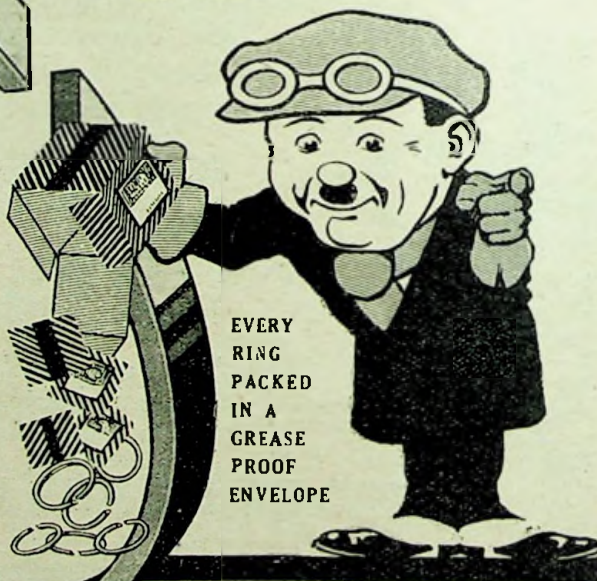
The sealed greaseproof envelope in which every BRICO Piston Ring is packed guarantees it to be as perfect as when it left the works, ground to within .0001 of an inch of the size marked on the outside of the envelope. By specifying BRICO Rings for your engine you are certain of the transmission of the full force of the cylinder explosion, good compression, freedom from sooting, and all round better running. There is a BRICO Ring for every engine. Sold by all Agents, Dealers and Garages. Special sizes can be supplied in 24 to 48 hours.

*Don't just ask for — Ask for a BRICO  
a Piston Ring — and get the BEST*

THE BRITISH PISTON  
RING CO., LTD.  
COVENTRY



Pronounced "BRICO"



EVERY  
RING  
PACKED  
IN A  
GREASE  
PROOF  
ENVELOPE

H.P.



# 3 World's Records Won on Pratts!

Mr. Le Vack riding a Jap Motor Cycle  
in the Speed Trials held at Arpajon  
on July 6th established the following  
World's Records :—

250 C.C. WORLD'S MILE RECORD AT 89.75 M.P.H.

1000 C.C. WORLD'S MILE RECORD AT 119.62 M.P.H.

1000 C.C. SIDE-CAR WORLD'S RECORD AT 100.31 M.P.H.

Also the

## BRITISH RECORD

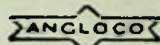
One Way 1000 c.c. Solo

AT **123** M.P.H.

Using Only

# PRATTS

*On Top in all Road Tests*



ANGLO-AMERICAN OIL CO., Ltd., 36, Queen Anne's Gate, London, S.W. 1.

D.A. 376.

TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.




**GWK**

## Better value than ever.

The G.W.K., always exceptional value for money, now becomes irresistible. Pounds instead of guineas! that means a saving of £10 even on the cheapest model. You still have the same quality, the same splendid efficiency and simplicity. Why accept without question the compromise of a gear box? Why face the trouble of "tricky" gear changing, and the added expense of unnecessary weight, when the G.W.K. disc drive solves the problem? Have "a gear for every gradient," operated as easily as a brake lever.

Write us to-day for full details of all G.W.K. models.

### G.W.K. Ltd.

(Successors to G.W.K. (1919), Ltd.)

Cordwalles Works, Maidenhead.

Telephone ..... Maldenhead 624.

London Distributors: W. G. Nicholl, Ltd.,

50-54, Whitecomb Street W.C.2.

Agent: Capt. Richard Twelvetees, F. & P. Vandervell, 199, Piccadilly, W.1.

10.8 h.p. Two-Seater  
Standard Model £200

10.8 h.p. Two-Seater  
Coupé Model £250

10.8 h.p. Four-Seater  
Standard Model £225

10.8 h.p. Four Seater  
De Luxe Model £255

All G.W.K. Cars are now fitted with the G.W.K. Silent Helical Gear Synchronised Four-wheel Brakes on "H" Models, £10:0:0 extra.



## THE DOG and the OYSTER

SERVICE  
SIMILES  
No. 23.



A Dog, used to eating eggs, saw an oyster, and swallowed it with the utmost relish, supposing it to be an egg. Soon afterwards suffering great pain, he said, "I deserve all this torment, for my folly in thinking that everything round must be an egg."

Those who act without sufficient thought: will often fall into unsuspected danger.

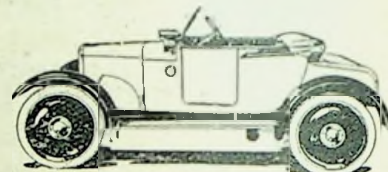
Think well before you buy! Do not suppose that all cars you see advertised at a low price are good value—many are not. Do not run any risk, but purchase from the firm with a reputation. Every car we sell (new or second-hand) is guaranteed to be in perfect condition or as described. We give you the most liberal allowance on your old vehicle and the easiest of easy payments can be arranged.

OUR REPUTATION FOR FAIR DEALING AND VALUE REMAINS UNCHALLENGED.

NEW CARS IN STOCK.

ARIEL TEN, popular model, maroon, Chummy	£ 198
ROVER NINE, standard model, starter, khaki	£ 192
STANDARD FIVE, four-seater, lawn	£ 235
ROVER EIGHT, standard four-seater	£ 160
MORGANS, ALL MODELS	from £ 110

The  
**ROVER  
EIGHT**  
£160



This most popular little car is supplied with two or four-seater bodies at the same price. The two-seater has a dickey seat for two. These cars have dynamo lighting, and a most efficient all-weather equipment. For twelve pounds extra a starter can be fitted, this includes a much larger battery and dynamo. A speedometer and clock, together with real leather upholstery, can be fitted to any model for twelve pounds. The Rover Nine is fitted with a four-cylinder engine having overhead enclosed valves. The price is £180 for both two and four-seaters, and extras are the same as for the eight h.p. car. Deferred Terms arranged to suit you.

### SECOND-HAND CARS

1921, 11'6" STANDARD, full four-seater, adjustable seats, starter, dynamo, 5 lamps, speedometer, spare wheel, excellent tyres and general condition, blue. This car is the prototype of the present 14 h.p. and is very similar to that car £185

HUMBERETTE, air-cooled ... £25

RICHARDSON, dynamo ... £42

### "A YARN ABOUT CARS."

Our latest publication. Send for your free copy now. It shows how to purchase a car by payment of a small deposit and the balance on terms to suit your convenience.



MORGANS  
FOR  
THE  
HOLIDAYS.

The Morgan is the fastest and most economical sporting mount obtainable. Touring and Family models are also supplied for faster speeds but possessing the same wonderful degree of economy. Complete catalogue sent on request. In the meantime we can deliver in time for your holidays. Car comfort with motorcycle costs. Prices from £110 Racing Model, £148 Sporting Model, £138 Family Model, £135 Deferred Payments to suit you arranged.

273  
TO  
274

*The Service Company Ltd*

273  
TO  
274

HIGH HOLBORN, LONDON, W.C.1

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



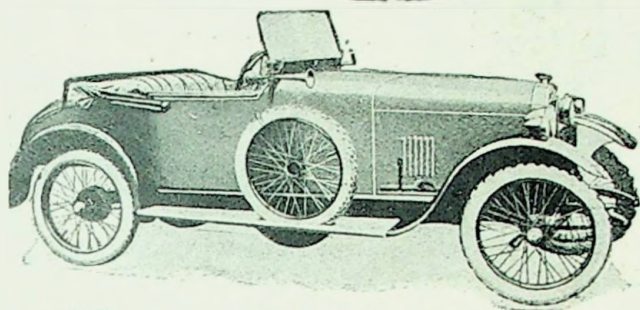


*Sole Concessionnaires :*

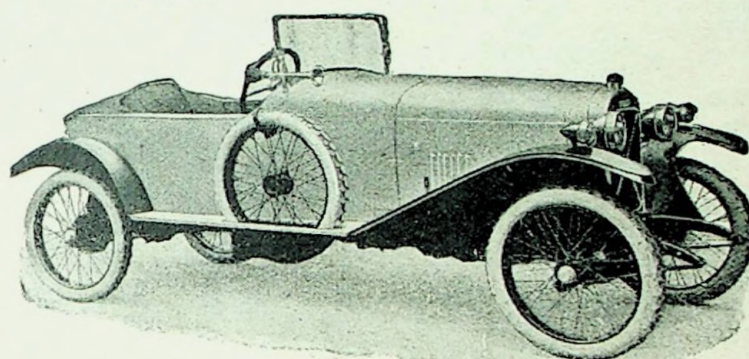
**S.M.S. Ltd.,**

17a, MOTCOMB STREET,  
BELGRAVE SQUARE, S.W. 1.

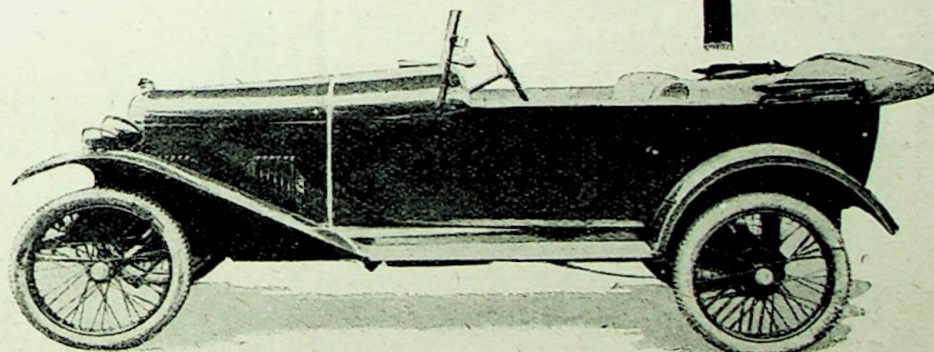
Phone : Victoria 8856.



**£198**



**£190**



**£199**

**EVERY MODEL** (except the Grand Prix, supplied without starter) is equipped with Starting, Lighting, Speedometer, Clock, 5 Tyres.

**EVERY MODEL** can be supplied on Deferred Payment and any Car or Motorcycle taken in Part Exchange.

**Gordon Watney**  
*& Co Limited*  
**THE PART EXCHANGE SPECIALISTS**

*Sole London Distributors.*

31, Brook Street,  
Bond Street, W.1

Mayfair 2965.

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.



# Hampton

## Do you remember Nails-worth Ladder?—

and how a certain car toyed with this notorious 1 in 24 gradient, literally crowded with passengers? That was the Hampton, the car which to-day is never happier than when "in the collar."

A sound engineering job aptly describes the chassis, and a fine example of the coachbuilder's art—the body, the two combining to make a light car of distinctive deportment with a capacity for faithful service unexcelled by any other production.

**STROUD MOTOR  
MFG. CO., LTD.,**  
Dudbridge, Stroud, Glos.

Telephone - 271-2 Stroud.  
Telegrams - "Widawak, Stroud."

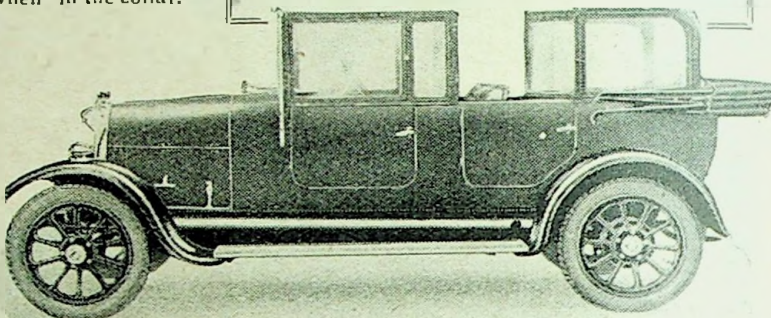
### Specification of 10 h.p. 4-Seater :

4-cylinder, overhead valves, 63 x 100 mm., 4-speed gearbox, right-hand control, electric lighting and starting, dynamo gear-driven, no belts, double wind-screen, Enots grease system, real leather upholstery, Dunlop cord tyres, 12 months' guarantee, full equipment of tools. Complete Tax - £10

**£298**

### 10 H.P. MODELS

		or wheel brakes and balloon tyres:—	
2-seater	£275	2-seater	£295
4-seater	£298	4-seater	£318
Coupe	£330	Coupe	£350



—the Bar to Comfort

Rattle! Rattle! Shake! It's the springs—choked with grit, corroded with rust. Can you wonder they cry out in protest and refuse to function properly? Fit QUICKFIT Gaiters and you

can forget all about them. QUICKFIT Gaiters cling to springs without bulging; yet yield with slightest movement. They keep grease in—grit out.



FITTED IN  
A FEW  
MINUTES.

No insecure hooks or troublesome laces. Uniform tight fitting at all times.

**FREE** Send post card for folder "L.C." giving full particulars.

**W. DICKINS & CO., LTD.,**  
Cross Cheaping, Coventry.

London Representative—Mr. W. E. WOAN,  
17, Philpot Lane, London, E.C.3.

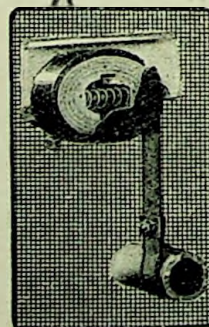
**Quick Fit**  
Gaiters  
Pat. No 147527/20

From "THE AUTOCAR."  
"springs were perfectly  
clean and lubricant quite fresh  
after 3,000 miles."



## KEEP YOU ON THE SEAT WHEN THE ROADS ARE ROUGH

GABRIEL Snubbers smooth away the jolts and jars by checking and controlling the rebound of the car springs.



Simple and effective, Gabriels allow the springs to work naturally on the closing movement, but retard both abrupt and excessive expansion.

Ask for Descriptive Folder—It's free on request.  
For all Cars from £5/5/- per set of four.

**GABRIEL'S**  
**SNUBBERS**  
Rebound Shock Absorbers

**BROWN BROTHERS LIMITED,**  
Allied Companies: Thomson & Brown Brothers Ltd., Brown Brothers (Ireland) Ltd.,  
GREAT EASTERN STREET, LONDON, E.C.2,  
118, George Street, Edinburgh, and Branches.

READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.



# The Review

Published periodically in the leading Motor Journals.

In the  
London - Edinburgh

there were

**11 Rileys**

entered, and

they were awarded

**11 Gold  
Medals!**

There are cars that are speed-mongers—generally uncomfortable. There are others that are luxurious—generally fat and lazy. Some are the freaks—they make a noise about nothing. Others—just ordinary. And the ideal?

Well, for the all-round qualities that make for really good motoring—speed, power, flexibility, smoothness, comfort, beauty of line—the Riley is hard to beat, very hard to beat. Also, there is Rileyability—

**and you can enjoy it too!**

## A Review of Recent RILEYABILITY

Rileyability! By now you should know the meaning of this strange word; if you are a Riley owner you will have experienced it, if you know anything about Rileys you will undoubtedly appreciate its application. *Rileyability—the super-reliability of the Riley!* And isn't that perfectly justifiable? Look at our record in the recent classic trials.

Can it be approached? Is there another body of men so enthusiastic about the car of their choice as are the Riley owners? We think not. Therefore, in any consideration of purchase, the Riley—the famous Eleven/40—must enter.

In the  
Land's End  
to John o' Groat's

there were

**3 Rileys**

entered and

**each won a  
Silver Cup!**

Official car also  
Complimentary Award

And in the  
Scottish 6 Days

there were

**2 Rileys**

and they gained

**2 Silver Cups**

being the only car  
with two or more  
entered to gain

**Highest Awards!**

RILEY (COVENTRY) LTD., COVENTRY. LONDON: 42, NORTH AUDLEY ST., W.1. EDINBURGH: MAXLEE MOTOR CO.

GLASGOW: M. MacIntyre, Ltd., Renfrew Street. DUNDEE: J. C. Lamb & Co. DUNELM: Aitchison & Co. GALASHIELS: Tate & Co. AYR: Ayr Motor Co.

DO NOT HESITATE to send your enquiries to "The Light Car and Cyclecar."

E5



*An Astonishing  
Achievement!*

The 12/24 h.p.

**Lagonda**

Saloon Model entered  
in the strenuous

**SCOTTISH SIX  
DAYS TRIAL,**

held July 21st-26th, 1924, put  
up an amazing performance—

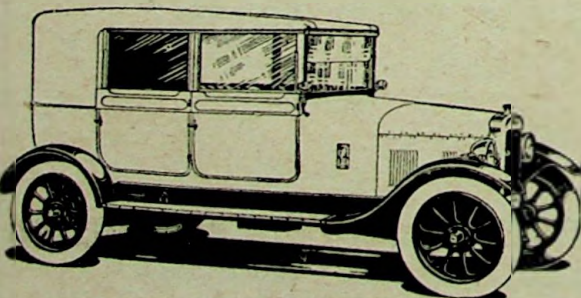
MADE CLEAN ASCENTS OF  
ALL TEST HILLS—LOST  
NO MARKS THROUGHOUT  
THE TRIAL and was awarded

**A SILVER CUP**

Prices from - - £295

Reliable Secondhand Lagonda Cars in Stock.

Full particulars from any Motor Agency or—  
**LAGONDA LIMITED,**  
195, Hammersmith Road, London, W.6.  
Telephones - - Hammersmith 8942-8943.  
Head Office and Works - STAINES.



*The All British*  
**Standard**

11 h.p. Two and Four - Seaters.

A RISTOCRATS of the  
small car class, the  
11 h.p. "Standards" possess  
all the good qualities of the  
famous 14 h.p. Models.

They are handsome, roomy  
little fellows that cost little  
to run, have a good turn of  
speed and climb well.

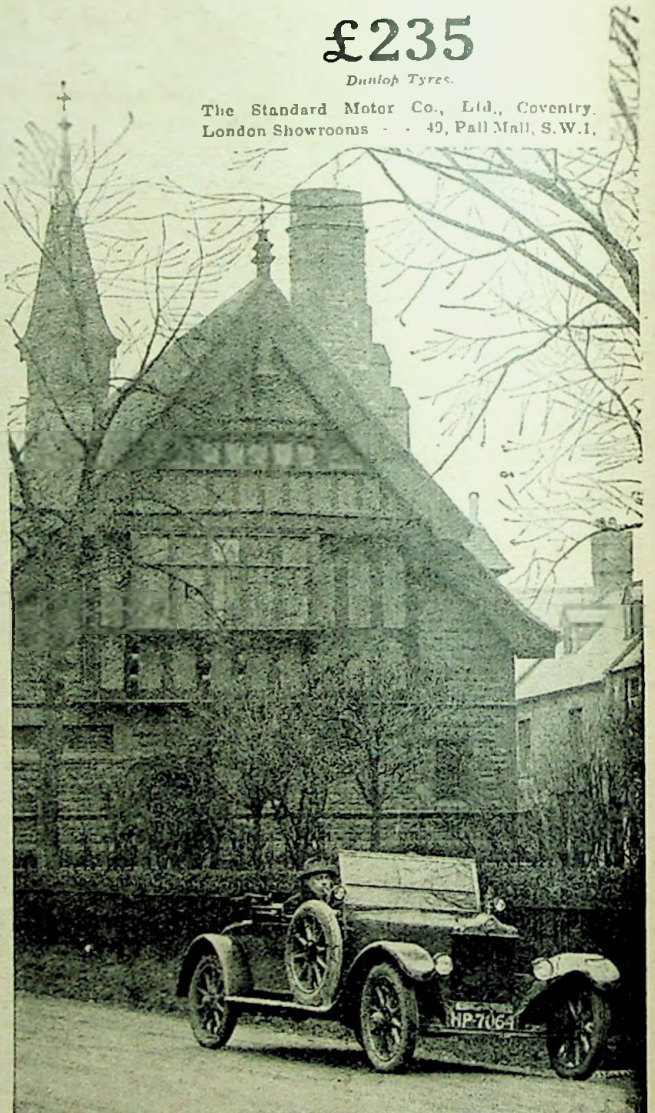
Owners are justly proud of  
their little "Standards."

"Count  
them  
on the  
Road"

**£235**

Dunlop Tyres.

The Standard Motor Co., Ltd., Coventry.  
London Showrooms - - 49, Pall Mall, S.W.1.



An 11 h.p. "Standard" "Canley" 2-Seater  
at Moreton-in-the-Marsh, Gloucestershire.

The small advertisement columns of "The Light Car and Cyclecar" form a unique mart for the  
disposal of all goods of interest to small car users.



# "A Race of Tyres"

*Vide "Motor"*

*The Grand Prix of Europe*

*At Lyons, Sunday, Aug. 3rd, 1924, Course 506 miles,*

*again WON on*

**PIRELLI**  
**SUPERFLEX**  
**LOW PRESSURE TYRES**

<b>1st</b>	Campari, ALFA ROMEO, 7 hr. 5 min. 34 sec.	<b>4th</b>	Wagner, ALFA ROMEO, 7 hr. 25 min. 10 sec.
------------	---	------------	---

History repeats itself. Last year this Race was won on Pirelli Racing Cords. This year on Pirelli Superflex Low Pressure Tyres. This is the first International Motor Race to be won on Low Pressure Tyres.

Identically the same tyres in quality and construction with non-skid treads are available to the Motoring public for use on private touring cars. Prices are the same as those charged for balloon or comfort tyres of other makes. Full particulars will gladly be supplied through your Dealer or direct from

**PIRELLI Ltd.**

Head Office: Pirelli House, 144, Queen  
Victoria Street, London, E.C.4.

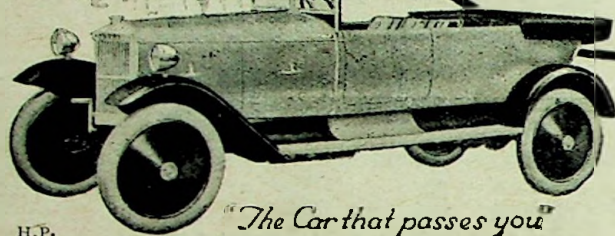
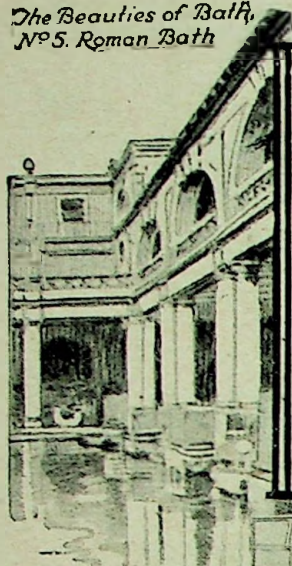
GLASGOW: 4, Carlton Place.

MANCHESTER: 5, Cambridge Street.

SOUTHAMPTON: (Tyre Service Depot)  
Western Shore.



*The Beauties of Bath,  
No. 5. Roman Bath*



H.P.

*"The Car that passes you"*

### Value for Money—

THE rare skill and experience of the finest engineers culminate in the 9/20 h.p. Four-Seater Horstman. Its modern design incorporates many conveniences and comforts for the owner-driver. No need, for instance, to leave your seat to start the engine of a Horstman, nor yet to run down the accumulators with an electric starter. The patent mechanical foot starter operates easily on the coldest day. No greasers are used, the owner being called upon merely to replenish some half-a-dozen oilers once every 1,000 miles. The 9/20 h.p. Horstman provides every desirable qualification in an up-to-date car—and at the remarkably low figure of £240. The following equipment is standard: Speedometer, oil indicator, electric horn and lamps, hood envelope, spare wheel and tyre, and leather spring gaiters.

This is the full range of Horstman models:—12/30 h.p. Saloon at £425. 12/30 h.p. Two-Seater at £315. 12/30 h.p. Four-Seater at £325. 12/30 h.p. Two-Seater Coupe at £395. 12/30 h.p. Super Sports at £500. 9/20 h.p. Four-Seater at £240.

Send for YOUR copy of the Horstman Catalogue,  
HORSTMAN CARS LTD., BATH.

# HORSTMAN

*The Beauty of Bath*

12/30 h.p. Four-Seater on view at Stand 52, Palace of Engineering, British Empire Exhibition.

### PRINCIPAL DISTRIBUTORS:

LONDON: Messrs. Edwards & Parry, 4, Blenheim Street, New Bond Street, W. MANCHESTER: Messrs. G. F. Crisp & Co., 26, Bridge Street, Deansgate. SOUTHAMPTON: Messrs. P. A. Hendy & Co., Ltd., 68/70, Above Bar. LEEDS: Messrs. The Headingley Motor Co., Ltd., 8, Otley Road, Headingley. PLYMOUTH: Messrs. The Princess Motor Co., Ltd., Princess Square. SCOTLAND: Messrs. Harry Gold, 111 and 149, Elderslie Street, Charing Cross, Glasgow. BIRMINGHAM: Frank Hallam, 88, Bristol Street. NORFOLK: Messrs. S. & S. Motor Company, Oulton Broad, Lowestoft. SOUTH WALES: Messrs. R. J. B. Penley & Co., Hurman Street, Cardiff. SURREY: Surrey County Garages, Caterham Valley. NORTHERN IRELAND: The Great Northern Motors, Windsor Road, Belfast.

Replace  
'DOUBT'  
with  
'CERTAINTY'



## "Enots"

### PETROL LEVEL GAUGE

can be fitted in 10 minutes.

Know at a glance the exact quantity of petrol in your tank.

Simple and practical in design, the Enots Petrol Gauge is an accurate indicator.

It can be used on most cars with dashboard tanks; and—complete with adaptor, small tap, copper pipe and screws for fixing—can be fitted in ten minutes.

WHY BE STRANDED  
WITH AN EMPTY  
TANK?

## BENTON & STONE Ltd.

(Dept. L)

### BIRMINGHAM.

PRICE

# 10/6

Each

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning  
"The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

B8

# The Argyll

With Single  
Sleeve Valve  
Engine.



## "12"

The Argyll 12 h.p. engine has been aptly described as "wonderful" and one that grows in popularity as motor car buyers get to know about it. The body-work is roomy, giving ample leg space and easy seating accommodation without crushing.

Anyone who will try it against other cars of its class will see at once the real reason for any little disparity in price.

12 h.p. Touring Car (complete) £495

## ARGYLL MOTOR CO. LTD.

Head Office and Works: BRIDGETON, GLASGOW.

Sole Distributors for London and District:

WARD & DRISKELL Ltd., 36, North Audley Street, W.1.



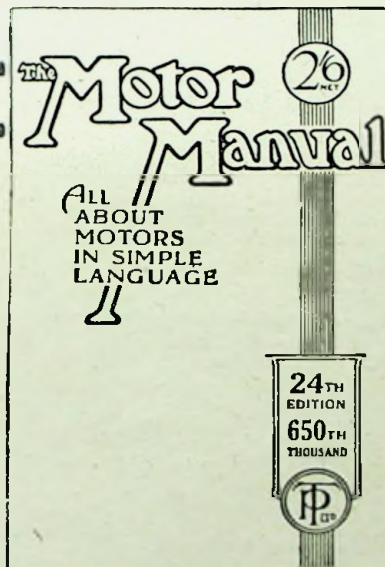
## The MOSS B.A.2 Axle goes one better.

Contemporary Light Car Axles are eclipsed by this latest Moss product, which embodies sounder and more practical features than any. For instance, the axle casing is a one-piece steel pressing without joints or welds; axle shafts are semi-floating and take the torque only; shafts and gears are mounted on Timken tapered Roller bearings.

Two brakes are fitted side by side, operating on rear hubs supplied to suit Sankey, Michelin, or similar standard wheels. The shafts are made of special alloy steel and the driving gears are of nickel case-hardening chrome steel. The axles are oil-tight and the oil filler is so constructed that the axle cannot be overfilled with oil. May we send YOU further particulars? There are numerous other superior features.



THE MOSS GEAR CO., LTD.,  
Aston Manor, BIRMINGHAM.



PRICE 2/6 NET.

Obtainable from all booksellers  
or direct from the publishers,  
2/9 post free.

CONTAINING 238 pages and 266 illustrations, this 24th Edition of "The MOTOR MANUAL" presents a comprehensive collection of information which should prove of the greatest practical utility to both the potential and the experienced motorist. It deals exhaustively with the working principles, construction, maintenance, and management of all types of cars, taxation, touring, etc.

Send for this free  
booklet containing  
useful information  
and giving particu-  
lars of many other  
books on motoring.



TEMPLE PRESS LIMITED,  
7-15, Rosebery Ave., London, E.C.1

Wholesale Agents—E. J. LARRY, Ltd., 30, Paternoster Row, E.C.4

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning  
"The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



The Swift  
has the  
greatest  
powers of  
flight of any  
bird that  
visits Britain.

The reputation of the bird is  
equalled by that of the

**SWIFT**

Reputation amongst actual users is a sure criterion of a car's value. Swift owners are all satisfied motorists, but Swift reputation is not miraculous. It is the result of the design, workmanship, and materials that have characterized the Swift from the earliest days of motoring.

MODELS AND PRICES:

10 h.p. 2-seater  
with Dickey or  
"Chummy"  
Model

**£235**

10 h.p. 4 Coupe  
Cabriolet with  
Dickey Seat

**£285**

May we send you our art catalogue and  
arrange a trial run at your convenience?

Manufacturers:

SWIFT OF COVENTRY, LTD., COVENTRY.

Sole London Distributors:

HENLYS, LTD., 91 & 155, Great Portland Street, W.1.



## Useful Maps for Motorists

### Map of England and Wales—

Scale 13 miles to the inch. Showing the whole of England and Wales; printed in colours to show the contour of the land. Cloth 4s. net; 4s. 2d. post free. Paper 2s. net; 2s. 2d. post free.

### Contour Map of 50 Miles North-East of London—

Scale of 2 miles to the inch; printed in colours to show the contour of the land. Drawn, engraved, and printed for the Intelligence Division of the War Office by John Bartholomew and Co. 2s. 6d. net; 2s. 7½d. post free.

### Map of 50 Miles Round London—

Scale 4 miles to the inch. In one sheet, with London in the centre, extending round a radius of approximately 50 miles. Cloth 3s. 0d. net; 3s. 2d. post free. Paper 1s. 6d. net; 1s. 8d. post free.

### Profile Road Book—

A reliable guide to the main routes and gradients throughout England and Wales. 2s. 6d. net; 2s. 7½d. post free.

### Strip Route Maps—

Maps of the Road in strip form, showing the surrounding country on a scale of 3 miles to the inch, with a contour plan of the gradients. Roads covered: London to Bath and Bristol; London to Southampton and New Forest; London to Bournemouth and Exeter. 1s. each net; 1s. 1½d. each post free.

Obtainable from the Offices of:—

"THE LIGHT CAR AND CYCLECAR."

7-15, Rosebery Ave., London, E.C.1.

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.





## REDUCED PRICES

The consistency of Bugatti performance is once again proved by the fact that 4 recent meetings resulted in 70 awards for Bugatti cars.

This is all the more remarkable when remembered that cars almost identical with Standard models gained these successes.



Modified Brescia chassis, 4-cylinder engine, 69x100, ball bearing crankshaft, latest type steering, shock absorbers, dashboard, etc., etc. Complete with lighting and starting equipment, spare wheel, and tyre and tool kit -

OLD PRICE,	NEW PRICE.
£475	£330

Chassis as above, equipped with standard type two or three-seated body with speedometer, electric horn and side lamps -

£600	£485
------	------

Sports Model Brescia chassis, double magneto ignition, available in either of three lengths wheelbase -

£525	£385
------	------

*We shall be pleased to arrange a trial run.*

**CHARLES JARROTT & LETTS, LTD.,**  
40 - 41, CONDUIT STREET, LONDON, W.1.  
Telephone: Gerrard 5534 (4 lines).      Telegrams: "Jemidar, Piccy, London."

*Put your car on a good thing and a good thing on your car. — a*

**"BULLDOG BATTERY"**

in its one-piece Container of *Dagenite*

**WILL NOT CRACK      CANNOT LEAK**

MANUFACTURED BY **PETO & RADFORD**

### When you see this Showcard

make a point of asking the Dealer for a few particulars of

#### 'BULLDOG' BATTERIES

He will tell you that

"*Dagenite*"

is a unique composition which makes a perfect one-piece Container—it does not leak or crack and is quite impervious to acid. It does not rot or "fall to pieces" and will withstand the roughest usage for years without deterioration.

Or—write a note to-day to Dept. 'L' and we will send you a fully descriptive Catalogue of Batteries of various types and sizes.

## PETO & RADFORD

(Proprietors: Pritchett & Gold and E.P.S. Company, Ltd.)

Head Offices and Showrooms:

50, GROSVENOR GARDENS,  
VICTORIA—LONDON, S.W.1.

Telephone:  
Victoria 3607 (4 lines).

Telegrams:  
"Storage, Sowest, London."

**READERS, NOTE.**—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.

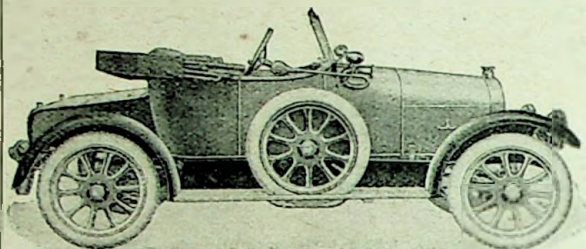


# DON'T BUY!! TILL YOU HAVE SEEN

## OUR LISTS OF SMALL CARS

ALL BELOW £100

## WHY PAY MORE?



SINGER, 1917, 2-seater Dicky £65

RING

BATTERSEA 1509

THE CLEARING HOUSE FOR SMALL CARS.

SEND FOR LISTS AND TERMS OR  
VISIT OUR NEW SHOWROOMS—

"BENMOTORS," 30-32, High Street, Wandsworth,  
LONDON, S.W.18.

A.B.C., 1921, Sports, 2-seater, dicky, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, aluminium body, upholstery, paint, etc., first-class, exceptionally smart and fast, taxed, £9 10s. down and 10 equal payments, or cash £95.

CALCOTT, 1917, 10.4 h.p., 2-seater, dicky, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed, upholstery, paint, hood, etc., very good, in first-class condition throughout, very smart and reliable, £6 16s. down and 10 equal payments, or cash £68.

CALTHORPE, 1917, 10.4 h.p., 2-seater, dicky, dynamo lighting, detachable wheels, spare, tyres good, all accessories, paint, hood, very good, many extras, whole in excellent condition throughout, exceptionally smart, reliable, £6 16s. down and 10 equal payments, or cash £68.

CITROEN, 1920, 10.4 h.p., chummy model, 3-seater, dynamo lighting and starter, detachable wheels, spare, tyres good, all accessories, spotlight, taxed, paint, hood and upholstery perfect, in exceptionally good condition throughout, very smart, reliable car, £9 10s. down and 10 equal payments, or cash £95.

HILLMAN, 1916, 10 h.p., 2-seater, dicky, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, hood and paint very good, taxed, in exceptionally good mechanical condition, very smart, reliable car, £6 10s. down and 10 equal payments, or cash £65.

MERCURY, 1920, 10 h.p., 2-seater, sunk dicky, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, just completely repainted, in first-class mechanical condition, exceptionally smart and fast, £6 16s. down and 10 equal payments, or cash £68.

PEUGEOT (Baby), 6.4 h.p., coupe, 2-seater, electric lighting, wire wheels, tyres new, all accessories, Bedford cord upholstery, frameless windows, paint, etc., very good, in first-class condition throughout, exceptionally smart, very economical little coupe, £5 10s. down and 10 equal payments, or cash £55.

G.N., 1921, 8.9 h.p., special sports 2-seater, as above, taxed till December, in exceptionally good condition, very fast, choice of 3 others also, at £5 16s. down and 10 equal payments, or cash £58.

G.N., 1921, 8.7 h.p., 2-seater, dynamo lighting, detachable wire wheels, spare, tyres very good, all accessories, taxed, many extras, paint, hood and upholstery very good, whole in first-class condition throughout, exceptionally fast, smart, £5 16s. down and 10 equal payments, or cash £58.

SINGER 10, 1920, drop-head coupe, dynamo lighting, starter, detachable wheels, spare, tyres very good, all accessories, Bedford cord upholstery, frameless windows, paint and hood very good, exceptionally smart and reliable, £8 10s. down and 10 equal payments, or cash £85.

SINGER 10, 1917, full drop-head coupe, dynamo lighting, detachable wheels, spare, tyres good, all accessories, taxed till December, leather upholstery, hood and paint unscratched, exceptionally smart and reliable, £7 10s. down and 10 equal payments, or cash £75.

SINGER 10, 1917 (illustrated), 2-seater, dicky, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, many extras, upholstery, paint and hood very good, very smart, reliable little car, £6 10s. down and 10 equal payments, or cash £65.

SINGER 10, 1920, 2-seater, dicky, dynamo lighting and starter, detachable wheels, spare, tyres new, side curtains, taxed, all accessories, green leather upholstery, paint and hood perfect, in first-class mechanical condition, exceptionally smart and reliable, £8 10s. down and 10 equal payments, or cash £85.

Many others as above, all below £100, all in first-class mechanical condition, open to any examination suitably.

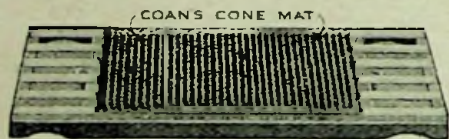
Terms.—From one-tenth of the purchase price down, balance over any period not exceeding 12 months. Purchaser must insure, also a bank account is essential.

Delivery.—Anywhere in the country, £2 10s. extra. Your present machine as part payment if desired.

## THE COAN "CONE" STEPMAT

THE MOTOR MAT THAT MATTERS  
THE ORIGINAL and ONLY STEPMAT OF ITS KIND PATENTED

(No. 167802)



CAST ALUMINIUM NUMBER PLATES

BC-8605

Regulation Size — Silver Polished Numerals — Black Ground

Write for Booklets and terms.



R.W. COAN Ltd.

The Aluminium Foundries,

219, Goswell Road, London, E.C.1.

Telephone No.  
Clerkenwell 4466 (4 lines).

Telegrams:  
"Krankases, Barb, London."

# Chekko

Brake and Clutch Linings

## SIGNIFICANT!

"An ounce of fact is worth . . ."

Prior to almost every big motor race at Brooklands, the T.T. and Light Car and Motor Cycle competitions, etc., at home and on the Continent, we receive a large number of urgent orders for CHEKKO required for fitting **specially for the races.**

This denotes that (whatever brake lining be used in the ordinary way) CHEKKO is almost universally specified for the vital purpose of braking required in all racing competitions.

This is a signal preference for CHEKKO **when and where the very best is required for success.**

It follows that CHEKKO, being so highly esteemed by racing men, is vastly superior to other brands for ever-reliable braking, as well as economy.

Sole Manufacturers:

CRESSWELLS' LTD. : : BRADFORD.

London Depot: 27, Percy St., Tottenham Court Rd. W.1.



# The Motor

*The National Motor Journal*

EVERY  
TUESDAY

4<sup>D</sup>

SUBSCRIPTION.

	3 ms.	6 ms.	12 ms.
U.K. and			
Canada	6/6	13/-	26/-
Abroad	8/2	16/3	32/6

*Specimen Copy Post Free.*

*Send for this free booklet containing useful motoring information and particulars of many practical hand-books, maps and journals.*



Offices of  
**The Motor**  
7-15, Rosebery Avenue,  
London, E.C.1.

## Features of this week's issue of "The Motor," August 5th.

### MOTOR ADVERTISEMENTS CRITICISED.

Trenchant Comments by a Member of the American Advertisers' Delegation.

### SOLUTIONS TO EVERYDAY PROBLEMS.—I.

A New Series which gives Useful and Practical Information to the Owner driver.

### A COMPLETE TOUR OF THE ISLE OF MAN.

An Article dealing with the Manx Island as a Motor Touring Centre.

### THAT REPORT!

Higher Taxation for Motorbuses. Only Officials sign the Main Report—Otherwise General Disagreement.

### NATURE LORE FOR THE MOTORIST.

### THE AIMS AND OBJECTS OF FORCED INDUCTION.

Will the Supercharger become generally employed.

### A NEW ROTATING-POLE MAGNETO.

An Instrument which embodies a Stationary Contact Breaker and Automatic Advance.

### MAINLY ABOUT SMALL CARS.

### THE ROAD TEST OF AN UNCONVENTIONAL CAR.

### MECHANICAL DETAILS OF THE GRAND PRIX CARS.

A Summary of the Leading Features in Design.

### FIRST FULLY ILLUSTRATED REPORT OF THE EUROPEAN GRAND PRIX AND THE GRAND PRIX DE TOURISME.

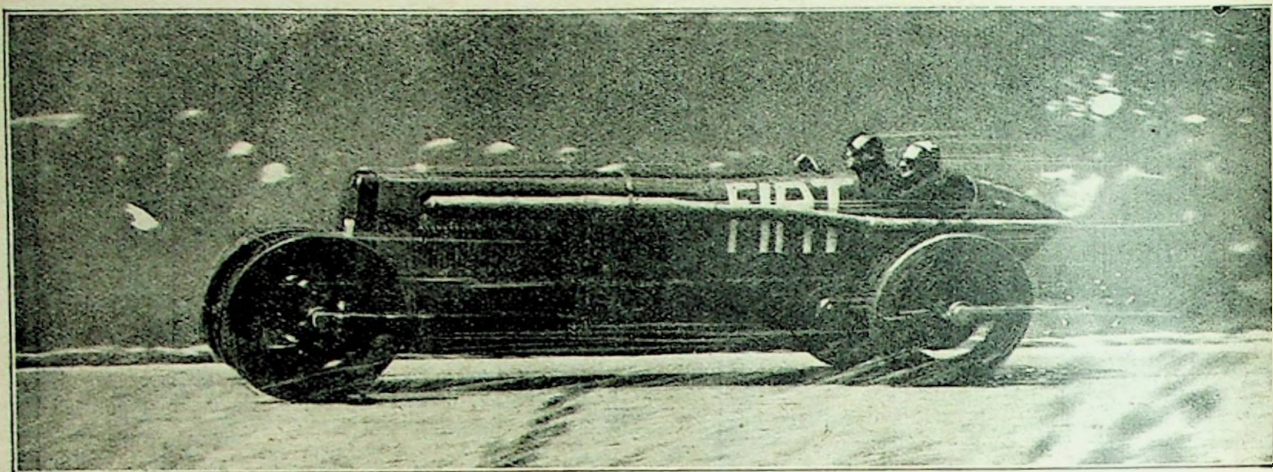
### BROOKLANDS BANK HOLIDAY MEETING.

Amongst the contents of next Tuesday's "Motor" will be the following:—

THE CASE FOR THE SPRAG.  
WHEN DESCENDING HILLS.  
LESSONS OF THE GRAND PRIX.  
SOLUTIONS TO EVERYDAY PROBLEMS.—II.  
TOURING IN SCOTLAND.  
AN INTERESTING LEATHER-COVERED BODY.

*The small advertisement columns of "The Light Car and Cyclecar" form a unique mart for the disposal of all goods of interest to small car users.*





*Reproduced by kind permission of "The Motor."*

# 146 miles per hour !

on

# <sup>“</sup>K.L.G.<sup>”</sup> SPARKING PLUGS

At Arpajon, near Paris, on July 12th, Mr. E. A. D. Eldridge, driving a 300 h.p. F.I.A.T. car, broke the following World's Records:—

World's Flying Kilo - 146'002 m.p.h.

World's Flying Mile - 145'89 m.p.h.

World's Standing Kilo 85'47 m.p.h.

*(Subject to official confirmation.)*

*Sole Manufacturers:*

THE ROBINHOOD ENGINEERING WORKS LIMITED,  
K. L. G. Works, Putney Vale, London.

Telephones - Putney 2132-2133.

Telegrams - "Kaelgee. Phone, London."

Sole Export Agents: S. Smith & Sons (M.A.) Ltd., Cricklewood, N.W.2.

MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.





#### THE NIGHT RIDERS.

With the Oak Hotel, Surbiton, as the starting point, members of the Surbiton Motor Club set out on Saturday night for their annual reliability run to Barnstaple, via Porlock, Lynton and Beggar's Roost. W. G. Hall (Palladium) is seen waiting for this signal to go from the timekeeper on the left.

### NOTES, NEWS AND GOSSIP OF THE WEEK

#### Not So Simple!

Few light car owners realize the thought and care which are given to the design of their machines. An article entitled "Theories of Steering" in this issue will give them some idea of the elaborate requirements which must be met in the design of a single assembly.

#### Safety White Lines.

It appears that Kirton, in Lincolnshire has not abandoned the safety white line; in fact, it now appears with an amplification in the shape of arrows at each end, directing traffic to the left of the line. The practice has been copied by other villages in the same locality.

#### Three Prize-winners.

Three competitors were awarded the prize, an 8 h.p. Humber saloon car, given by Humber, Ltd., in the competition organized in connection with the hospital carnival in aid of the Coventry and Warwickshire Hospital. At a meeting of the successful competitors it was decided to sell the car and share the proceeds.

No 611. Vol. XXIV.

#### LIGHTING-UP TIMES

for Saturday, August 9th, 1924.

London ... 9.3	Edinburgh ... 9.32
Newcastle ... 9.22	Liverpool ... 9.22
Birmingham ... 9.13	Bristol ... 9.13
Dublin ... 9.35	

Lighting-up time (rearlights) in England, Wales, Scotland and Ireland is half an hour after sunset.

Moon—Full Moon, August 14th.

#### Disabled Drivers.

The Public Control Committee of the London County Council on street accidents has issued a report in which it is stated that the Minister of Transport has under consideration the question of amending the law so as to debar those suffering from a physical disability from obtaining driving licences. Such an amendment, however, would be decidedly unfair in many individual cases.

#### The Latest Entries.

The entries received for the 200-Mile Race up to Wednesday afternoon last are as follow:—1,500 c.c. class—T. L. Edwards, D. E. Calder and H. W. Purdy (Horstmans), A. Huntley Walker (Darracq, three entries), E. G. A. Le-frere (Bugatti), T. G. John (Alvis, two entries), E. R. Hall and L. M. Martin (Aston-Martins), S. F. Edge (A.C.), S. H. Newsome (Warwick, two entries), J. O'Day (Bugatti, three entries), N. B. Newton (Newton), N. B. Newton (Ceirano), F. N. Pickett (machine unnamed), J. G. P. Thomas (Thomas Special), G. Duller (Thomas Special), P. L. Densham (Bugatti), B. S. Marshall (car unnamed), 1,100 c.c. class—H. F. S. Morgan (Morgan, two entries), A. Bovier (Salmson, three entries), E. B. Ware (Morgan), 750 c.c. class—E. C. Gordon England (two entries), A. Waite (three entries), G. Hendy, J. P. Dingle, A. Braid and A. Selby Bigge, all Austin Seven entries. Entries closed yesterday at ordinary fees.



### Austins' Success.

Three Austins competed in the M.C.C. Land's End to John o'Groat's Run, and all succeeded in gaining maximum awards. Two were Austin Sevens.

### French Hotels Full.

Intending visitors to France are advised by the A.A. to reserve rooms at hotels in advance, especially in the big towns and touring centres. A telephone call on the previous day is generally sufficient to ensure accommodation being reserved.

### A.B.C. Repairs.

We are advised by Mr. R. S. Inglis that he has arranged to cater for general service, including special tuning and all classes of repairs for 12 h.p. A.B.C. light cars at 20-21, Williams Mews, Stanhope Street, W.1. Mr. Inglis is an A.B.C. specialist, and all work will be executed, he informs us, by experienced A.B.C. mechanics.

### In Foreign Climes.

A Humber Eight owner, writing from Sydney, Australia, expresses the highest appreciation of the 8 h.p. model, and states that he has now covered 2,000 miles over extremely bad roads and has not had a second's trouble. Referring to the Australian roads, he states that they are the worst in the world. As an interesting follow-up to the above, a Rover Eight enthusiast writes from Rhodesia and speaks in the highest terms of the air-cooled car's performance.

### New Shock Absorber.

A friction-type shock absorber, the special feature of which is that the damping effect is progressive, is a new accessory to be marketed by Industrial Rubber Products, Ltd., Brook House, Tottenham Court Road, London, W.1. The new shock absorber which is to be known as the Excelsior will be sold at a competitive price, but the exact figure is not yet available. A novel point in the construction is that a floating disc is provided between the frictional surfaces, this disc having projections which may be engaged by a special tool which allows the degree of friction to be easily determined.

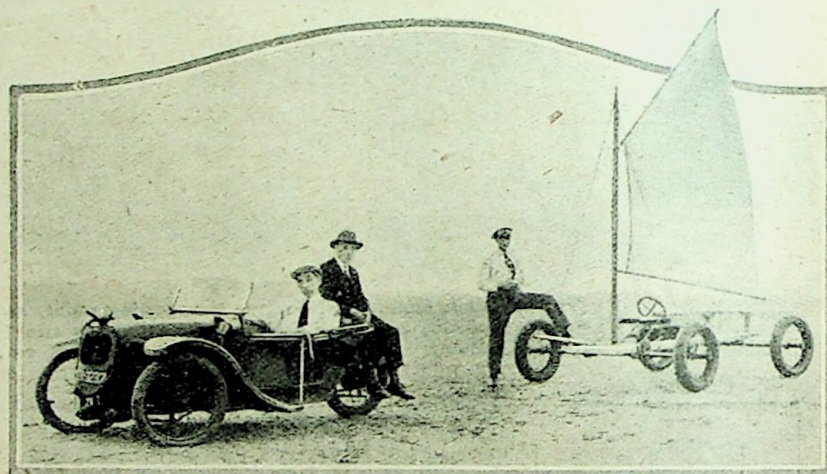


### MOTOR TERMS TRAVESTIED.

No. 24.—Query: What is the Term?

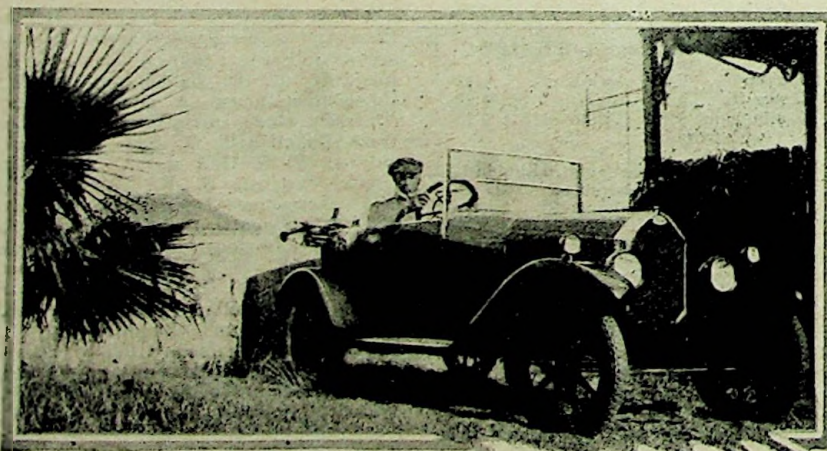
We offer a prize of One Guinea for the most apt motor term received. No solution will be judged before 11 a.m. on Tuesday Next.

(The solution to last week's picture will be found in "Around the Trade.")



A FRIEND  
IN NEED.

Sand yachting at Birkdale is a popular pastime, and the cyclecar a very useful adjunct. Incidentally, an old four-wheeled cyclecar chassis can be rigged up admirably as a sand yacht.



THE SMALL CAR  
IN AUSTRALIA.

Mr. W. S. Thomson, of Sydney, at the wheel  
of his four-cylinder 8 h.p. Humber.

• B16

### Pateley Bridge Hill-climb Abandoned.

The hon. secretary of the Yorkshire Automobile Club informs us that the committee of the club has decided not to hold the Pateley Bridge hill-climb this year.

### Speed Trials at Birkdale.

The third and final race meeting of the year of the North Liverpool Motor Cycle Club will be held to-morrow, August 9th, the venue being the Sands, Birkdale, Southport. The event is open to three-wheel cyclecars, and the proceedings will start punctually at 1.30 p.m. Entries have been received from several well-known drivers.

### Summer in Italy.

That this season of the year is unsuitable for a holiday in Italy is entirely disproved by the publication of a book entitled, "Summer in Italy," written by Major W. Stormont, F.R.G.S. The book is in attractive form and contains numerous pictures and maps covering the whole of the holiday resorts in Italy. It may be obtained from the Italian State Railways and State Tourist Department, 12, Waterloo Place, London, S.W.1.

### U.S. Immigration Regulations.

Considerable concern has been caused to British and Canadian motorists contemplating touring in the United States by reports regarding vexatious methods utilized in the enforcement of the new American immigration regulations. Canadians of native birth or British subjects permanently domiciled in Canada, and in good standing in their communities, need not, the R.A.C. states be deterred from making trips by fear of trouble or annoyance, provided they take the precaution of providing themselves with satisfactory credentials, which may take the form of a letter of identification on their own business stationery or that of the concern employing them, or a letter from a bank manager or other person of corresponding responsibility, stating their destination, the purpose of their journey and their intended length of stay.



### Estimating Petrol Consumption.

A novel competition has been inaugurated by the Liverpool branch of the United Commercial Travellers' Association, entrants being required to estimate the time it will take a new

### Roadside Trees.

The Government have decided to introduce a Bill at an early date dealing with the planting of roadside trees. Mr. Gosling made this announcement recently in reply to a question by

### New A.C. Service Depot.

A.C. Cars, Ltd., have now opened a new service depot at North Road, London, N.17. It is being run on most up-to-date lines, and includes depots for every branch of service. North Road is easily reached, either via Camden Road or Caledonian Road, North Road itself being adjacent to Caledonian Road Tube Station.

AN ATTRACTIVE  
SALOON BODY.



The new four-cylinder Rover Nine chassis can now be supplied with Weymann saloon body, the price being £235.

9 h.p. Bayliss-Thomas four-seater, carrying three passengers, to consume a gallon of petrol at an average speed of approximately 20 m.p.h. Full details can be obtained from the Competition Offices, U.C.T.A., Cooper's Buildings, Church Street, Liverpool. S. W. Philpott (Motors), Ltd., of Liverpool, have offered to buy the car from the winner for £200. The whole of the proceeds will go to charities without any deductions.

Major Ronald Williams, and added that he was assured that the House of Commons generally would regard such a measure as non-controversial. Personally, he was strongly in favour of the planting of such trees.

### North Road Improvement.

A notable improvement has been effected and a danger-spot removed in the Great North Road between Norman Cross and Wansford, where the main road from Northampton to Peterborough and the east comes across. Previously the corner was absolutely "blind," but now a very large piece of land has been acquired on the Northampton side and the road diverted across it.

### Another One-way Street.

An order came into force on Monday last, August 4th, making part of Mare Street, Hackney, a one-way road. The portion of Mare Street in question is a narrow part at the northern end from Amhurst Road to Dalston Lane, and traffic intending to take this part will in future be allowed to travel only in a southerly direction. Traffic wishing to proceed north will be diverted via Amhurst Road to Dalston Lane.

### Holiday Touring Articles.

At this season of the year we are always inundated by articles recounting the joys of readers' holiday tours, and, while these are invariably most interesting, they arrive in such large numbers that sometimes a dozen have to be rejected in a single day. Readers are asked to note that before submitting holiday articles they should communicate with the Editor advising him of the make of car they used, the district toured and giving a synopsis of the proposed article, together with a specimen photograph. By doing so they will avoid disappointment.

### ONE INSERTION SECURES A BUYER.

19th July, 1924.

"Thanks to my advert. of yesterday in 'The Light Car and Cyclecar' I have already sold my cyclecar. Kindly refund cost of second and third insertions."

J. G. H. Kidd.

Sell your second-hand car quickly by advertising it direct to small car enthusiasts through "The Light Car and Cyclecar."

(See particulars of Special Scheme in Small Advertisement Section.)

## "PETROL TAX IS NOT IMPRACTICABLE."

(MINORITY REPORT.)

ATTACHED to the main report of the Departmental Committee (Ministry of Transport) on the Taxation and Regulation of Road Vehicles which has just been issued, there was a separate report in which Mr. Stenson Cooke, secretary of the Automobile Association, and Mr. Sidney Straker, representing the Society of Motor Manufacturers and Traders, record their grounds for dissenting from the main report. They report strongly in favour of the substitution of a motor spirit tax for the present unjust h.p. tax. As our readers are aware, the majority report conveyed the view that the Committee considered the existing method of taxation should be retained.

The following are some comments contained in the separate report and expressing the views of Mr. Stenson Cooke and Mr. Sidney Straker:—

"We do not feel justified in accepting the proposition that there should be unlimited progressive revenue.

"We are in entire disagreement with the decision of the majority of the Committee as to the impracticability of a motor-spirit tax."

"We are convinced that for the purpose of collecting from motor owners their required contribution for road costs a motor-spirit duty is an equitable and practical method."

"It is our opinion that no satisfactory reason has been given for the repeal of the motor-spirit tax which was in force up to 1921."

"We are strongly of the view that, given the co-operation of the Customs and Excise authorities, a sound method of motor-spirit taxation can be devised."

"On the question of loss to the re-

venue by persons deliberately evading a motor-spirit duty, we consider that undue importance was attached to remote possibilities of evasion."

"In our view sufficient importance was not attached to the strong objections of the motoring community—users and trade—to the continuance of a form of motor taxation which is manifestly inequitable to the individual owner, injurious to trade and a contributory cause of unemployment."

"It was clear to us on the evidence that no system of taxation for road costs could possibly be fair unless it was based on the actual usage of the road by each individual vehicle. In other words, the individual tax must vary in proportion to the extent of road usage."

"It is our opinion that mileage, weight and speed are the main factors in the fair taxation of motor vehicles, and that the present system of motor taxation is inequitable in that it takes no account of mileage. In fact, the net result is that the greatest user of the road pays the smallest tax per mile."

"We feel that the time has arrived when the Government should appoint a Select Committee of the House of Commons, or a Joint Committee of both Houses of Parliament, for the purpose of investigating the present incidence of highways expenditure upon (a) the taxpayers; (b) the ratepayers; (c) special classes of road users; and (d) the owners of land, with a view to reporting: (1) whether the burden is equitably borne by the various classes, having regard to road usage and other advantages obtained; and (2) whether a fairer distribution of such burden can be devised."



### Aluminium Becoming Popular.

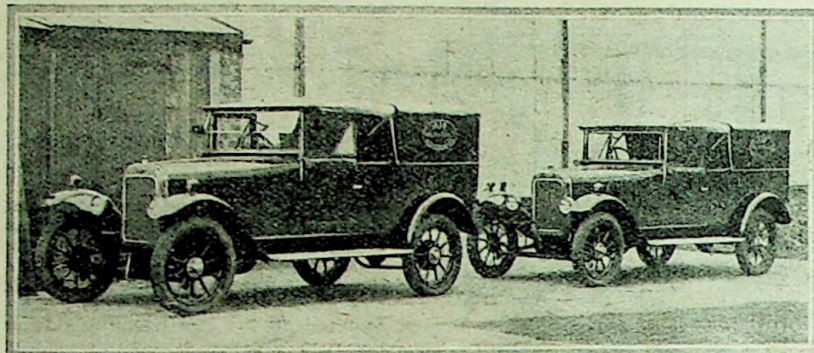
Judging by the fact that the A.C. Sovereign model is now being supplied with aluminium finish at an extra cost

### G.N. Booklets.

We are advised by G.N. Limited, East Hill, Wandsworth, London, S.W.18, that instruction booklets and

### "The Traveller in France."

The August issue of "The Traveller in France" includes interesting articles for the motorist who is thinking of touring on the Continent.



AS A TRADE VAN. — Two Clynos with commercial bodies, part of a batch of six, designed to carry A.J.S. wireless equipment

of £5, this form of finish is becoming increasingly popular, not only on account of the striking *tout ensemble*, but because aluminium is far easier to keep clean than the average owner-driver imagines.

### Northern Hill-climb.

The Yorkshire Centro A.C.U. Hill-climb at Ringinglowe, two and a half miles from Sheffield, will be held on Saturday, August 16th, at 1.30 p.m. There will be two car classes, i.e., for machines up to 1,100 c.c. and unlimited c.c.

### More Plugs, Less Power.

At one time it was considered that in certain types of cylinder head the fitting of two plugs—one of the jump-spark type—improved the power output, but with modern engines the duplication of plugs is not necessarily followed by any improvement; in fact, a recent test of a well-known sporting engine, which was run first with one plug and then with two, showed that the engine actually dropped 50 r.p.m. when the two plugs per cylinder were in operation.

spare parts lists for all models of G.N. cars are available from the address quoted at 1s and 1s. 6d. respectively. The company asks us to point out that they are always pleased to answer inquiries from all G.N. owners.

### Unrest at Leicester.

"How long are the police to hold Leicester up to ransom by the weapon of the motorcycle police control?" asks a local Leicester paper. This is only one aspect of the unrest which is becoming manifest both amongst Press and tradesmen as the result of the continued action of the police against motorists.

### Weatherbound Sidecarists.

Observation along the main roads last week-end made it clear that among the cheaper passenger vehicles small cars are now numerically superior to sidecars. On Sunday, when there was first a threat of rain and then a steady deluge, light car owners were enjoying themselves on the open road, while owners of sidecar machines were cursing the weather from their drawing-room windows!

### Standardizing Tyre Rims.

The Society of Motor Manufacturers and Traders has now issued in data-sheet form its recommendations for standardizing rims for low-pressure pneumatic tyres. The price per sheet is 3d., and application should be made to the S.M.M.T. and 1., 85, Pall Mall, London, S.W.

### An Opportunity for Inventors.

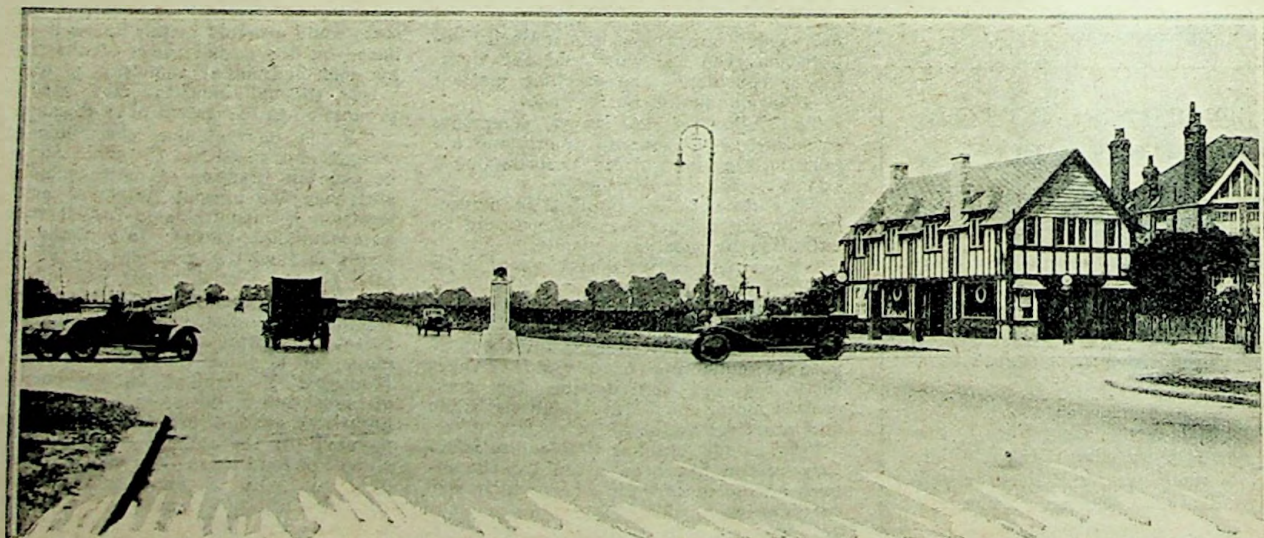
There is still a wide field for the inventor of motor novelties, and in this connection an invitation is extended by the Motor Accessories Co., Cookham, Berks., who will be pleased to consider the manufacture of patented articles and to pay the inventors a reasonable royalty on any scheme which may be taken up.

### Light Cars for Commerce.

Increasing attention is being given to the fitting of commercial bodies to light car chassis, and the photograph on this page shows two of the six Clyno vans recently ordered by the A.J.S. Co. for the wireless branch of its activity. The cars are painted maroon, and it is interesting to note that side curtains and general equipment are identical with Clyno standard models. The bodies are the production of Messrs. C. W. Hayward, of Wolverhampton.

### All About Electric Installation.

E. and F. N. Spon, Ltd., are to be congratulated on the publication of a little volume which should be of the greatest value to motorists. It is entitled "Electric Wiring Diagrams for Motor Vehicles," the author being Mr. Mortimer A. Codd. The book consists of numerous large and exceedingly clear diagrams, showing the wiring adopted by different concerns, and as fitted to well-known makes of car. The price is 3s. 6d. net, and the publishers' address 57, Haymarket, London, S.W.1.



THE A.G.A. TRAFFIC BEACON.

These beacons or land lighthouses require no attention for long periods and act as wonderfully efficient warning devices at dangerous cross-roads such as that on the Great West Road, shown above.



## PLAIN FACTS ABOUT SECOND-HAND BUYING.

THE PRIVATE SELLER AND THE AGENT—HOW PRICES ARE FIXED—  
AGENT'S REPUTATION IS HIS GUARANTEE.

**R**ECENT correspondence in *The Light Car and Cyclocar* focuses attention on an aspect of second-hand buying which is seldom dealt with, but which undoubtedly demands detail attention.

In a case which has been discussed a prospective motorist, knowing very little about cars, was attracted by a low-priced second-hand vehicle, and purchased it practically on the spot. The vendor was a private owner, and was justified in selling the car as it stood and after an examination by the intending purchaser. The transaction having been completed, however, the buyer complained bitterly that he had been the victim of his own inexperience, and had actually purchased a car which required the expenditure of no small amount of money in order to put it into what he considered to be proper working order.

One must extend a certain meed of sympathy in such a case, but undoubtedly anyone who frankly admits ignorance of such subjects is ill-advised to make a purchase without first having called in the services of one who is better informed.

In considering the buying of a second-hand vehicle there is a number of important side issues which must be taken into account. The second-hand market is made up of vehicles offered by private owners and agents. To the uninitiated the former seem to offer the greatest possibilities, because, on the face of it, it would appear that the purchase price will not include agent's commission and overhead charges.

This is true, but it must not be forgotten that keen sellers often base their prices on those fixed by the agents with the idea of pocketing what would be the agent's commission over and above the rock-bottom market price of the vehicle itself. In contrast the agent realizes that he has to compete with a very wide market composed of private owners; he must perforce keep his price as low as possible, therefore, commensurate with making a fair profit.

If it be supposed that an intending buyer believes that he can purchase a car more cheaply by replying to a private advertisement, let us examine the conditions under which the transaction will be completed.

### The Private Vendor.

The average owner who intends to sell his car does not, as a rule, spend a great deal on what may be very necessary overhauls; but, on the other hand, he will probably smarten the car's exterior to gain effect. On his first examination, therefore, the prospective customer is favourably impressed, the car "looks nice," the paintwork is not too bad, the nickel-plating or brass shines brightly, and the whole car undoubtedly looks as though it is worth the money asked for it.

But appearances may be deceptive, and, no matter how smart a car may look, it should be remembered that polished fittings and clean paintwork are of minor consideration compared with mechanical efficiency. The buyer, therefore, should go to considerable pains to carry out the ordinary tests, which should be applied with the idea of ascertaining

whether this efficiency is such as to warrant the advertised price.

At the end of his examination he will be in a good position to judge, but if he does not possess the necessary technical qualifications he will be well advised to place the matter in the hands either of a friend with such experience or, failing that, to engage an expert who makes such examinations his business.

From the foregoing it must not be assumed that any slur is being cast on the private vendor who offers the car at what he considers to be a reasonable figure, invites examination, and is ready to give a trial run. No vendor could do more. The intending purchaser may take it or leave it; but, if he takes it, being fully satisfied in his own mind that his bargain is a good one, he has no reasonable cause for complaint afterwards.

### The Agent.

Turning now to the agent, it is to be regretted that a large section of the public—more particularly those with only a small amount of motoring knowledge—are suspicious. They argue that no agent can keep up expensive showrooms without making large profits; they also hear whispers that clever but unscrupulous agents can doctor up cars so that they appear to be in first-class condition, whereas, owing to tricks of the trade, they have been merely "vetted" temporarily. Nothing, however, could be further from the truth—that is, *provided the would-be buyer negotiates only with traders of standing and repute*. If the buyer is not well versed in mechanical knowledge, he is advised to obtain an independent and expert opinion, just as in the case of the private offer.

The question of the agent's price compared with that of the private seller has already been discussed, but it remains to be pointed out that in the case of every transaction the agent's reputation is at stake.

Nearly every large agent has, in addition to his showrooms, a repair depot, where cars offered as second hand are examined and, up to a certain point, put in good order.

Summed up, then, the situation is as follows:—The average privately offered vehicle is to be taken as it stands, is seldom overhauled before being offered, and is not often very much cheaper than a similar model offered by an agent. There are bargains to be had for those who look for them, and whereas the bona fides of the private seller should be beyond suspicion, the buyer would have to accept the car as it stood.

In dealing with an agent he may have to pay a slightly higher price, but he will have the satisfaction of knowing that the vehicle is backed by the agent's reputation, and that most probably it has been carefully examined and overhauled.

Prospective purchasers should not get the impression, however, that it is a bad plan to buy a car from a private seller; in point of fact, hundreds of good cars are sold privately every week. The essential thing to remember before buying privately is to "vet" the offer carefully. If you distrust your own ability to detect a dud, have the "vetting" done for you.

In view of the number of enquiries which we receive every week the accompanying article should be of particular interest to a very large section of our readers. The whole subject of second hand buying is discussed candidly and in detail.





*DICKEY SEATS AND OCCASIONAL FOUR-SEATERS ARE FAR FROM IDEAL, SAYS THE WRITER OF THIS ARTICLE, WHO PUTS IN A PLEA FOR A NOVEL AND HITHERTO UNTRIED FORM OF TWO-SEATER BODY.*

**S**IDECARS were invented because, in the earliest days of motorcycling, solo machines or trailers were found to be too unsociable. In later years, when sidecars came into common use, one of the principal advantages of the type was that a third passenger could be conveniently, if not comfortably, carried on the pillion seat of the motorcycle, and this fact led to many motorists, before the war, using sidecar combinations instead of small cars. They found that a combination could carry four at a pinch, but that with the existing types of two-seater small car it was almost impossible to accommodate even one extra passenger.

Then came the dickey seat, which in its earliest days was usually a very crude and imperfect arrangement. The space was almost always cramped, little or no weather protection was provided, and the occupant found it extremely uncomfortable except for short runs.

Dickey seats, of course, have since been perfected, and on many up-to-date small cars double dickey seats are provided, which afford just as much comfort in good weather as the rear seats of many four-seaters. On a rainy day, however, the dickey seat has always been recognized as very unsatisfactory; the occupants are exposed not only to the rain which falls from the sky, but also to occasional deluges precipitated from puddles, which have a habit of forming on top of the hood.

### Advantages and Drawbacks.

About three years ago small car motorists were astonished by the sudden very wide adoption of bodies variously styled as occasional fours, single shells, chummies and so forth. Many of these might be described as providing the comfort of a four-seater with the discomfort of many early dickey seats. Legroom is often cramped, access to the rear seats is not always too easy, and the seating itself is often only very poorly upholstered.

The type, however, must not be disparaged; many regard it, in fact, as distinctly superior to a two-seater and dickey, and it is beyond question that hundreds of motorists find it much more convenient and in every way more satisfactory. Where children are regularly carried, the occasional four-seater is undoubtedly the most satisfactory type of body for a light car.

It is the writer's intention, however, not to discuss bodywork which is designed regularly to accommodate more than two people, but rather to deal with bodies which are designed to seat a third person on comparatively infrequent occasions. Where such

is the requirement, an occasional four-seater is not altogether satisfactory, particularly as cars fitted with these bodies can never possess such pleasing lines as those which are more essentially two-seaters.

Dickey seats, we have said already, are excellent in fine weather, but quite the reverse when it is wet. It is clear that something is needed which affords to the third passenger the same comfort as that experienced by the occupants of the other seats, and without the discomfort of a dickey seat and the disadvantages of an occasional four-seater.

### Clover-leaf Unpopular.

Clover-leaf bodies of the type illustrated in one of the sketches on these pages have been in use for a considerable number of years, but they have never become popular in England. On the Continent they enjoy more popularity than at home, but they possess the disadvantage that, when only two people are riding in the car, the passenger is more or less isolated from the driver, which is seldom a satisfactory state of affairs from the point of view of the average buyer of a car which is intended to be used principally as a two-seater.

It is suggested that a design which is better than the clover-leaf, the dickey seat or the occasional four-seater is a staggered-seated two-seater provided with an occasional seat, which may normally be folded flush with the floorboards, and which will accommodate a third passenger in the manner depicted in the front-cover picture of this issue.

In this arrangement all the passengers are accommodated under the hood, all are comfortable in wet weather, and each is sufficiently near to the others to be able to converse comfortably without shouting. With a suitable design, moreover, every occupant has plenty of legroom, and there is no reason why even the third passenger, who sits in the forward position, should not be provided with a seat which is just as comfortable as the average dickey seat or back seat of an occasional four.

### A Sense of Freedom.

Used as a two-seater, a body of this kind possesses several advantages, and conversation between driver and passenger may be carried on just as easily as when the two are seated exactly side by side. With staggered seating both driver and passenger have plenty of elbow-room, even with a fairly narrow body, and this, together with the fact that the passenger sits a trifle behind the driver, and is consequently unobtrusive, seems in some peculiar way to give the driver more confidence and a greater sense of free-



*THE THIRD PASSENGER (contd.).*

dom than when he is handling a car with side-by-side seating. This may seem peculiar, but it is nevertheless a fact, and most drivers who have handled a two-seater with staggered seating will admit that they feel much more at ease at the wheel, especially in traffic, than when they are handling a similar car with conventional seating arrangements.

The chief disadvantages of staggered seating are that it is difficult in winter for the driver and his passenger to share a rug, while, if the driver is in the habit of smoking a pipe, the ash will probably blow into the eyes of his passenger; but these two drawbacks are surely more than offset by the advantages which have been already mentioned.

**Simple, But Strong.**

It should be noted that with bodies of this type very convenient central-control levers can be arranged, as they may be brought well aft without being in the way of the passenger's knees, or liable to be enfolded by the tail of his coat. An off-side



A  
SERVICEABLE  
DESIGN.

Clover-leaf bodies of the type depicted accommodate three in comfort under the hood, but they have never been very popular in England.

door is hardly needed, as with the driver normally seated he can enter or leave his own seat behind the wheel from a near-side door without disturbing the passenger or being compelled to climb over his knees. This, from the coachbuilder's point of view, is a distinct advantage, as the more doors which a body has the more difficult it is to build, the heavier is its construction, and the less its strength. The very great strength of the apparently frail structure used as a body on most racing cars is largely due to the fact that no doors are fitted. The top rail of the body forms a "backbone" for the car.

**Standing Room.**

Most small two-seaters possess the disadvantage that one feels cramped in them, and, owing to the close proximity of the fascia board to the forward edge of the seat cushion, it is often almost impossible to stand erect on the floorboards. Those who have become accustomed to such bodies may consider it quite unnecessary ever to stand erect in the car, but they would find, nevertheless, that, if they owned a car in which such a proceeding was possible, the impression of roominess which it conveyed was distinctly pleasing.

There are those, however, who would no doubt object to permanently staggered seating, and for their benefit the writer would put in an earnest plea for a type of two-seater body which incorporates two independent adjustable sliding seats, the legroom at full extension being suitable, say, for an 8-ft. occupant to be comfortable. It is not suggested that the

need for carrying such giants would ever exist, the height being quoted merely to indicate dimensions.

With this arrangement there would normally be a space of about a foot behind the backs of the seats, and this, it is suggested, would be most useful for



Many small two-seaters are too cramped. There is not always enough elbow-room when two big men are in the car. See the illustration below.

accommodating small parcels, golf-clubs and similar impedimenta. By arranging for the seats to have folding backs, very easy access to the boot would be afforded, and the plan would have the further advantage that the lid of the boot could be a fixture, and could be easily and cheaply arranged, in consequence, to be water, rattle and dustproof.

To the best of the writer's knowledge no two-seater of this description has ever been standardized, yet it is apparent that it would be a type that could not fail to make a very wide appeal.

**Numerous Advantages.**

A small car body of the type advocated would possess luggage accommodation akin to that available with an occasional four-seater; it could seat a third passenger on an occasional seat in comfort under the hood, and it would embody all the advantages of staggered seating which have been already enumerated. In addition, the driver could sit either close up to, or far away from, the steering wheel, according to his choice, while the passenger, when only two were riding in the car, could also arrange his seat to suit his convenience.

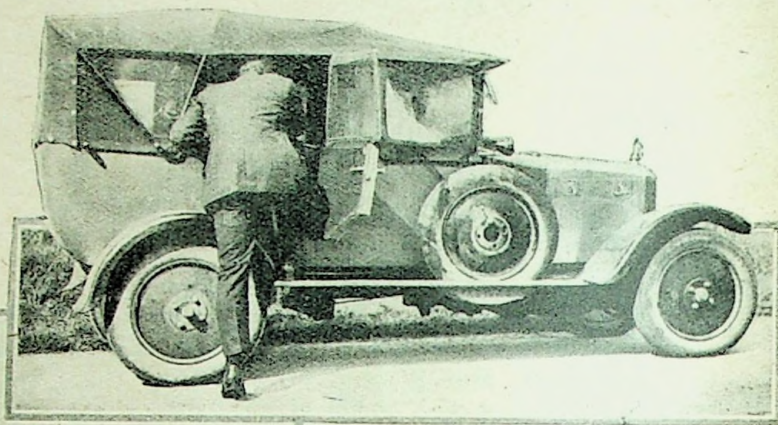
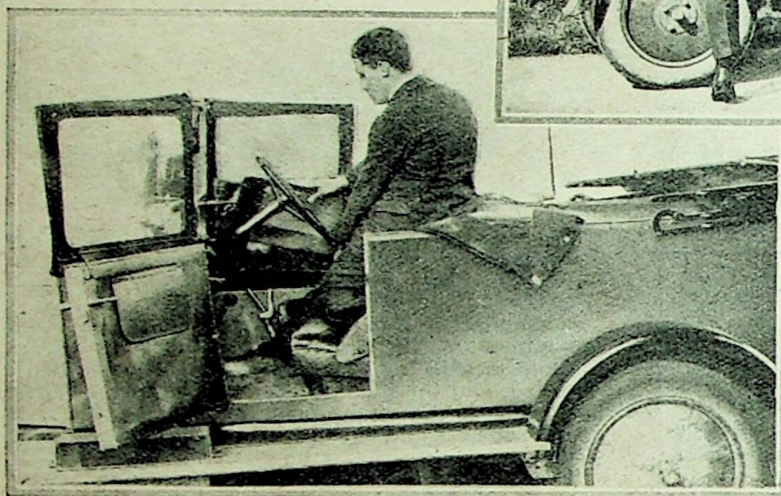
It seems that the type of body which has been outlined is one to which manufacturers of small cars might very well turn their attention. The cost would be slightly dearer than the two-seater without dickey, but it should be much cheaper than a two-seater with dickey or an occasional four-seater.



With staggered seating there is plenty of elbow-room for driver and passenger, while a third passenger may be accommodated on an occasional seat.



## IN LAKELAND WITH A BAYLISS-THOMAS.



*A LENGTHY TRIAL RUN  
IN A COMFORTABLE  
10-20 h.p. CAR WHICH  
PROVED CAPABLE OF  
SURMOUNTING, WITH A  
FULL LOAD, SOME OF  
THE MOST DIFFICULT  
ENGLISH TEST HILLS.  
FULL DETAILS OF THE  
CAR'S PERFORMANCE  
ARE GIVEN.*

**T**O complete 1,500 miles without any mechanical adjustments is an achievement of which any light car owner might be proud, but when the route lies over the tortuous lanes and precipitous passes of the English Lake District, and the car has to be driven to schedule, the daily mileage varying from 150 to 333, the performance becomes particularly meritorious. Such, however, was the trip which we carried out in a 10-20 h.p. Bayliss-Thomas, and a more pleasant car for the journey it would be difficult to imagine.

The car was fitted with an all-weather four-seater body and 715 mm. by 115 mm. Michelin Comfort tyres, which added very largely to the comfort of so long a trip.

The engine is a 1,247 c.c. monobloc four-cylinder side-valve design, with unit-construction central-control gearbox, giving ratios of 4.5, 8.9 and 17 to 1, reverse being 22 to 1, while a Ferodo-lined disc clutch and open propeller shaft with fabric universals transmit the power to the spiral-bevel rear axle. Cooling is by the thermo-siphon system, which, in conjunction with the large radiator, proved so efficient that it was very rare for the water temperature to reach even the normal mark on the Boyce thermometer fitted to the filler cap.

### Pump and Splash.

Lubrication is by a submerged pump, which forces oil to the magneto-shaft bearing, and keeps the big-end dipper troughs filled, while the main bearings and pistons are lubricated by splash. Both brakes operate on the rear wheels, the hand-control lever being conveniently placed. At the beginning of our trip we adjusted this brake—a matter of seconds only, owing to the convenient hand adjustment at the rear axle—and, in spite of the long and precipitous descents encountered, there was no necessity for further adjustment at the end of the 1,500 miles' running.

The Bayliss-Thomas 10-20 h.p. is essentially a car

for the family or business man who requires reliability without the need for constant adjustment, and a road performance which allows high averages to be kept up over open roads and the most difficult going to be negotiated with ease and certainty. We found the car pleasant to drive, gear changing being easy to master, while we were assured that so tough are the gear teeth that the novice need have no fear of damaging them.

The car was fitted with several refinements which go far to remove an owner-driver's anxieties, not the least useful of these being a petrol gauge on the dash.

We took the car over in Birmingham and set out at once, via Coventry, for London. The Bayliss-Thomas is a car in which one quickly feels at home, and we were soon bowling along with the speedometer needle well round the dial. On reaching town we replenished the petrol tank, and found that two gallons brought the level in the gauge up to where it was in Coventry—a consumption of comfortably over 40 m.p.g.

### The Journey Begins.

On the following day an easy 150-mile run, with two up and luggage, brought us to the heart of Shropshire and the beginning of the trip proper with full load.

On one occasion, where the road swooped down and was wide and deserted, we kept our foot well down for a few moments, and the speedometer was steady on the 60 m.p.h. mark for several hundred yards, while on the level we should say that 50 m.p.h. could be maintained.

It was a peculiarity of the car that the faster it went the easier the steering became, and we were able to steer it anywhere, even over pot-hole roads when all out, with thumb and finger only, but, as is usually the case with low-pressure tyres, rather more strength was required at low speeds. At no time, however, even when negotiating the moorland tracks



### IN LAKELAND WITH A BAYLISS-THOMAS (contd.).

at speed, did we have the slightest difficulty in holding the car on the road, while it was also very steady on corners.

Cartway, the precipitous old coach road which climbs sheer from the river bridge into the High Town at Bridgnorth, called for low gear only on its acute left-hand hair-pin, another sharp pull on to Wenlock Edge being negotiated on second gear.

The following day, with three up and luggage for a week, we set out on a 300-mile run to Buttermere, by way of the Dukeries and York, where a halt was called to view the Minster. On the way we took Lincoln Hill, a 1 in 5 gradient, which saves a mile detour in the town of Ironbridge, and in spite of its load the car climbed without a falter.

Later, at Keswick, a discussion was held as to the next move, for the alternatives were a 20-mile circuit over narrow and tortuous roads with every chance of losing the way, or a 7-mile run over the notorious Newlands Hause in the dark. The local inhabitants advised the former, dwelling upon the terrors of the Devil's Elbow, a steep double hair-pin and the steep, precipice-bordered path over Newlands itself.

#### A Severe Test.

With many cars we should have hesitated, but the Bayliss-Thomas had acquitted itself so well that we decided upon the more sporting route, and set off with the Lucas headlamps illuminating a narrow and rough track which wound higher and higher into

the mountains. The Devil's Elbow, being expected, was shorn of most of its terrors, and an early change down and plenty of throttle sent us up with power in hand, but the final 50 yards over the Hause, which included a 1 in 4 rock face, immediately preceded by 50 yards of loose stones, was more than the plucky little car could manage. Had it been in daylight we might have rushed the lower slopes and struck the loose patch with more way on the car, but from safety first reasons we changed early, and when crossing the stones lost the speed which is essential for a high power output from this engine, coming to rest on the steepest portion.

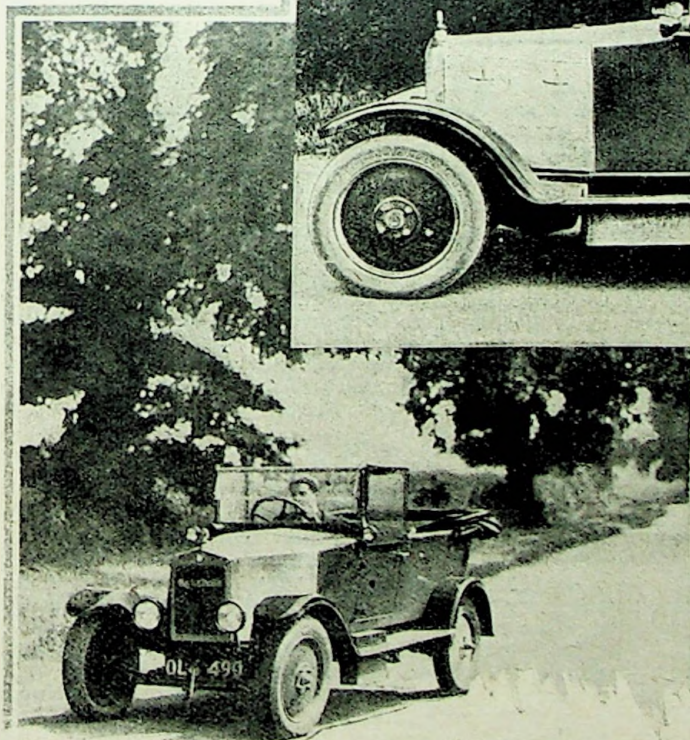
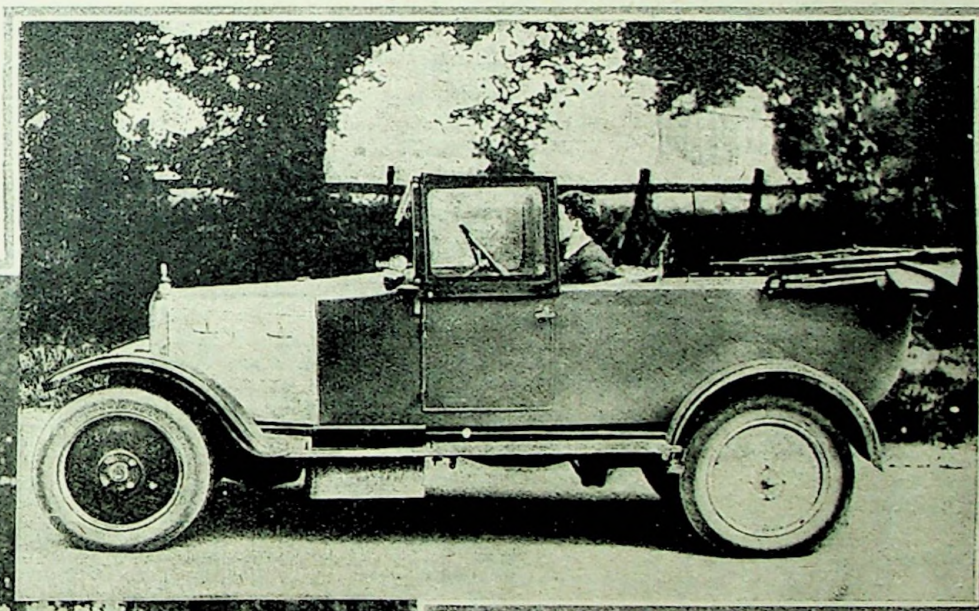
The brakes held perfectly, and, lightened of the passengers, the car made a splendid restart, the low-pressure tyres giving ample wheel grip. A long and steep descent followed, but the brakes were well up to their work, and we were soon outside the hospitable doors of the Buttermere Hotel, where, in spite of the lateness of the hour, we were at once made welcome.

#### No Faults Apparent.

The following morning was spent in admiring the beauties of Buttermere and looking over the car, but we could find no faults anywhere, and our attentions were confined to cleaning operations.

In the afternoon, a 56-mile circuit was completed, which included the ascent of Whinlatter Pass, on which first gear was called for only on two occasions for a short time, while the generosity of the steering lock was demonstrated on several acute hair-pin bends between the foot of the pass and Derwent-

The body of the Bayliss-Thomas is very roomy, but artistic lines have not been sacrificed.



water. Whinlatter Pass is a very beautiful route from Keswick to Buttermere, and it is not very severe.

Wednesday's run consisted of 135 miles, which included Newlands Hause, taken in the reverse direction, and the ascent of the famous Kirkstone Pass. The climb of Newlands Hause started within a few yards of the hotel, but the engine, after a few seconds' idling to warm up the oil, gave full power from the start. After breasting the first stiff rise in first we were able to cover a long section in the middle of the hill in second gear. The first gear was called for again near the summit, and just before

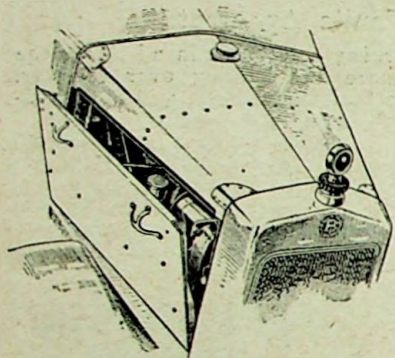


### IN LAKELAND WITH A BAYLISS-THOMAS (contd.).

the final hair-pin we eased down to rest the engine. With this type, however, any falling off in "revs" means a very marked loss of power, and the car slowed rapidly, so we hurriedly opened up again, and by easing the clutch for a moment were soon buzzing merrily along again, and swinging round the hair-pin breasted the summit comfortably.

Passing along the side of Ullswater we reached the foot of Kirkstone, and could see the road winding away far above our heads. Low gear was engaged about half-way up, but the throttle was never more than half open. Taking the right-hand road at the Travellers' Rest, we negotiated the steep descent which forms the only severe hill in the London-Edinburgh Trial, by letting the car run in first gear, the brakes being held in reserve.

A run along Windermere and by twisting lanes to Coniston Water brought us via Esthwaite Water to

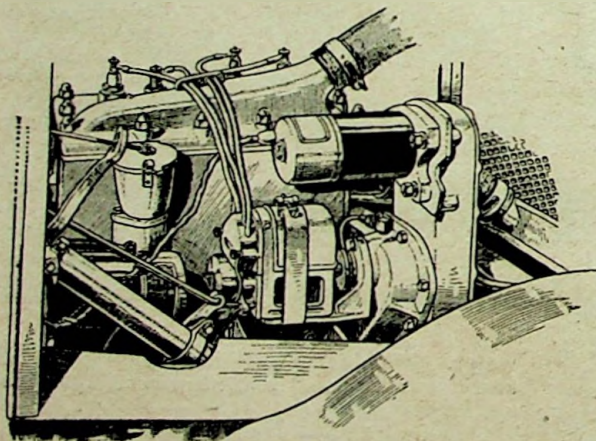


#### NEAT AND WEATHER- PROOF.

The bonnet design excludes rain from the engine; it is sturdy and freedom from rattles is enjoyed.

Ambleside again, whence we turned for Keswick via Grasmere and Thirlmere, and crossed Whinlatter Pass as the sun was setting, to reach Buttermere with the dusk.

Our final day in the Lakes gave an opportunity to demonstrate the efficiency of the all-weather equipment, for after a showery morning, during which the ease with which the hood could be raised and lowered without leaving the car proved a great boon amid such lovely scenery, the afternoon settled in wet.



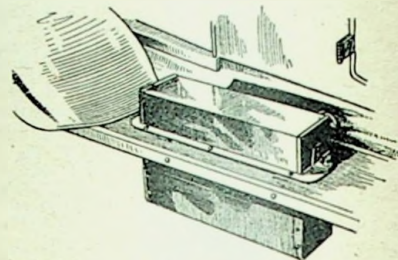
The disposition of the magneto, dynamo and starter is clearly shown in this illustration. Positive drives are employed and accessibility is a marked feature.

After passing Loweswater, Ennerdale Water, and lurching amid the grandeur of Wastwater, we erected the side curtains, which can, in the event of a sudden heavy shower, be put up without leaving the shelter of the hood, and set the Bayliss-Thomas at the winding cart track which leads from Eskdale over Birker Fell to Ulpha. Here were three miles

B24

of really hard climbing in the teeth of half a gale of wind and torrential rain. The car, however, behaved perfectly, and after further rain near Lancaster we made Garstang for the night, the only occurrence of note during the last few miles being a puncture near Lancaster just before the rain started.

A battery box sunk in the running boards is used; it is neat and unobtrusive, the detachable lid giving ready access.

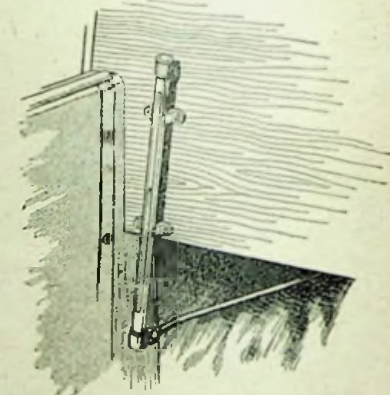


Owing to the neat method of carrying the spare wheel we were away again after a delay of only ten minutes, which, when one remembers that the tools had to be unearthed from under the luggage, was very good. Thence we journeyed southward through Southport and Liverpool, Queensferry, Mold and Ruthin to stop for tea by the wonder view of the Horseshoe Pass. Then a final run in from Llangollen to Shrewsbury over the best surface of the whole trip to Church Stretton and back to Longville village nestling under Wenlock Edge.

The trip lasted five days, and 520 miles were covered, always with three up and often with luggage as well. The expenses both for fuel and hotels came out at £3 12s. per head, slightly over 1d. per mile, an achievement which could have been done only by having nearly all meals in the car or by the roadside.

After a day in Shropshire with two up we ran down the Severn Valley to Holt, and thence to London via

One need have no fear of running out of petrol with this neat level gauge mounted on the fascia board. It is one of a number of very practical features.



Stratford-on-Avon and Aylesbury, with beautiful scenery all the way in contrast to the rather barren main Birmingham-London road. An early morning run to Coventry, in which the petrol consumption was again in the neighbourhood of 45 m.p.g., completed a very enjoyable week's tour, to which the excellent performance of the Bayliss-Thomas contributed in no small degree, for, with the exception of the single puncture, the car never gave a moment's trouble.

A word of praise is also due to the Lucas equipment, for never once did the starter fail to spin the engine from cold at the first touch in the mornings, and we never needed to use the starting handle at all, the batteries, which are very accessibly carried on the running board, being kept well charged by the dynamo.

In short, the Bayliss-Thomas 10-20 h.p. is a light car which should make a great appeal to the non-mechanical owner-driver who wants a sound performance without the need for giving continual attention to the working parts.



## THE MARKS-MOIR ON THE ROAD.

INTERESTING  
CAR TESTED  
UNDER THE  
CONDITIONS  
FOR WHICH  
IT WAS DE-  
SIGNER



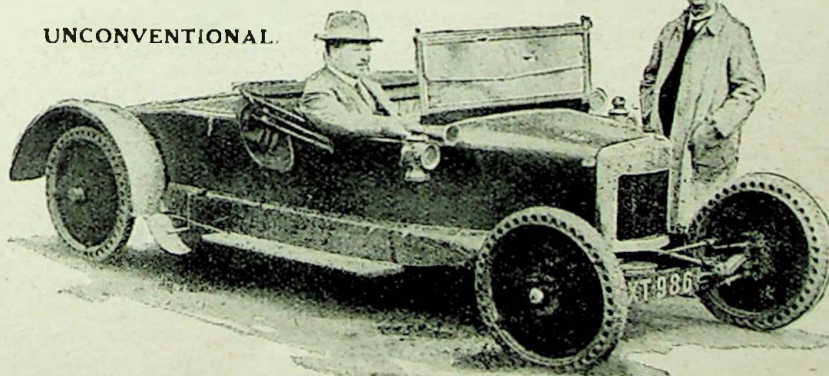
THE Marks-Moir car, which was exhibited at Australia House during last autumn, has lately been undergoing road tests over an extended mileage, and we have been able to carry out a short test over the roughest "Colonial" sections we could find.

It will be remembered that the Marks-Moir dispenses with a chassis, all power, transmission, and suspension units being attached direct to the body, which, owing to its unique construction, proves to be actually stronger than the conventional channel-steel chassis.

This is achieved by building up the body from sheets of consuta-sewn plywood, a material which came into prominence during the war as a covering for flying-boat hulls and is now being experimented with for lifeboat construction.

The body is so designed that the driver and passengers sit centrally, a position in which they obvi-

### UNCONVENTIONAL.



Numerous departures from convention are noticed in the external appearance of the Marks-Moir; nevertheless it is quite attractive.

ously receive the minimum of jolting, as those who have sat in both the front and rear seats of a light four-seater when travelling fast will realize.

The radiator in the Marks-Moir is situated in the nose, while the engine and gearbox unit are located transversely immediately behind the seat, the live rear axle being driven by a duplex Coventry chain.

A differential action is obtained by allowing the

wheels two revolutions of over-run, so that, when cornering, the outside wheel will run free and gain on the inner one, the drive being taken up again when the car regains a straight course.

The shape of the body permits of a girder section of great strength, and it has been estimated that the standard body would support a load of well over 100 tons without breaking.

In its experimental form, the power unit consists of an 11.9 h.p. Dorman engine, to which is bolted a Ford gearbox unit, the final drive being by chain—a point which will be appreciated by the Australians "up country," for whom the Marks-Moir is intended. A back-axle failure in such a locality will often put a car off the road for six months.

Suspension in the Marks-Moir is by full cantilever springs front and rear, which are so efficient that Trublruf solid tyres are used.

Over ordinary roads it is difficult to realize that the Marks-Moir runs on solid tyres, for the suspension appears to be quite as good as on a pneumatic-tyred car. When driving over bad pot-holes, there is a certain amount of noise, from the wings chiefly, but no discomfort; it is not until really bad going is encountered that the full advantages of the car are realized.

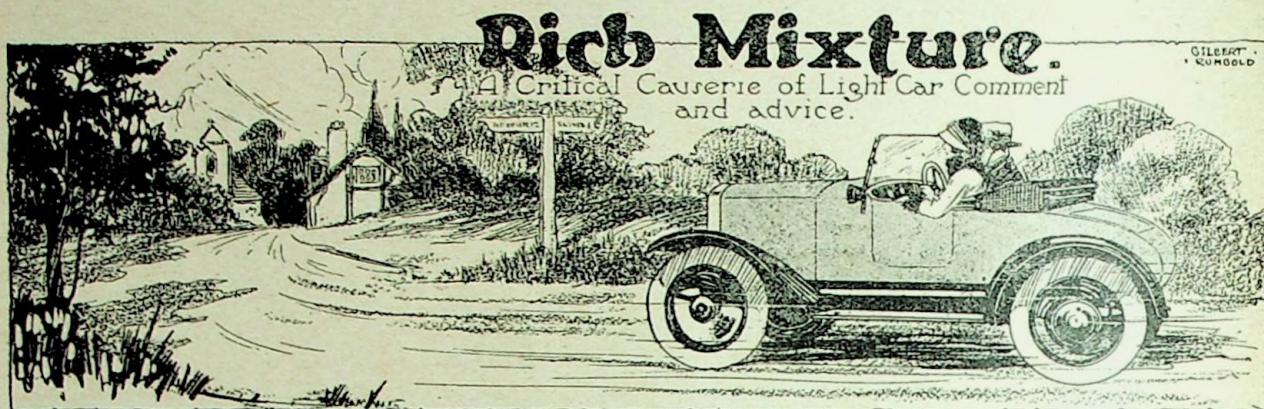
We took the vehicle over an unmade road, the scene of some building operations, where the pot-holes were of more than usual depth. Here the body scarcely moved, and there was no discomfort whatever. We could see each wheel rise or fall, but felt hardly a tremor.

Our route then led over open common land studded with bushes and ant hills—a very fair example of what the Marks-Moir will be called upon to do in Australia, but all were negotiated without a falter or the sign of any constructional weakness whatever.

Had such a weakness been present, the car must have been wrecked, for it was driven hard.

As a final test, the car was driven through a 70 yard water-splash, and a stop and restart successfully made in the middle. Our impression after this test was that the claims of the designers of the Marks-Moir car are fully justified.





### Stop With Care.

**A**N old adage lays it down that "evil is wrought for want of thought more than for want of heart," and I think that this applies to many emergencies that arise on the road. A case in point is the driver who for some reason not apparent to others suddenly decides to slow down or stop.

As a rule, provided he gives due warning of his intention, no harm is done, but there are occasions when even this is not sufficient. For instance, he should on no account voluntarily decelerate or stop if another fast vehicle is approaching from the opposite direction. It is possible that a driver behind will have to pull out to the off side to avoid a collision; but if the off side of the road is blocked by a vehicle coming the other way a very perilous situation is created. I experienced this myself on Watling Street the other day and escaped disaster only by the proverbial coat of paint.

### Direct Action.

**I** KNOW a man who holds a theory that when piracy was forcibly suppressed on the high seas, those who sailed under the "Jolly Roger" went ashore and opened boarding houses. I am reminded of this by the attempts which are being made at some small seaside resorts to milk motorists of a shilling fee for merely leaving cars on the beach. Mind you, this is not a case of an iniquitous Lord of the Manor asserting his ownership of the foreshore, but of so-called democratic parish councils trying to wring money out of visitors. At one place, I am informed, the motorists—some thirty strong—recently formed a Council of Action and defied the Parish Witanage-mote to do its worst. They won!

### Remember the Reverse.

**I**T is astonishing to find how many car owners are still unaware of the emergency low gear they possess in the reverse. Recently when in Rutland I came across the driver of a small car stranded between two very steep hills. His engine was old and very much out of tune and the gradients were too much for it. The driver had jettisoned his passengers and they were all preparing to undertake the heart-breaking task of pushing.

When I suggested to the driver that he should try the effect of going up on his reverse he looked thunderstruck. However, he tried it and successfully surmounted the hill. He is only one of many I have helped out of a similar difficulty in the same manner.

B2G

On occasions the operation has been necessary through the fuel level in the tank being so low that the spirit did not reach the carburettor. I mention this because there may be novices among my readers to whom the wheeze has not occurred.

Reversing up freak hills, however, is a plan that is not always a success, especially when the surface is loose, as the rear wheels obtain a poor grip, which often leads to axle "judder" and possible fracture of some part of the transmission.

### Various Feasances.

**I** WAS very interested indeed in the article from a legal correspondent which appeared last week in *The Light Car and Cyclecar*, explaining the legal position with regard to road-repair dangers on which I commented a fortnight ago. It would seem that malfeasance, misfeasance, and non-feasance are all very different things, even although they do share the common disability of having two concluding syllables which one has not the remotest idea how to pronounce.

The position, I gather, is that one has a case against the authority concerned if a great depth of broken stone is laid over the whole width of the road and not rolled so soon as possible; one has also a case, it would appear, if piles of road material are left unilluminated on the highway at night. One wonders if that section of the cycling community which declares that no one should ever drive at a speed in excess of that which would allow them to pull up within the area illuminated by their lights would take advantage of their legal position in the event of a collision with a heap of unilluminated road material, or would their moral scruples compel them to forgive the authority concerned and stand the racket of a new machine themselves.

### The Two "Six Days".

**I** KNOW that by expressing the opinion that the Scottish Six Days' Trial was much easier than the R.A.C. Trial held in Wales at the beginning of the summer, I shall be contradicted by most of the drivers who took part in both events, but I covered every inch of both courses myself and, judging not only by my personal impressions, but also from the condition of the competing cars at the finish, I cannot believe that I am wrong.

My recollection of the Welsh trial is a continuous thousand miles of narrow, tortuous roads with innumerable cross-gulleys and every imaginable kind



*RICH MIXTURE (contd.).*

of unpleasantness with the one exception of really steep and difficult hills. It must be admitted, of course, that Bwlch-y-Groes is a magnificent test of a car, particularly as the R.A.C. decided that the ascent should be timed, but the hills included in the R.A.C. trial cannot be compared in any way with the Scottish terrors included in the Edinburgh club's event. Offset against the difficulty of the Scottish hills was the fact that probably 50 per cent. of the running was over roads along which it would not be difficult to average 30 m.p.h. The route impressed me as being, in fact, a series of long crawls or "blinds," according to temperament, over very reasonable roads punctuated by brief scrambles up the sides of impossibly steep-looking mountains.

On the fourth day there was certainly twenty miles or so of pretty rough going, but even the worst of this did not impress me as being much more severe than the terrible track over the mountains on the Brecon route in the R.A.C. trial.

**Bumps the Best Test.**

**H**ILLS, it seems, no longer form much of a test for light cars, for so long as it is possible for rear wheels to obtain a grip they invariably manage to make non-stop ascents. It is "unpleasantness" which tests them; unpleasant roads with unpleasant gulleys cut across them, pot-holes, ditches and water-splashes. I do not think that the ability to ford the latter provides much useful information from the average buyer's point of view, but I am convinced that there is no better test of a small car than to drive it hard over bad roads. Such treatment reveals every weakness which a car possesses, while the ascent of comparatively freak hills shows, to my mind, nothing more than that the driver is skilful,

the engine reasonably powerful and the bottom gear suitable for any emergency which may arise during the life of the car.

**Breakdowns Absent.**

**O**N the subject of the Scottish trials, how remarkable it is that not a single four-wheeler retired on account of any mechanical breakdown. No driver except Brittain, who had a valve stick in its guide, suffered any mechanical breakdown at all, while, to the best of my knowledge, only three of them had to change wheels on account of punctures throughout the whole week.

For my own part I took a car which has done six thousand miles during the past four months. It ran from London to Edinburgh in two days, followed the course throughout the thousand miles' trial for the following six days, and returned to London in a single day, with no attention at all beyond oiling and greasing. The same Avon tyres which were on the car when it was delivered completed the run without giving any trouble at all. This set of four tyres—the spare wheel has done only twenty miles running—have now covered eight thousand miles and only one puncture, due to a long, pointed nail, has been experienced, although, in addition to the Scottish Six Days', the London-Edinburgh, the London-Land's End, and numerous other trials' courses have been followed.

**Ca' Canny Roosters.**

**B**IOLOGISTS who seek to impress us with the enormous number of years it has taken for evolution to work might study the obvious change in the attitude of fowls to motors in the past few years. Time was when these birds were always committing suicide under our wheels. Now, their cautiousness exceeds that of dogs. As the average life of a fowl is short it would seem that modern chickens actually are born with a sense of road perils. I wish some children were!

S.S.

**AT THE GRAND PRIX.**

In France everyone is interested in motor racing, and enormous crowds gather to witness the principal events. A scene at Lyons last Sunday.





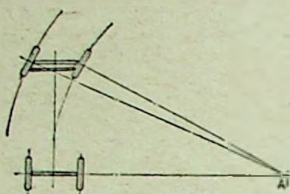


Fig. 1.—The essential geometrical features of a satisfactory type of steering gear.

## THEORIES OF STEERING.

PROBLEMS THE DESIGNER MUST STUDY. POPULAR FALLACIES AND PRACTICAL HINTS ARE ALL DEALT WITH IN THIS ARTICLE

By J. HARRISON, A.M.I.Mech.E., A.M.I.A.E.

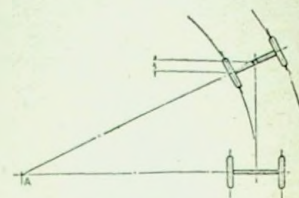


Fig. 2.—If a pivoting axle were used the backward motion represented by B would result

GOOD steering is one of the most desirable attributes of any car, yet it is surprising to what extent automobiles, including those of good price, vary in this respect—even different examples of the same model.

Varying action in the case of different makes of car is due, of course, purely to the design differing, but when the steering gears of two apparently identical cars give inconstant results, the cause is due to bad erection and faulty fitting. It is essential with the steering gear of any car not only for the design to be right, but also for the designer's intentions to be carried out with meticulous care. This is made clearly apparent by the poor steering which is found on nearly all cars which have done a large mileage—wear has taken place on the various working faces so that the numerous theoretical requirements, which in the first place no doubt have been adequately met, no longer apply.

To obtain perfect steering it is essential that, during a turn, the front wheels should describe concentric arcs about a point situated on the centre line of the rear axle produced. Figs. 1 and 2 show these conditions: A is the instantaneous centre about which the car is turning, and the centre lines of the front hubs intersect at that point.

For centuries the axle shown in Fig. 2 has been used for horse traction, but although this device obeys perfectly the fundamental law of steering, it is unsuitable for automobile practice. The wheel has to be moved through the large distance (B), thereby putting great strain on the driver, besides allowing all road shocks a lever advantage equivalent to half the car's track.

A steering layout identical to that depicted in Fig. 2 has been used, however, with success on several makes of mechanically propelled vehicles. It is employed on one of the most popular makes of steam wagon, and many readers of *The Light Car and Cyclecar* will recollect it as figuring on the earliest Carden cyclecars and also on the A.V. cars.

As early as 1817 Lankensperger and Rudolph Ackerman evolved the forerunner of the steering set shown in Fig. 1, but it was not until 1878 that Charles Jeantand found that in order to produce the conditions set forth in the diagram the steering arms had to be set to converge towards the centre of the rear axle. He thus brought about the steering arrangement of to-day.

So important a discovery merits more detailed explanation. The axle, steering arms and tie-rod together form a structure slightly dissimilar in action to a parallel rule. Suppose that we imagine a steering

set constructed exactly on the lines of a parallel rule (Fig. 3 will help us). We notice that the centre lines of the front hubs fall one each side of the steering centre. Besides making steering extremely heavy, such an arrangement would either cause the tie-rod to bend or force the tyres off their rims. To obtain the conditions required in Fig. 1 is, in these circumstances, a geometrical impossibility, but by setting the steering arms inwards (as in Fig. 4) we are able approximately to produce the proper arrangement. It must be understood, of course, that when a car

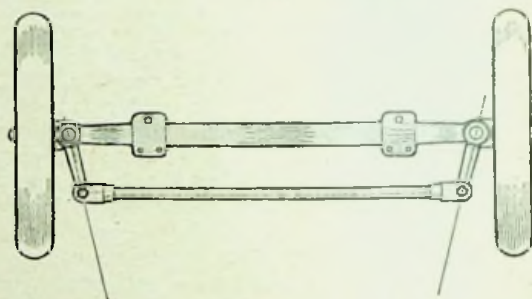


Fig. 4.—It does not do for the steering arms to be at right angles with the axle, or an unsatisfactory motion, as shown in Fig. 3, would result.

is making a turn the front wheel on the inner side of the turn must be set at a greater angle than that on the outer. This is due to the fact that the radius of the circle described by the inner front wheel—if a car makes a complete circle—is substantially less than that described by the outer front wheel, and this must clearly be compensated for by providing for an automatically varying steering lock between the two wheels.

Wheel and swivel pin rake and castor action are the next points that require consideration.

If we cause the centre line of the swivel-pin and the centre line of the wheel to meet at the point of contact with the road, we do away with the necessity for moving the road wheels backwards or forwards during a turn, and we have only to rotate them about their vertical centre. The matter will be made more clear by referring to Fig. 4, which shows a plan view of a normal steering layout. It will be noticed that if the wheels were locked over to the left



Fig. 5.—Centre point steering, showing the pivot pin produced and meeting the road at the point of contact of the tyre.

the off-side wheel would move slightly forward and the near-side wheel slightly rearward. As a matter of fact, however, this is not the case, because the wheels and pivot pins are set at an angle as shown in Fig. 5. In doing this, we eliminate all effort

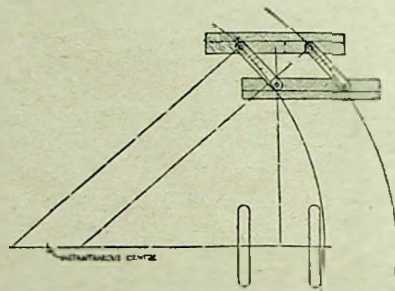


Fig. 3.—A parallel rule action such as that depicted would not work as the angularity of the front wheels on a turn must vary.



## THEORIES OF STEERING (contd.).

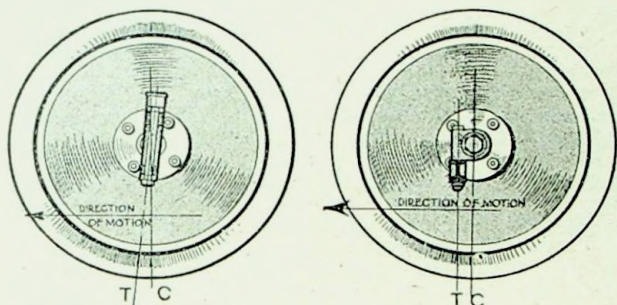
except that required to overcome friction of the mechanism.

The introduction of front wheel brakes has focused attention on this feature (shown in Fig. 5). It is felt, however, that those arrangements which involve a big rake in either the wheel or the swivel-pin are open to improvement; it is quite easy to make a centre-pivoted steering set with a rake of less than 2 degrees on both wheel and pin.

## Relieving the Stresses.

If the reader refers again to Fig. 4 he will see that if the front wheels and steering pivot pins were set plumb as the diagram suggests, the use of front-wheel brakes—which in retarding the wheels tend to force them backwards—would place the track rod in compression and unless centre pivoting was adopted the steering arms would be bent when the brakes were violently applied or the track rod would bow out and allow the front wheels to splay.

As a matter of fact, a slight modification of centre-pivoting is usually introduced, throwing the thrust-line on the swivel-pin a little in front of the tyre's



Figs. 6 and 7.—Alternative methods of obtaining a caster effect. (Left) the front axle is inclined. (Right) the wheel is set to trail.

point of contact with the ground. This is in order to cause a castor effect in the steering and two ways of doing so are indicated in Figs. 6 and 7.

The castor effect tends to make a car straighten out automatically after a turn. Its action can be explained as follows:—The centrifugal force generated by the car's mass being deviated from the straight path acts through the thrust-line (T); the resistance is set up at the tyre's contact point with the ground (C), and a righting couple is produced. The term castor action is used because it will be seen that the action of the wheels is almost identical with that of the casters on a chair or table. When the car is pushed forward the wheels tend to trail behind the axle in the same manner that casters on a chair trail behind their point of attachment when the chair is moved.

## Profit and Loss.

Every car with a castor action, in common with any car that has raked wheels or pivots, has at least a slight tendency towards wheel wobble, as any correcting force tends to overreach itself and cause the front of the car to swing pendulum-wise. When the castor effect is small, the tendency is negligible, while the benefits conferred are considerable.

A badly designed set of quarter-elliptic springs may cause wheel wobble. When the car rises from a pothole the deflection may be so great as the weight comes off the springs as to produce a reverse castor effect. This action is very infrequent and easily guarded against, but recently a number of cases have come under notice.

The drag link is the connecting link between the axle and the steering gear, and it may be placed either parallel to the side members (as in the Austin 7)

or across the frame (as in the Rover 8 and B.S.A.). External conditions such as the required rake of the steering column or the position of an engine arm usually decide which type shall be used.

In operation there is little to choose between the two systems. But a badly placed drag link may be a prolific cause of trouble.

In Fig. 8 it will be seen that the link end follows the

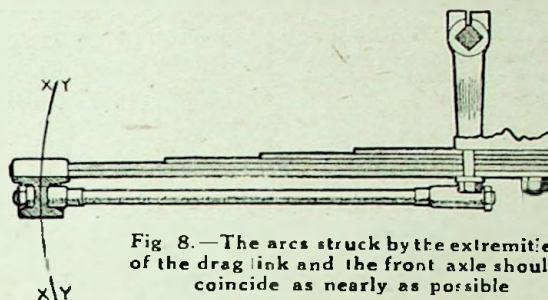


Fig. 8.—The arcs struck by the extremities of the drag link and the front axle should coincide as nearly as possible.

path YY, the axle's path being represented by XX. When these two paths nearly coincide, the mechanism is satisfactory; when there is a wide deviation (as in Fig. 9) chronic wobble is the result.

The causes of wheel wobble may be summarized as follow:—

- (1) A wheel which is badly bent or running out of track.
- (2) A badly worn or damaged tyre.
- (3) A very dirty or mud-clogged disc wheel.
- (4) Bad design of drag-link and axle ends.

Steering hardness, that is to say, "stiff" steering, is a defect that deserves discussion, and may be due to any or all of the following causes:—

- (1) Insufficient lubrication and failure to provide means for keeping grit out of the joints of the mechanism.
- (2) Inaccurate machine work or careless assembly causing lack of alignment.
- (3) Faulty design with unduly small bearing surfaces.
- (4) Under-inflated and unsuitable tyres.

## Geometry Not Guesswork.

Readers who have carefully followed the foregoing will realize that for the steering gear of a car to be easy to operate its design must be right and it must be kept in good condition. The angles at which the various parts are set must be maintained during the whole of the life of the car and the greatest care must be taken to rectify even the smallest derangements immediately they become apparent.

It must not be overlooked that a change from one

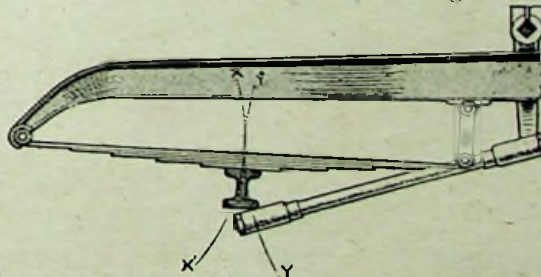


Fig. 9.—A badly placed drag link will cause the two arcs depicted above in Fig. 8 to differ materially and the steering to "wobble."

type of road wheel to another may lead to a number of complications arising, from which those who are contemplating the adoption of different wheels, in order that they may use low-pressure tyres, will gather that the choice of the new wheels and the methods of fixing them are a matter of geometry rather than of guesswork.



*Every Motorist Should Know That—*

## LICENCE LAWS MUST BE OBSERVED.

*FACTS WITH REGARD TO DRIVING AND EXCISE LICENCES.*

**T**HERE is nothing more annoying to the average motorist than to be dragged into the police court over some petty offence concerning his driving or excise licence, and in this article an endeavour will be made to state as clearly as possible some of the more important points of law that arise on the question of licences.

To take first of all the driving licence. It really is remarkable that in these enlightened days there are still a lot of would-be motorists who are in doubt as to the age (or, rather, youth) limit that bars many young and (in their own eyes) perfectly accomplished gentlemen from obtaining that little piece of paste-board that will be far too small to accommodate their accumulation of endorsements. No one under the age of 17 can obtain a licence to drive a car, but if he or she be over 14, it is possible to obtain a licence to drive a motorcycle.

It is illegal to drive a car without such a licence, but there is nothing to prevent you driving for as long as you like with the licence locked up in the family safe, except that you must produce it (the licence, not the safe) on demand being made by a police officer, and you can be fined if you fail to do so. It is impossible to obtain a fresh licence whilst your old one remains in force or if you have been disqualified by a convicting court from obtaining it for any particular period.

We now come to the question of endorsements, and it should be noted that your licence cannot be endorsed merely for exceeding a speed limit—unless you are so foolish as to be caught doing such a thing on three separate occasions—and even then it is only on the third of these occasions that the Justices can exclaim: "Three times has this man been convicted of driving at the reckless speed of twenty-one miles per hour; this must be stopped; endorse his licence!" and so on.

Again, if you have been unfortunate enough to collect a few of these interesting little testimonials of the skill (or otherwise) of your driving, and you can manage to survive three consecutive years without collecting another one, you are entitled to have a fresh, clean and endorsementless licence issued to you.

Any person who is disqualified by the Court from holding his licence may appeal against the order to a Court of Quarter Sessions, and, pending the appeal, the convicting Court may suspend the disqualification.

A county council is bound to issue a licence to any person applying for one who is prepared to pay his five shillings and is not under any disqualification.

Any person employing a chauffeur or driver who is not licensed is guilty of an offence, and liable to a fine.

A motor vehicle must be registered with the council of the county in which it is ordinarily kept, and it is necessary to obtain the registration book and licence from such council; the application must be made on one of the forms prescribed for that purpose. If a vehicle is being continually moved about the country, it may be registered in the county in which the applicant has his residence or principal place of business.

In a very complicated fashion, the Road Vehicles, etc. Act, 1921, lays down exactly where the licence must be attached to the car. The practical effect of these regulations is that the licence must be clearly visible to an observer on the near side of the car—whether it be stationary or moving.

It is necessary that the registration book should be forwarded to the county council when you change your address and when you sell the car.

If by means of any alterations the car becomes subject to a different rate of duty, or the description in the registration book becomes inaccurate, the book must again be forwarded to the authorities.

A wise motorist will always take care of this book, for although as a means of precaution against theft it is worse than useless, it will cost him five shillings to obtain another one.

The police, with their usual kindheartedness where motorists are concerned, allow 14 days' grace before they take proceedings against you for driving a car the licence of which has expired. Curiously enough, these days of grace are only allowed at Christmas time (far be it from me to suggest that Christmas boxes have anything to do with the matter—remember what happened to Scrooge one Christmastide), and if you happen to lay up your car for the winter and take out your licence in the spring, you are allowed no days of grace at all.

There are various other regulations concerning these licences, which would not have a great deal of interest for the average motorist. Who, for instance, would be thrilled to learn that the "aperture within the ring" forming a licence-holder should have a diameter of  $2\frac{1}{4}$  ins. I dare say the motoring world would survive the shock even if it were informed that "the Minister" had been graciously pleased to alter this figure to "2 23-32 ins."

C.G.

### This Week's Hint.

## DETECTING ELECTRICAL FAULTS.

**B**REAKDOWNS in the electrical equipment of a light car are very easy to remedy if the correct means for making an accurate diagnosis are adopted. The most important thing to do at the outset, no matter in what direction the trouble may evidence itself, is to isolate the circuit which is giving trouble.

If the side and tail lamps, the horn and the starter are in order, but the headlamps are not, the search for a short-circuit or a broken wire may be confined to the headlamp circuit, and this rule applies, of course, wherever the defective circuit is obvious. In many cases, however, it is not, and pains must be taken in consequence to ensure that labour is not

wasted in searching for an obscure trouble in a circuit where it does not exist.

Flickering of all the lamps, intermittent charging and an electric horn which operates in an erratic manner are symptoms, taken collectively, which point clearly to a poor connection at the battery or at the other extremities of the wires connecting to the battery. If the ammeter shows no change, suspect first the fuse and then the cut-out.

Before condemning the starter-motor when it fails to turn the engine rapidly enough to start it, make sure the battery is charged and that the connections are sound.



# The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.

TEMPLE PRESS LIMITED

Proprietors of "THE MOTOR," "MOTOR CYCLING,"  
7-15, Rosebery Avenue, London, E.C.1.

Telephone—Clerkenwell 6000 (seven lines).  
Telegrams—"Pressinus Holb., London."

## MIDLAND OFFICES:

Birmingham:—16, Bennett's Hill, corner  
New Street.

Phone—Central 2572-3. Grams—"Presswork, Birmingham."

Coventry:—6, Warwick Row.

Phone—Coventry 1775. Grams—"Presswork, Coventry."

## NORTHERN OFFICES:

196, Deansgate, Manchester.

Telephone—Central 2467. Telegrams—"Presswork,  
Manchester."

## Letters.

EDITORIAL Communications should be addressed to  
The Editor, "The Light Car and Cyclecar," 7, 9, 11,  
13 and 15, Rosebery Avenue, London, E.C.1. Letters  
relating to ADVERTISEMENT and PUBLISHING Depart-  
ments should be addressed to The Manager.

ADVERTISEMENT COPY, Blocks, &c., should come  
to hand by Tuesday morning to ensure careful atten-  
tion and allow time to submit proofs, except when an  
earlier time is specified.

## Subscriptions.

"The Light Car and Cyclecar" will be mailed  
regularly at the following rates:—

	12 ms.	6 ms.	3 ms.
United Kingdom	19s. 0d.	9s. 6d.	4s. 9d.
Canada	19s. 0d.	9s. 6d.	4s. 9d.
Elsewhere	21s. 0d.	10s. 6d.	5s. 3d.

Single copies 3d., post free 4½d.

Subscriptions should be addressed to the Manager.

The journal is published every Friday, and should  
any difficulty in obtaining it be experienced, we should  
be obliged to receive the name and address of the  
reader's newsagent.

## The LIGHT CAR & CYCLECAR

was founded in 1912 to cater for the needs of  
users and potential purchasers of various new  
types of cyclecars and light cars, and it has con-  
sistently encouraged the development of this new  
motoring movement for nearly twelve years.

Only cars the engine capacity of which does not  
exceed 1,500 c.c. (1½ litres) come within the  
scope of "The Light Car and Cyclecar," that  
capacity being generally recognized and ac-  
cepted as the limit for a light car engine.

## CONTENTS.

	PAGE
News of the Week ..	325
Facts About Secondhand Buying ..	329
The Third Passenger ..	330
In Lakeland with a Bayliss-Thomas ..	332
The Marks-Moir on the Road ..	335
Rich Mixture ..	336
Theories of Steering ..	338
Every Motorist Should Know ..	340
Brooklands on Bank Holiday ..	342
The Grand Prix de Tourisme ..	344
Arranging the Accessories ..	345
A New French Three-wheeler ..	347
Motoring Matters in Parliament ..	348

## Topics of the Day

### What is a Standard Sports Car?

A SOMEWHAT farcical situation has arisen in connection  
with the eligibility or otherwise of certain cars to com-  
pete in classes for standard sports cars. In one or two cases  
racing cars equipped with mudguards, windscreen and other  
touring accessories have crept into these classes  
and have naturally defeated vehicles which more  
nearly conform to the spirit of the regulations. In  
extreme cases these racing cars may have been  
catalogued at a high price, their inclusion in the catalogue being  
apparently sufficient to satisfy the average provincial club  
scrutineer that they are eligible to compete in the class in ques-  
tion.

The matter is more complicated than it may appear at first  
sight, because there are certain makers who produce in small  
quantities and at a high price a sports model which is practi-  
cally a racing car fitted with roadster equipment. Obviously cars  
of this class are at an advantage with what the clubs and the  
public commonly call a sports model, which is generally a speci-  
ally tuned edition of the standard production equipped with a  
sporting type of body, and listed at a higher, although not very  
much higher, figure.

Now the fact that what we may call the special sports model  
has been allowed to creep into the sports class has encouraged  
other entrants to follow suit by entering equally special  
machines. Their fellow competitors do not generally like to be  
accused of unsporting conduct, as would be the case were they  
to protest, with the result that the tendency is towards the sports  
class becoming an event for a few racing cars with touring equip-  
ment to the exclusion of the standard sports car. The Junior  
Car Club has shown us how to deal with this kind of situation  
in the past, and the sooner that the provincial clubs follow suit  
the better it will be for the sport.

### Light Car Coachwork.

WONDERFUL strides have been made in the evolution of  
satisfactory bodies for small cars, but it is impossible to  
deny that there is still room for improvement, and one of the most  
pressing needs, so far as two-seaters are concerned, is the pro-  
vision of suitable accommodation for a third pas-  
senger. An article which appears elsewhere in this

#### The Third Passenger.

issue puts forward a very valuable suggestion,  
while it tackles the question of providing comfort-  
able seating for a third passenger from an aspect which is  
entirely new. So far, it has always been considered that if a  
third person is to be carried in a two-seater he must necessarily  
be accommodated at the rear, but it is suggested in the article  
in question that the correct place to provide a seat for him is  
in front of the other passenger and the driver.

It is not long since we accorded a hearty welcome to the single-  
shell type of four-seater, which has undoubtedly solved the prob-  
lem for the family man, and which, judging by the large num-  
bers in which it has sold, has clearly proved very popular with  
the public. It is an arrangement, however, which, like the  
dickey seat, has certain limitations, but these, it must be remem-  
bered, are inevitable where first cost is an important considera-  
tion. The single-shell body allows, on a chassis of a given size,  
more accommodation than any other type, and for this reason it  
cannot fail to make a considerable appeal for many years to  
come. It seems extremely probable, in fact, that bodies of this  
kind, with those of the type which the article we have referred  
to outlines, may before very long prove the most popular among  
small car enthusiasts.



**D**ESPITE very threatening conditions in the morning, the weather was almost ideal for the August Bank Holiday meeting at Brooklands last Monday. The sky throughout was overcast, which completely eliminated the usual glare which is reflected from the concrete, and most of the spectators who were present agreed that it was a thoroughly enjoyable day.

The many counter-attractions of August Bank Holiday naturally reduced the gate, but a fairly large crowd was present. Many regular habitués had not returned from watching the Grand Prix, which was run in France the day before, and in this respect it was unfortunate that the dates of the two events were so close.

Light cars took part in nearly all the races, and it was noteworthy that they acquitted themselves well. Three first prizes were secured by cars with engines of less than 1,500 c.c., while a little Austin Seven racer, which had conceded time to three cars with engines larger than its own, very nearly succeeded in winning the coveted Brooklands President's Gold Plate. The race was the most important of the day, and it was only because the 749 c.c. Austin had conceded 20 secs. to a 3,334 c.c. Lauchester that the trophy did not fall to a light car.

#### An A.C. Win.

E. L. Meeson's A.C., in the capable hands of Kaye Don, was a surprise winner in the fifth race, passing the post streets ahead of a field of eight.

In the first race of the day G. Duller, driving the 1,493 c.c. Thomas Special, won very comfortably at 85½ m.p.h. from a field of 11, receiving 28 secs. from a Bentley, which received 9 secs., and a 4,441 c.c. Sunbeam, which also received 9 secs. The limit car (R. J. Dauncey's Alvis) received 1 min. 15 secs.

Duller started the race a very hot favourite; so much so, in fact, that the odds offered against him were so short that very little money changed hands. J. P. Dingle, who is still trying very hard with his Austin Seven, got away in his usual finished style, and led the field for a considerable distance. Duller, with the Thomas Special, who had been streaking round and passing several of the other cars as though they had been stationary, overtook him towards the end of the second lap. An Austin Twenty passed the post second and a Bentley third.

#### Alvis v. Vauxhall.

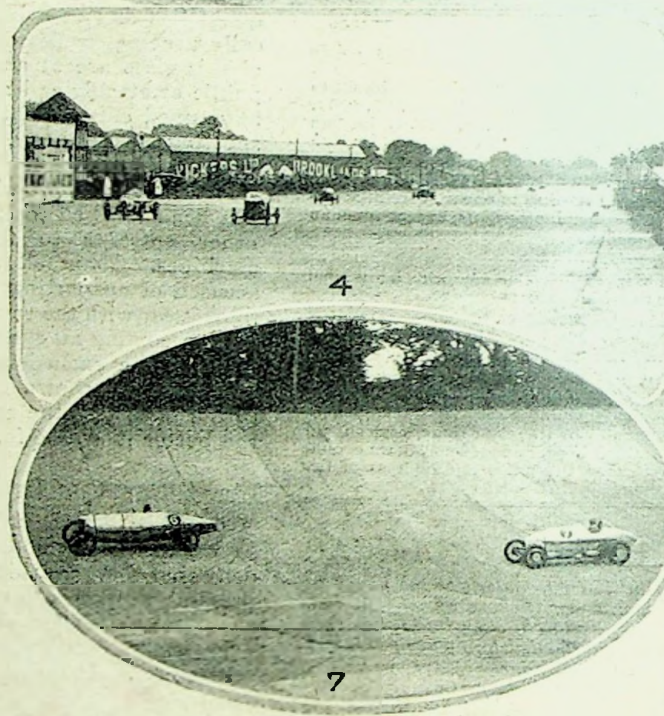
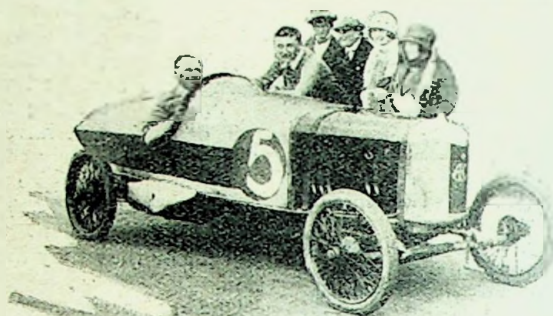
Light car enthusiasts were rewarded in the second race with a fine contest between C. M. Harvey's Alvis and Major Ropner's 4,234 c.c. Vauxhall. A Bentley established a good lead early in the race and retained it to the finish, Ropner and Harvey's duel being for second place; the bigger car proved, however, to be too fast for Harvey's very neat little racer, and passed the post with a useful lead.

Harvey had two of the new racing Alvis cars at Brooklands; these, the first of which was described in *The Light Car and Cyclecar* immediately it made its appearance, are extremely steady on the track, and Harvey seems very pleased with them. They will, of course, figure in the 200-Mile Race next month. A noteworthy feature of their design is in the much wider track of the front wheels than the rear, which gives the

B32

## LIGHT CARS DO WELL AT B

Three Firsts and Two Seconds were Secured by Small and Fine Weather Contributed to the Enjoyment of N



(1) Kaye Don at the wheel of the A.C. with which he finished an easy winner in the fifth race. (4) The A.C. taking the lead from a Wolseley during the race which it won. (7) D. E. Calder (Horstman) leading Capt. W. Barnato's Wolseley at high speed on the banking.

(2) D. Chinery's Gwynne Eight—the track. (5) G. I. with which he was favored he won comfortably. interest in the small Wolseley and a Horstman.

cars a somewhat peculiar appearance when viewed head on.

An interesting car in the third race was D. Chinery's Gwynne Eight—a neat little sports model painted orange, and, of course, stripped of its wings and running boards. A little metal plate mounted on the top of the tail bore the legend "Nosmail." This car has been seen at hill-climbs of late, but it has seemed that Chinery could not quite get the revs. for these events.

On the track the little Gwynne seemed steady and controllable, but its paces are not yet all that they might be. With a start of 1 min. 19 secs. from an Amilcar

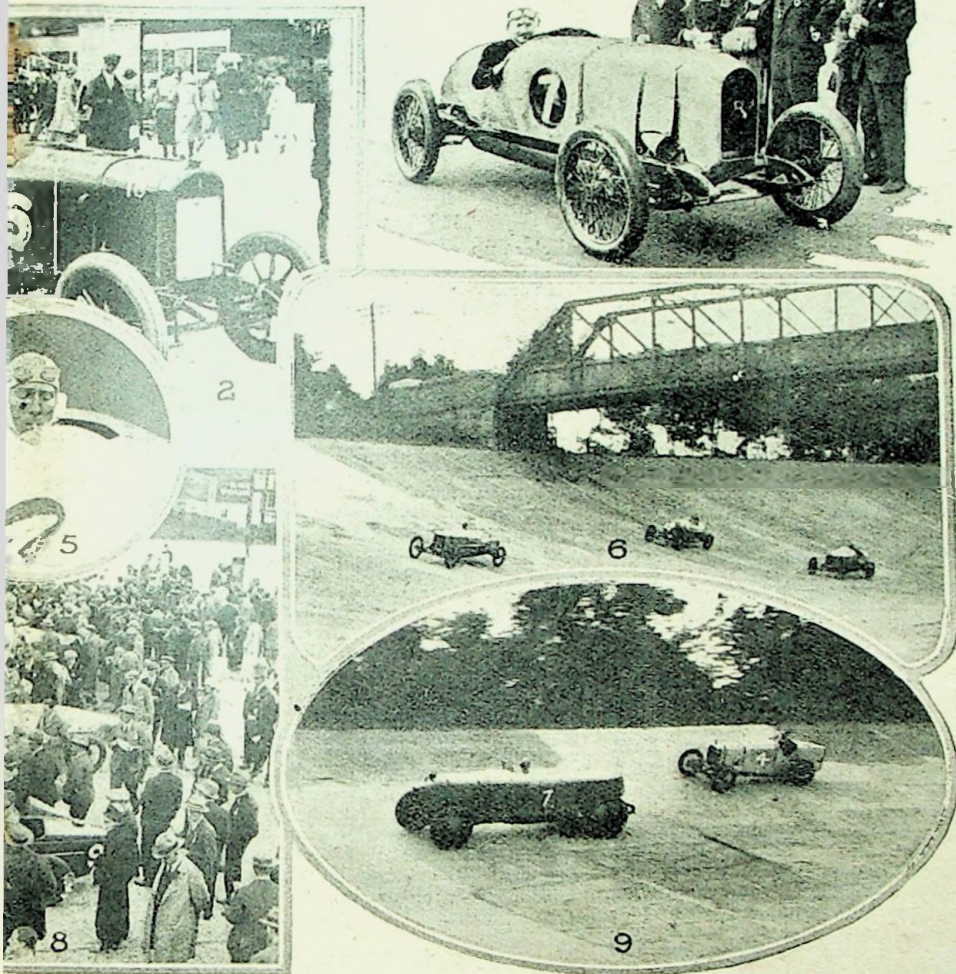
(53 secs.), Dingle's Austin (44 secs.), Waite's Austin (39 secs.), and England's Austin (31 secs.), the Gwynne managed to hold a big lead for two laps, but the field then began to overtake it. F. Scriven (3,601 c.c. Austin) proved to be the winner, with Gillow (Riley) second and Chinery (Gwynne) third. The winner's average speed was 84½ m.p.h.

The fourth race had drawn six entries, all of which were large cars; only three started, however, and J. G. P. Thomas, at the wheel of his magnificent Leyland-Thomas racer, was victorious at an average speed of 103½ m.p.h. During the race he set up a new lap record



# Brooklands Holiday Meeting.

Cars at the Brooklands Bank Holiday Meeting. Large Fields  
Numerous Spectators, While Two Track Records were Beaten.



One Eight, a new arrival on  
Duller in the Thomas-Special  
favourite for the first race, which  
(8) Spectators took a keen  
cars. An Austin Seven, a  
man are in the foreground.

Kaye Don, in the by no means new  
A.C., was the winner in the fifth race.  
Barnato (Wolseley) being second and  
Gordon England (Austin Seven) third.  
Kaye Don's was a popular win, and Gordon  
England received congratulations for  
his third place. The handicapping lately  
seems to have been against him, and at  
recent meetings it has been very seldom  
that he has been fortunate enough even  
to secure a place, despite the remarkable  
capabilities of his 749 c.c. racer.

To the astonishment of the crowd,  
J. G. P. Thomas, in the Leyland-  
Thomas, again broke the lap record in  
the sixth race. In the fourth race he

(3) V. Gillow in the Riley with which he won the  
seventh race. (6) D. E. Calder (Horstman) Capt.  
W. Barnato (Wolseley) and C. J. Randall (Wolseley)  
passing under the members Bridge during the first  
race. (9) C. M. Harvey (Alvis) hotly pursues F.  
Scriven's big Austin in the sixth race.

had established a record with 127.38  
m.p.h., and in the sixth race he improved  
upon it by nearly a mile an hour, clock-  
ing a lap at 128.36 m.p.h. At this colos-  
sal speed the Leyland streaked past the  
post in second place, G. A. Vandervell  
(4.531 c.c. Talbot) being first and C. M.  
Harvey (Alvis) third. The little Alvis  
had received 1 min. 15 secs. for the 8½-  
mile race from the Leyland-Thomas, and  
it had conceded 5 secs. to the big Talbot.

Gillow's Riley, which had gained  
second place in the third race, and thus  
revealed its paces, proved to be the  
winner in the seventh race, although  
7 secs. had been knocked off the 1 min.

7 secs. start which it had been originally  
allowed. Despite this, however, the  
Riley started favourite at evens, justifying  
its numerous supporters' choice by  
coming in just in front of Kaye Don's  
A.C., which was second.

Kaye Don had been rehandicapped as  
the result of his previous win, starting  
with only 34 secs. lead from the scratch  
man instead of the 60 secs. lead an-  
nounced on the programme. In this race  
Duller (Thomas Special) started 3 secs.  
before the A.C., and conceded 23 secs. to  
the Riley. J. G. P. Thomas drove a  
6,178 c.c. Lanchester into third place,  
after having started scratch.

The books had been open from the be-  
ginning of the meeting for the eighth  
race, the principal trophy for which was  
the Brooklands President's Gold Plate.  
J. G. P. Thomas, in the Thomas Special,  
started a very hot favourite at evens;  
2 to 1 was to be had against W. Bar-  
nato's Wolseley, 4 to 1 against T. Hann's  
Lanchester, and 6 to 1 against Calder's  
Horstman and Chinery's Gwynne; all  
others were offered at 8 to 1. Much to  
the surprise of the backers, a 4-to-1  
chance, in T. Hann's Lanchester, was  
the winner.

## The Principal Race.

D. Chinery (Gwynne) was the limit  
man and the Thomas Special was on the  
scratch mark. The race was over three  
laps. Chinery led for the first round,  
followed by Duller, Capt. Waite (Austin  
Seven), and J. P. Dingle, in a similar car.  
On the completion of the second lap,  
Chinery was still in the lead, but Duller,  
experiencing some trouble, had dropped  
back a considerable distance and let the  
old Lanchester "Softly-Catch-Monkey,"  
driven by Bellingham-Smith, into second  
place behind Capt. Waite, with Chinery  
lying third.

At the end of the railway straight in  
the concluding round the Lanchester  
took first place, but was unable to make  
much impression upon Waite's Austin,  
which continued to hang on tenaciously.  
Another rival also hove in sight, in the  
shape of Capt. Barnato's Wolseley,  
which displaced Chinery for third posi-  
tion.

In the run-in off the home banking  
there was a terrific duel between the  
Lanchester and Waite's Austin, and the  
two came up the straight so close to-  
gether that they appeared almost locked.  
Waite got his radiator alongside the Lan-  
chester driver, and at one minute looked  
as though he was going to win, but it  
seemed as though Bellingham-Smith had  
just a small bit of power in hand, and  
this sufficed to get him first over the line  
by a matter of half a-length, Barnato  
finishing a good third.

## Austin's Hard Luck.

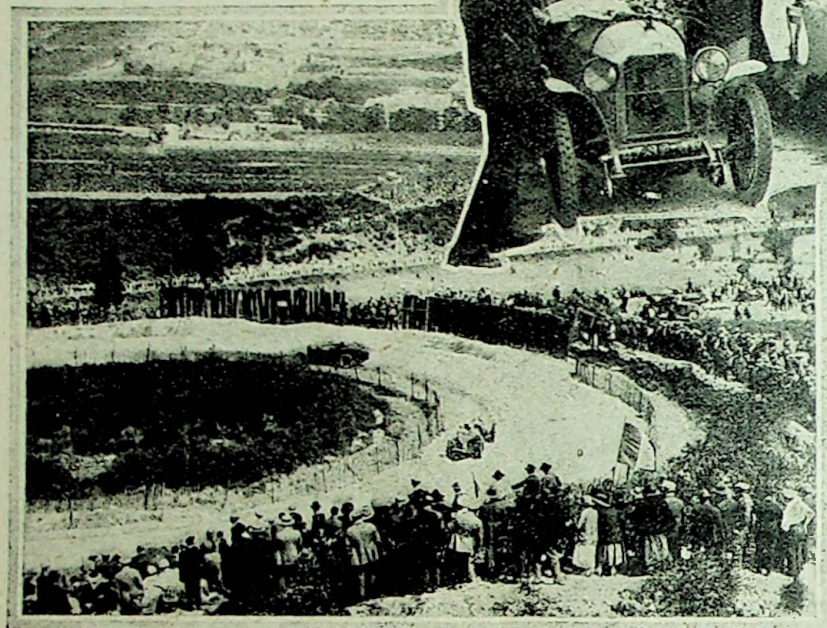
It was an extremely fine performance  
on the part of Waite's Austin, which had  
to concede the Lanchester, which had an  
engine over four times the size, no fewer  
than 20 secs. The winner's average  
speed was 88.07 m.p.h.

The ninth and concluding race of the  
meeting attracted only three starters—  
the Leyland-Thomas, which started  
favourite, a Vauxhall, and a Sunbeam.  
J. G. P. Thomas was compelled to dis-  
appoint his supporters, however, on ac-  
count of continual misfiring, due to car-  
buration trouble, and ran in after the  
second lap, leaving Campbell (Sunbeam)  
the winner.



## GRAND PRIX DE TOURISME.

FINE PERFORMANCE OF  
MATHIS IN STRENUOUS  
RACE.



### THE VICTORS.

A close up of the successful Mathis team after the race. On the left is a general view of one of the trickiest bends on the circuit.

**T**HE Grand Prix de Tourisme, which was held on Saturday last over the difficult and dangerous circuit at Lyons, was a unique event, the like of which is never seen in England. It combined the essentials of a strictly observed high speed and reliability trial with the grueling punishment which engines and chassis receive in a road race pure and simple.

The night was fine, and as the cars burred or roared their way to their starting positions by the timing box, the clouds, whence a soaking deluge had just fallen, rolled away and the stars shone brightly out of a velvet-black firmament.

Slowly a group of loud-speakers called out the minutes, then the seconds, and there was a pause of breathless silence as suddenly, with a burst of activity, the word to start was obeyed.

### Feats of Agility.

Now, as each engine had to be started from cold and by its own self-starter, the drivers were stationed on the right-hand side of the vehicles. They had, therefore, to get into the car, to press the starter button and get away at once. Consequently, when the word was given, one saw the belated drivers rush round their cars, leap in, press the starter buttons, and roar off into the blackness.

Some cars had difficulty in starting, notably Gabriel's Aries, which, with carburettor spitting, popping and banging, went off in the wake of the faster cars. Bocchi's Mathis also was late in getting away, but when it did go the

engine seemed to be purring smoothly.

The Sénéchal, with an unusual body, which, although complying with the official regulations, resembled the Voisins which ran in the last year's Grand Prix race, was first round, and it hummed past the stand going very well indeed. A host of larger cars, the other Sénéchal, Lefebvre's Voisin, also of unconventional appearance, and the Aries and Mathis cars obeyed not only the letter but the spirit of the regulations, and were, in fact, equipped with perfectly standard two-seater bodies, obviously no attempt having been made to take advantage of weak points in the regulations.

Lalaurie (Aries) stopped his engine through misjudging a corner, but, re-starting on the starter motor, got away again without loss of marks.

Above each pit was a luminous number, over which the names of the cars were written. At a surprise signal turning the white number to red, each competitor was obliged to stop at the pits, erect his hood and do three laps, at the end of which it would be examined for any signs of weakness.

### A Sénéchal Crashes.

Leonard, driving a Sénéchal, had rather an exciting time. First of all, Rougier, on a big Voisin, crashed through a fence and fractured an arm while trying to overtake him. Not long afterwards he himself (Leonard) also hit the pallisade. This put him out of the race, for he bent his front axle.

Lefebvre, on a Voisin, stopped for a

whole hour in the course of the night effecting various repairs, but got away again, and so, with an occasional announcement from the loud-speakers that someone else had tried conclusions with a fence or had been reported as having one or more lights out, the lapping of the course continued.

Day gradually dawned. People began to wend their way back to the stands. It was everybody's ambition to finish the night trial absolutely to time at 8 o'clock. Lams, on a Mathis, even stopped for a while so as not to arrive too early, and thus was able to cross the line with his team-mates Bocchi and de Bremonde. Sénéchal pushed his car in in order to spin out the time still further.

The cars were then examined. Sénéchal reported to the marshals that he had suffered a loss of ballast owing to one of the bags bursting. There was certainly a great deal of sand in the car, but the regulations and officials were inflexible, and Sénéchal, who had gone through the whole eight hours' endurance test, and was the only light car to finish without loss of marks, was forthwith disqualified.

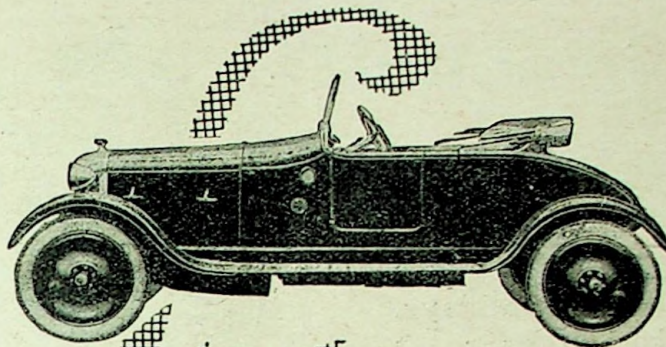
### The Speed Event.

At 12 o'clock on Saturday the speed event started. In this three Mathis were the only survivors among the light cars, and were handicapped according to marks lost during the night, so that Lams started 25 secs. late, de Bremonde 32 secs. and Bocchi 42 secs. later. The last-named could not start on the self-starter, so pushed his car single-handed past the stand until the slight downgrades below the footbridge gave the car a run; then he climbed in, starting off successfully.

Finally, after 13 laps (187 miles) had been covered, the Mathis came in with Lams leading, in 3 hrs. 57 mins.; de Bremonde, who had been third for a long time, had passed Bocchi on the 11th lap, and so came in second.

There were, of course, the usual rapturous welcomes from the inmates of the Mathis pit, and champagne flowed freely, while some gay spirit improvised a parody of a well-known music hall tune, singing the glory of the victors.





**£168:15**  
and 12 monthly instalments of approximately £18:10:0

## The easy way to A-C ownership.

Splendid "pay-as-you-drive" terms on the Amazing A-C Sovereign Model. Streamline two-seater body with roomy dickey seat, electric starting and lighting with three lamps and dimmer switch, oil gauge and air strangler, spare wheel and tyre, and full kit of tools. Its list price is £275.

On other A-C models we offer equally attractive terms of payment. Hesitate no longer, but make the A-C your choice. Call and talk the matter over with us. Try an A-C car—no obligation. Come to our works and see them made; we are proud to show them.

*8786*

*We can supply reliable  
second-hand AC cars.*

**R.A.C. SIX  
Days Trial:  
The A-C wins  
GOLD MEDAL  
and comes out  
FIRST  
in its class.**



**55 & 56, PALL MALL, LONDON, S.W. 1.**

Telephones: GERRARD 2232, 6620, & 6344.

Works: THAMES DITTON, SURREY. Telephone: KINGSTON 3140 (4 lines).

Service Depot: NORTH ROAD, LONDON, N.7.

Telephones: NORTH 2903/4/5/6.

Wires: "AUCARRIEZO," PHONE LONDON

**PLEASE ASK FOR ADDRESS OF NEAREST DEALER.**

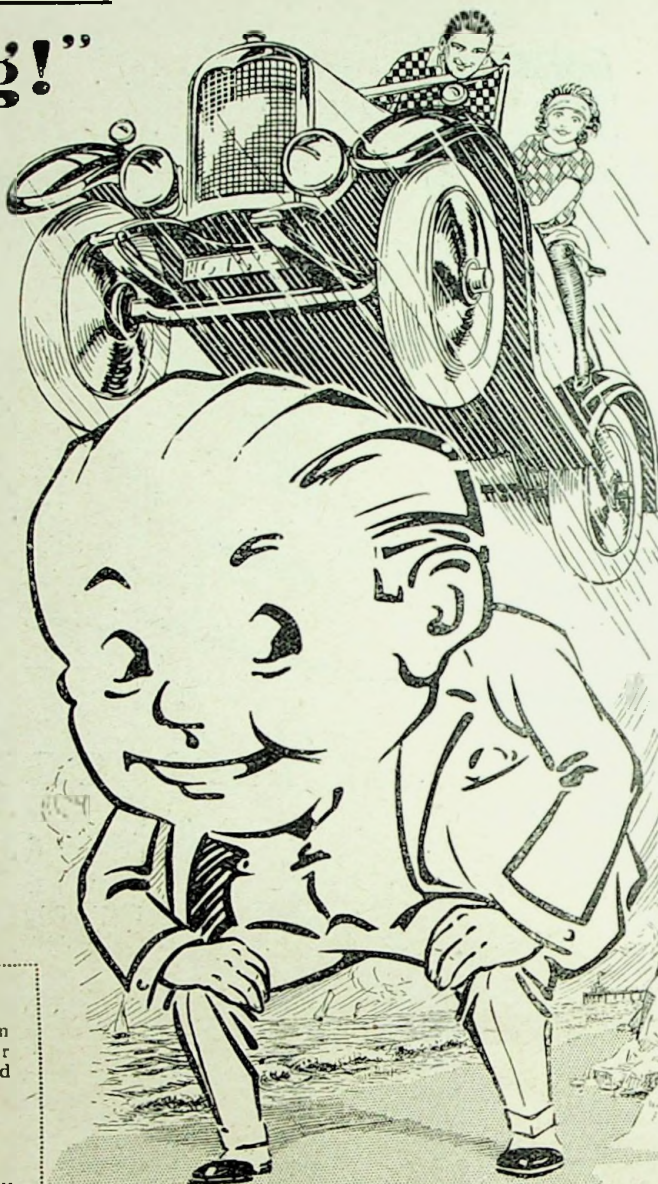
**TO THE READER.**—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.



## "It's so bracing!"

*SternOlive and SternOliver, together:  
"Sternol W.W. makes the old car  
spurn the sands of time, what!"*

The SternOracle says: "We can't live at the seaside always, but why should we ever let our cars get 'off colour?' We may need sea breezes to send new blood sparkling through our veins, but a holiday for the car is waiting at the nearest garage in the Sternol 5-gallon Decorated Drum! If you don't want to have to doctor your car with carbon-removers or humour it like an overworked bundle of nerves, you simply use **Sternol W.W.**—makes engines purr like pussies. The super oil, summer or winter."



### COUPON.

If you are unable to obtain from your usual dealers, remit us as under for the size package you require, and we will see that you are supplied.

1 gallon tin, 7/6, plus 1/6 postage.  
5 gallon drum, with brass tap, 30/—, carriage paid.  
20 gallon drum, with brass tap, 115/—, carriage paid.

Name.....

Address.....

Name and Address of usual Garage.....

**STERNS LTD.** (Manufacturers of "AMBROLEUM,"  
the Famous Gear Lubricant),  
46, Royal London House, Finsbury Sq., E.C.2

### WEMBLEY

We are the official suppliers  
of Lubricants for all plant in  
the Palace of Engineering,  
British Empire Exhibition.



# Sternol. W.W.

MAKES ENGINES PURR LIKE PUSSIES.

THE SUPER OIL, SUMMER or WINTER

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning  
"The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



## ARRANGING THE ACCESSORIES.

*THE RIGHT THING IN THE RIGHT PLACE—  
USEFUL HINTS AND TIPS FOR THE OWNER-  
DRIVER.*

**I**N some respects a car is like a house, for after taking possession the owner desires to add extra "furniture," and it is in the disposal of this furniture that he shows good or bad taste.

Car purchasers are not so fortunate as to be able to fix the position of the spare wheel, accumulator, speedometer and clock.

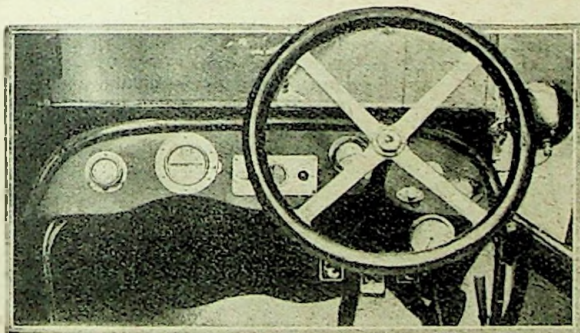
If, however, they were in that position they would no doubt enjoy a far greater degree of comfort later, even though they had to pay slightly extra for the modifications in the first place.

The spare wheel is a case in point. It usually finds a home on the running board and, thanks to the reliability of modern tyres and tubes, it is seldom called upon to do even an hour's work for the first 5,000 or 6,000 miles' running of the car.

### Sun Spells Rot.

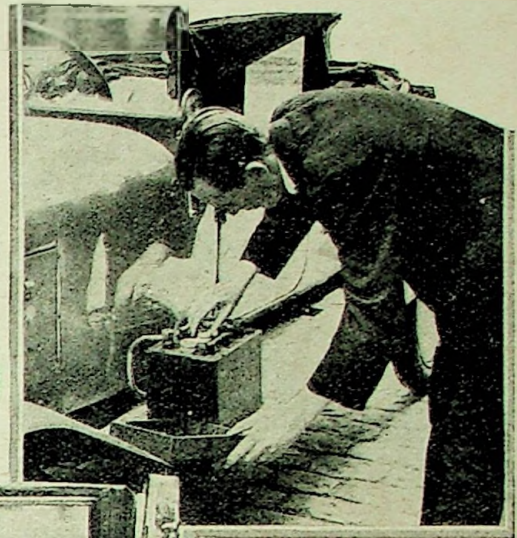
Whereas the owner need not trouble about the cover being exposed to rain and wind, the effects of the sun are quite different, and probably a wheel unused for three or four months would suffer more from King Sol than it would by becoming thoroughly dry in a protected position. Again, on the running board, it is a constant temptation for the thief, and for this reason also the writer strongly recommends that, if possible, a proper locker should be provided for it.

Accumulators are somewhat heavy, and this



Furnishing the dash. The clock is on the extreme left and the speedometer as far over to the right as the switchboard will permit. On the extreme right are ignition control, engine switch, rev. counter and starter switch.

accounts for the fact that they are generally slung in strong iron straps under the floorboards. They are not, however, entirely accessible, and on many points it is preferable to have them firmly fixed to the running board. The cover then may easily be removed, the cells examined in comfort and distilled water added regularly. Care should be taken, however, to see that they are firmly fixed to the running board, which must, of course, possess adequate strength.

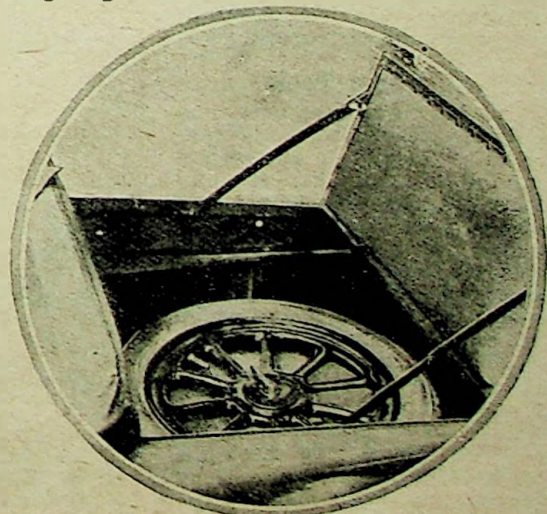


### DETAILS OF IMPORTANCE.

On the plea that accumulators are heavy and unsightly many manufacturers fix them under the floorboards; but how much more accessible they are when placed on the running board. The magneto spanner and jet key should not be thrown in loosely with the ordinary tool kit. A small canvas bag should be provided for them, this being kept in the door pocket.

The position of the speedometer is a point to which every owner-driver should give serious attention. It is essential that it should be placed so that it is always in easy view.

Only too often it is found that the speedometer is fixed on the extreme left-hand side of the dash, or at any rate nearer the passenger than the driver. This, generally, is due to the fact that when so placed it is easier to carry up the cable so that it clears the lighting switchboard and starter button.

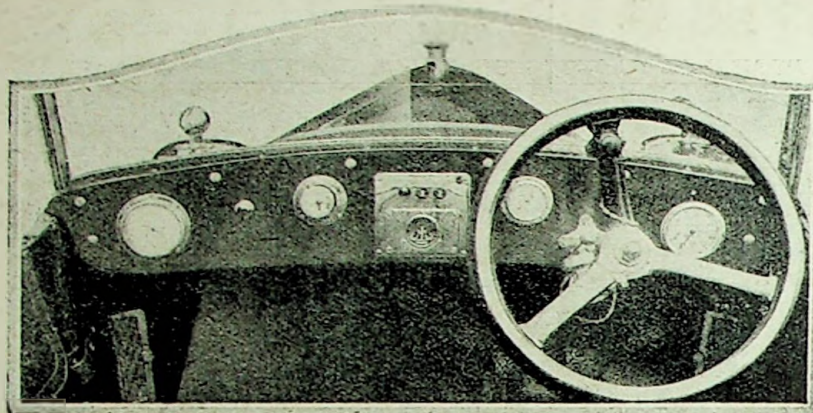


Preferable to the more usual position on the running board. The wheel is protected against sun and thieves.



### ARRANGING THE ACCESSORIES (contd.).

Obviously a speedometer which is placed on the extreme left of the dashboard is not only inconve-



**WELL BALANCED  
AND USEFUL.**

Here is the writer's ideal dashboard, with clock on extreme left and speedometer on extreme right.

nient, but may lead to disaster, because the driver must take his eyes off the road and concentrate all his attention on reading a dial which is set obliquely to his vision.

It should be possible for the driver to drop his eyes momentarily from the road ahead to the instrument immediately in front of him on the dashboard, during which he may still subconsciously be watching the road.

In contrast with the speedometer, there is no reason whatever why the clock should not be on the passenger's side of the dash; in fact, generally speaking, it is preferable, because one's passenger should also be one's time-keeper. Nor is there the necessity for the oil gauge or indicator to be on the driver's side, because a rapid glance is all that is necessary to ascertain whether the reading is correct.

### Troublesome Tools.

The tool kit always has been, and probably always will be, a constant source of perplexity to the owner-driver, for the ordinary strap-up tool-kit roll wastes precious minutes if each tool is restored to its proper loop after use, and few owner-drivers go to this trouble.

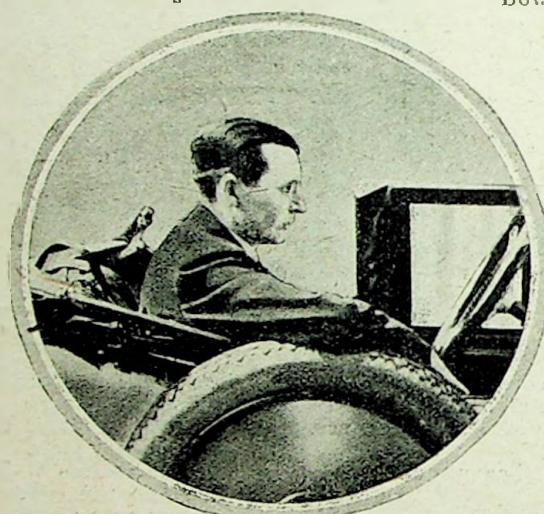
The writer recommends the construction of a special locker which can be bolted firmly to the underside of the running board, and which should contain the jack, wheel brace and pump. This will remove three fairly bulky articles from the ordinary tool space. To carry the remaining equipment, a strong wooden box should be made, rattle being prevented by cotton waste, which forms a packing between the tools and the lid. Never store the

magneto spanner and jet key in this toolbox, but keep them in a special receptacle in the door pocket.

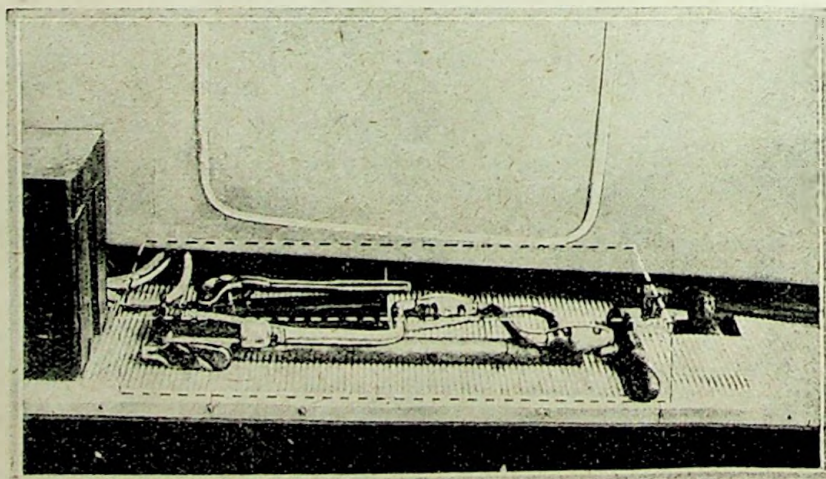
The owner-driver with constructive ability often will be able to rearrange the furniture of his car, even to moving the spare wheel to a position which is considered more desirable, and such conversions often more than repay one for the labour involved. An instance may be quoted where the speedometer was fitted on the extreme left of the dash, and it was desired to add a clock. The speedometer was removed and the clock inserted, the former then being refitted more towards the centre of the dash, where the driver could read it with far greater ease.

The majority of modern light cars are fitted with hand control for the throttle, usually in the form of a lever working in a quadrant either above or below the steering wheel. Where such a refinement does not exist, however, an improvised control is often arranged by means of Bowden wire and lever. Naturally, the handiest position should be chosen for the operating lever, but it is most important to make sure that the sleeve of one's overcoat or macintosh does not foul it as the arm is moved, say, from the wheel to the gear lever. This caution applies also in the case of Bowden-operated extra-air inlets, screen wipers, electric horn pushes, and so forth.

A car the fittings and controls of which have been specially designed—either in the first place or subsequently—to be suitable for its owner is vastly more enjoyable to drive than one on which the placing of the etceteras is in the nature of a compromise. The manufacturer, it must be remembered, must cater for all sorts—tall and short. In seeking the happy medium he may fall between two stools.



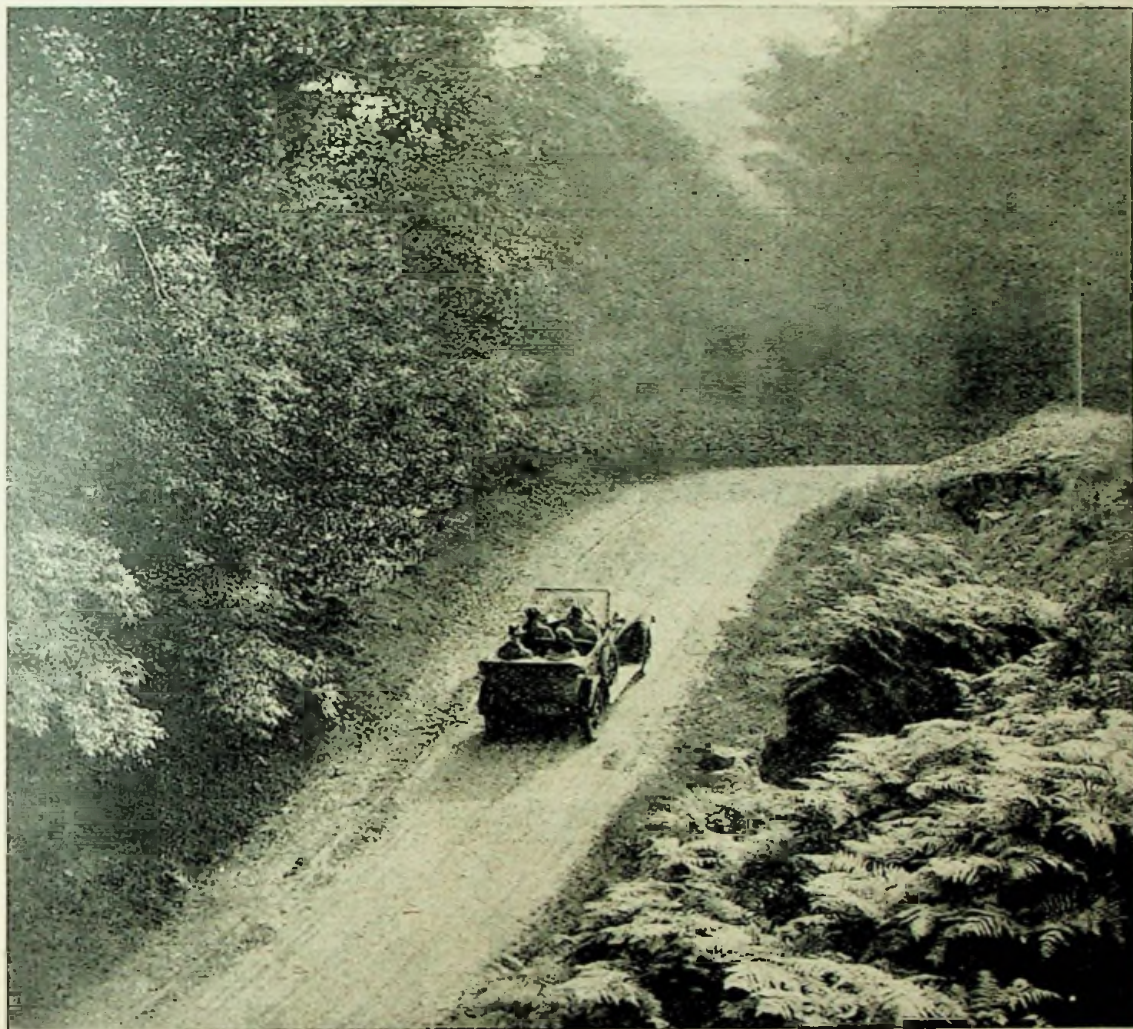
An awkwardly-placed spare wheel. It gets in the way of the driver's elbow, and is chafed by the hood sticks.



Jack, brace and pump should be carried in a special locker under the running board. The dotted line shows that it would be unobtrusive.



# WOLSELEY CARS



The hill-climbing power of the WOLSELEY "TEN" is well exhibited in the above photograph, which shows it climbing Red Bank, Grasmere (1 in  $3\frac{1}{2}$ ), with four passengers up.

The Wolseley All-weather Road Map is a boon to tourists. May we send you descriptive leaflet?

## Prices of the Wolseley "TEN."

Two-seater	from £250
Four-seater	£285
Two-seater de luxe	£325
Four-seater de luxe	£330
Sporting Model	£495

*Dunlop Tyres fitted as standard.*

Send for Catalogue No. 5.

**WOLSELEY MOTORS LTD.**  
Adderley Park - BIRMINGHAM.

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.



# The Review

Published periodically in the leading Motor Journals.

## Stop Press

and here's yet more evidence of

### Rileyability

#### Brooklands Holiday Meeting

**X**

90 M.P.H. Long Handicap. 8½ miles.—V. Gillow (Riley), 1 min. 7 sec., 1; Kaye Don (A.C.), 34 sec., 2; J. G. P. Thomas (Lanchester), scr., 3. Won by half a length at 81.63 m.p.h.

**X**

**X**

75 M.P.H. Short Handicap. 5½ miles.—F. Scriven (Austin), 16 sec., 1; V. Gillow (Riley), 23 sec., 2; C. W. D. Chinery (Gwynne), 1 min. 19 sec., 3. Won by 20 yards at 84.83 m.p.h.

**X**

**One first  
One second  
on a Standard sports  
Speed 81.63 m.p.h.**

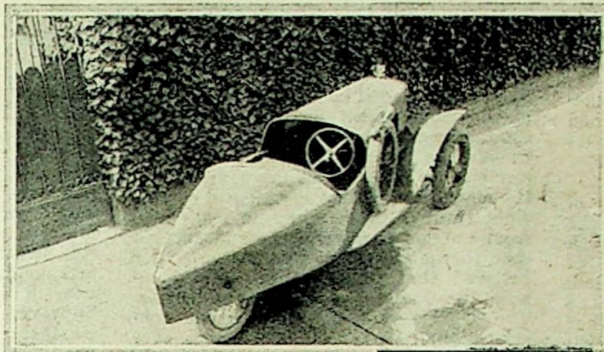
Are you interested? Then write—

**RILEY (COVENTRY) Ltd., COVENTRY.**—LONDON: 42, North Audley Street, W.1—EDINBURGH: Maxlee Motor Co.

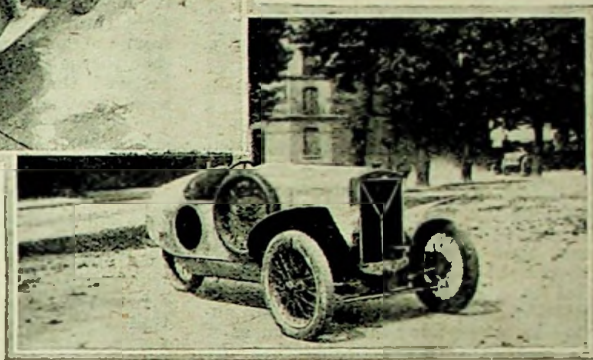


## A NEW FRENCH THREE-WHEELER.

FEATURES INCLUDE FOUR-CYLINDER RUBY WATER-COOLED ENGINE, THREE SPEEDS AND REVERSE, CHAIN DRIVE, NOVEL SUSPENSION AND 60 M.P.H. PERFORMANCE.



An attractive and very sporting appearance has been gained without sacrificing accommodation. Staggered seating is employed.



**A**N interesting new three-wheeled cyclecar has just made its appearance in Paris. This machine, which is known as the D'Yrsan, is a very high-grade production.

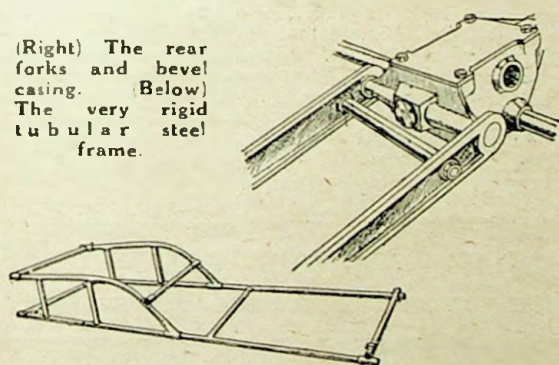
French three-wheelers are few in number, but they make up for this in quality, and the D'Yrsan is a worthy example. In the general layout of this machine the special problems attaching to the design of a three-wheeled vehicle have been carefully studied.

The frame is a rigid and substantial affair in heavy-gauge steel tubing. The power unit comprises a four-cylinder overhead-valve Ruby engine, with clutch casing and gearbox in one. The Ruby is a well-known proprietary engine, which is exceedingly popular in France. It is used in many of the best-known sporting cyclecars. The engine fitted to the D'Yrsan is the T.S. type Ruby, having a bore and stroke of 57 mm. and 95 mm.

Overhead valves, which are in tungsten steel, are operated by push-rods and rockers. The pistons are aluminium. A Solex carburettor is used and a Saga high-tension magneto. A metal-to-metal single-disc clutch is fitted, running in oil.

The gearbox gives three forward speeds and a re-

(Right) The rear forks and bevel casing. Below The very rigid tubular steel frame.



verse, with central gate change of the ball type. The whole makes up a particularly neat and cleanly finished unit.

In the front suspension of the D'Yrsan, the idea of allowing independent movement of each wheel has been adopted. This idea appears to be gaining ground amongst French designers, and it certainly makes for smooth running, even over the most appalling road surfaces. In the D'Yrsan, as in the case of several other independent springing arrangements which embody the same principle, there is no front axle, properly speaking.

Two long flat transverse springs are attached to the frame, the central points of attachment for the upper spring being very much wider apart than those for the lower one. The ends of these springs are anchored above and below the steering pins, and the

whole arrangement is completed by single-armed Hartford shock absorbers on each side.

The rear suspension is a masterly piece of work. The forks are composed of two very substantial drop-forgings in special steel. They are stiffened by a cross-member and hinged to the back of the bevel-gear casing, the latter being a steel casting.

The bevel gearing gives a reduction of two to one. Both the propeller shaft and the countershaft are mounted on S.K.F. ball races, and the driving sprocket comprises a spring and ratchet type of shock absorber on motorcycle lines.

Both the front-wheel brakes and the transmission brake, which is located on the countershaft, are operated simultaneously by pedal. The lever operates the transmission brake only, a neat compensating arrangement preventing the front brakes from going into action when the hand brake is pulled on.

### Detachable Wheels.

The wheels are all detachable and interchangeable, and the arrangement for taking out the rear wheel without disturbing the chain or sprocket is particularly good. The rear sprocket, which is mounted on ball bearings, remains on the fork.

Changing the back wheel takes even less time than that usually required to change the wheel on an ordinary car. The wheel hubs are provided with two dogs, which engage in slots in the sprocket. When it is desired to change the wheel, a nut and lock-nut are removed, the taper spindle is pulled out, and the wheel, with its ball races, instantly comes away.

The bodywork on the D'Yrsan is quite good, and the machine has most attractive lines, whilst mechanically speaking, the machine presents many refinements which are not always to be found on a four-wheeled cyclecar; the engine is arranged for an electric starter, but this is an extra. The price of the touring model is 9,650 francs and that of the special Sports model 10,500 francs.

Needless to say, the D'Yrsan is a very fast machine. Modern French cyclecars are very lively, and usually capable of something like 60 m.p.h. without tuning. The D'Yrsan has only just made its debut in competition work in the Circuit du Nord, where it did exceedingly well. The makers' address is Les Cyclecars D'Yrsan, 111, Quai d'Asnières, Asnières, and we understand that they would like to get into touch with a progressive English agent. The price in England would be about £120.



## MOTORIZING MATTERS IN PARLIAMENT.

GOVERNMENT'S ROAD PROGRAMME—NEW MAIN ROADS—  
LEVEL-CROSSINGS—SLIPPERY SURFACES.

**A**N interesting and important explanation of the Government's new road programme was given in the House of Commons recently by the Chancellor of the Exchequer (Mr. Snowden).

The Chancellor said that the coming of road transport had completely altered the situation with regard to the roads, which were unfitted for this new form of traffic. Each year no less than £40,000,000 was spent on the roads. The Government had approved a further road programme of £13,500,000, to which their contribution would be £10,400,000. Sir Richard Redmayne had been sent to report on the merits of certain alternative routes in connection with the proposed Manchester-Liverpool road. The Government had made up their minds to come to a decision whether or not to build the road without waiting for another lengthy period, and so soon as it was shown to be practicable that the road could be constructed he did not think the differences between the Government and the local authorities, as to their shares of the contribution, would present any insuperable difficulty.

### Glasgow-Edinburgh Road.

The Government had also agreed to spend £5,000,000 on the reconstruction of new main roads, and he believed the work would be well in hand before the winter had passed. The scheme for the Glasgow-Edinburgh road was so advanced that in the next week or so the Minister of Transport would cut the first sod. The proposal for a tunnel under the Thames had been considerably advanced. The question of a big road to the docks was also under consideration. This would perhaps be the most important scheme for the relief and improvement of London traffic that could be conceived.

Mr. Snowden added that he was a great enthusiast for roads. He would

like to see—and if he remained a member of the Government sufficiently long he should press it upon the Government, because he believed it was essential in any scheme of national reorganization—the magnificent Great West Road carried right through to Penzance; a main road from London to Aberdeen; and another road through Carlisle on to Glasgow. He believed that would be taken in hand some day, and the sooner the better. The Government had also under consideration the question of a bridge over the River Tay.

### Level-crossings to Go.

In the course of the discussion which followed, Dr. Macnamara asked what road and bridge programme it was for which £13,500,000 had been authorized. Mr. Shaw, the Minister of Labour, said that that sum was for entirely new works. The Liverpool and Manchester road would absorb £3,000,000, the new Chertsey road £1,500,000; the various road schemes, £3,000,000; bridges, £1,000,000, and the remaining £5,000,000 would be for reconditioning and remaking national arterial roads at the cost of the nation.

Apropos of the Thames Tunnel, the Minister of Transport has informed Sir Frederick Wise that an eminent engineer, acting under his instructions, had for some time past been studying the problem of constructing a road tunnel under the river between Kent and Essex. So soon as his investigations were completed, the matter would receive his (Mr. Gosling's) careful attention.

Motorists will learn with interest that the Minister of Transport proposes to get rid of a number of level-crossings. Replying to Viscount Curzon, he stated that, as a result of his inquiries, and as part of the general scheme now under consideration for the improvement of some of the principal trunk roads, it

was intended to do away with certain of these crossings. He was always ready to consider favourably applications from highway authorities for assistance to any practical proposals of a similar nature on important roads.

The Minister also informed Lord Curzon that complaints as to the slippery nature of certain road surfaces were being carefully investigated. Continuous attention was given to the whole problem of combining smoothness of surface with adequate grip for tyres. He now had a Bill awaiting its second reading which would enable him to make full experiments. Mr. Gosling further told Captain Brass that on the Great North Road arrangements were being made for the trial of certain expedients designed to improve the foothold under adverse weather conditions. The experiments would be made by experts.

Mr. Gosling has been questioned as to the practicability of enforcing more stringent regulations with regard to the size, design and equipment of road vehicles in order to lessen the damage done to road surfaces. Replying to Mr. Rentoul, he said the point was considered by the Departmental Committee. He did not consider it practicable to make the existing regulations more stringent at present. He had no power to make tests or official experiments in order to encourage improved types of vehicle, but he was seeking such powers in the Roads Improvements Bill.

### Petrol Pumps.

Lt.-Col. James asked whether the Western Road would shortly be open for general traffic, and Mr. Gosling assured him that the arrangements made for Ascot week would again operate in about a fortnight's time. Traffic, by making use of Adelaide Road and Boston Park Road, would then be able to proceed from the Chiswick High Road to the Bath Road without interruption.

Mr. Alexander, on behalf of the Board of Trade, assured Mr. R. Morrison that a Bill to make petrol measuring pumps subject to the provisions of the Weights and Measures Acts had passed the House of Lords. He hoped it would be possible to proceed with it in the House of Commons after the Summer Recess.

**T**HE Surbiton Motor Club's annual London-Barnstaple trial started at the Old Oak Hotel, Surbiton, at 10 p.m. on Saturday last, the entry being open to motorcycles, three-wheelers and cars. Of the last-named there were 19 starters, whilst F. W. Dame was the only representative of the three-wheeler and was driving a Morgan.

Although the weather had been threatening, it was fine at the start and, fortunately, rain held off during the night. The run to Andover was without incident and all checked in on time. Although the route from Farnham to Basingstoke was somewhat tortuous, it was well arrowed, and no one found any difficulty.

After refreshment at the White Hart Hotel, the next stage of the journey to Bridgwater was undertaken, and here, again, there were no late comers, despite the fairly severe time limit—two minutes early or five minutes late.

Followed the real business of the trial, commencing with Porlock, which was in

## THE LONDON-BARNSTAPLE.

PORLOCK AND LYNTON ACCOUNT FOR SEVERAL FAILURES.

fairly good condition. In spite of this, however, there were several failures. Amongst the light cars excellent ascents were made by W. G. Hall (11.9 h.p. Palladium), Ian MacDonald (12.20 h.p. Calthorpe), V. W. Derrington (9 h.p. Salmson), and J. W. Havers (11 h.p. Riley). R. G. Spikins (9.5 h.p. Salmson) came up very fast, but suffered from excessive wheel-slip after skidding round the second hair-pin, and actually came to a standstill momentarily. G. Ewens (11.9 h.p. Palladium four-seater) had to shed two of his passengers, and E. Volk (10.8 h.p. Clyno) only managed to get up solo. The following failed:—J. A. Driskell (9.5 h.p. D.F.P.), A. J. Whitehead (11 h.p. Riley), and R. C. Webster (12 h.p. Talbot).

Lynton was loose and very greasy,

which accounted for several failures. A. Warren Lambert, in a 25.30 h.p. Crossley, showed what a high-powered car can do by making a very fine climb and heartening those who followed. Then on to Beggar's Roost, which was loose, as usual, but not greasy—a fact which made chains unnecessary. The star turn was provided by Spikins in his sports Salmson, who came up at great speed. Good climbs were made by S. D. Marr (11.9 h.p. Palladium), J. W. Havers (11 h.p. Riley), V. W. Derrington (9 h.p. Salmson), and Ian MacDonald (Calthorpe).

The remainder of the run provided some fairly rough going, and a water-splash, and by the time Barnstaple was reached five of the car starters had been weeded out.



# Performance is Proof

## DUNLOP CORD TYRES

and the

### SCOTTISH 'SIX DAYS'

(generally acknowledged to be the stiffest trial of the year).

Awards gained on  
**DUNLOP**  
(In the Light Car Section).

Silver Cups	....	....	....	....	....	77 %
Gold Medals	....	....	....	....	....	66 %
Silver Medals	....	....	....	....	....	50 %
Bronze Medals	....	....	....	....	....	100 %

For speed and reliability there  
is no better tyre in the world.

*'fit Dunlop and be satisfied'*

ESSEX MOTOR CLUB  
18th Annual Race Meeting  
BROOKLANDS, July 23rd

FOUR FIRSTS  
FIVE SECONDS  
THREE THIRDS  
all gained on  
**DUNLOP**

The  
DUNLOP CORD  
MOTOR  
TYRE.


The  
DUNLOP CORD  
MOTOR - CYCLE  
TYRE.



DUNLOP RUBBER COMPANY LTD., BIRMINGHAM, and Branches throughout the World.

C.F.H.—410





# WAVE-LENGTHS

**DAY & NIGHT  
PATROL SERVICE**

**FREE  
LEGAL DEFENCE  
& ADVICE**

**ROAD  
SERVICE  
OUTFITS**

**HOME & FOREIGN  
TOURING  
ASSISTANCE**

**T**HE A.A. Badge is "broadcasting" security to 200,000 motorists. It responds to the "S.O.S." of the stranded member. Whilst the unprotected motorist's nerves are strung to "High Tension" awaiting court proceedings, the A.A. Free Legal Defence Scheme is a safety "Valve" for all its members.

Arguments need no "distortion" to prove the advantages of joining—there is no stronger argument on "earth" than the fact that the A.A. is 200,000 strong.

It is impossible to "negative" A.A. activities—all "lead" to benefits for members, and the "wave-lengths" will increase in "volume" and "range," brooking no "resistance."

Join now and enjoy motoring "plus" A.A. assistance.

Full particulars are given in a booklet, "Always Ahead," which can be obtained from the Secretary, The Automobile Association, 29, Finsbury House, Whitcomb Street, London, W.C.2.

Send a postcard for a copy to-day.

**ROAD & VILLAGE  
SIGNS**

**CLASSIFIED  
HOTELS & REPAIRERS**

**ENGINEERING  
ASSISTANCE**

**FUEL SUPPLY  
STATIONS**

**ROADSIDE  
TELEPHONES**

C.D.C.





*The services of the staff of "The Light Car and Cyclecar" are always at the disposal of readers. Queries of general interest will often be answered under this heading, but a stamped addressed envelope should always be enclosed. Correspondents are requested to write upon one side of the paper only.*

### Renewing Worn Brakes.

A.C. (Ealing).—If your brake drums are unduly worn the best course which you can adopt is to fit new ones, although it may be possible to weld a new rim inside the old drum, provided that it is bored out true to allow for the insertion of a liner.

### Picturesque Route to the North.

L.C. (Doncaster).—As an alternative to the Great North Road and to avoid several of the industrial centres we can certainly recommend the Doncaster, Selby, York, Filey, Scarborough, Whitby, Stockton and Sunderland route. Although marked as tertiary on many road maps, the road from Filey to Whitby is in good condition and very picturesque.

### Benzole Mixture.

C.I. (Hendon).—In our experience a benzole mixture has been found to give entire satisfaction. The formation of carbon is neither greater nor more rapid than when petrol is used, and sweeter running, together with better pulling, is often obtained. Any tendency towards "knocking" due to preignition is largely overcome, and we advise you to give it a trial, as no harm can result in any case.

### Gear-changing.

P.S. (Howden).—Difficult gear-changing on a Salmson car is usually due to insufficient lubrication of the clutch withdrawal mechanism. This operation should be frequently performed, using thick oil. If, after attending to this point, you still experience difficulty in changing down, we suggest that, instead of double declutching in the usual manner, you merely ease the clutch slightly, at the same time keeping the accelerator depressed and moving the gear lever smartly into the desired position.

### Camphor in Petrol.

A.C. (Tottenham).—The idea of introducing camphor-balls into one's petrol tank is one which is fairly generally known, but opinions differ as to its efficiency. A well-known preparation which enjoyed a large sale some time ago, and which was guaranteed to decrease petrol consumption by at least 25 per cent., as well as lessening the carbonization of the engine, was said to be largely composed of ordinary camphor. So far as we know, the use of such substances is not necessarily harmful.

### Dual Ignition.

H.E. (Gloucester).—We do not think that you would derive any appreciable benefit from the fitment of dual ignition to your car, and in any case the expense would hardly be justified. There are a few sparking-plug manufacturers who market double-pole plugs, and we think we are right in saying that the Lodge concern is among this number.

### Transmission Shock Absorbers.

D.G. (Teddington).—The fitment of a shock absorber in the transmission of your car is primarily intended to ensure smooth running and to prolong the life of the chains. The shock absorber is particularly beneficial at low speeds, especially when travelling on a high gear ratio, as without it the running would be harsh and jerky and the chain drive would be submitted to excessive strain, which would, sooner or later, cause it to break. When correctly adjusted the shock absorber should allow a certain amount of initial slip in the transmission before the drive is positively taken up.

### Sleeping en route.

L.H. (Leicester).—With reference to the suggestion that you should sleep in your car on the roadside during your forthcoming tour, we believe that there is an ancient Highways Act which prohibits this practice on the King's highway, originally framed in connection with vagrants and gipsies. However, provided that you select a secluded place (as you doubtless would), preferably situated in some quiet by-lane, we do not think that you need fear any interference from the law, especially as you would not remain in the same spot for more than a few hours at a time.

### Piston Clearance.

B.L. (Cardiff).—The correct clearance for cast-iron pistons 85 mm. in diameter should be ten-thousandths of an inch at the skirt and four-thousandths of an inch at the top. For air-cooled engines these figures should be twelve and seven respectively. In the case of aluminium pistons fitted to a water-cooled car the usual allowance at the top is a number of thousandths of an inch equal to a quarter of the bore in millimetres, e.g., with a bore of 80 mm. 20-thousandths of an inch would be allowed. At the skirt, in a similar instance, this figure is halved. It is customary to reduce the waist of a piston by about one-thirty-second of an inch in order to assist lubrication and to diminish oil friction.

### Low-pressure Tyres.

A.R.F. (Lincoln).—It is quite a sound plan to use low-pressure tyres on the rear wheels only. In the event of one of them being punctured there is no reason why a normal pressure "spare" should not temporarily replace it, the circumferences of the two patterns being almost identical.

### Loss of Compression.

C.H. (Sydenham).—Your loss of compression, with consequent overheating and effect on the engine efficiency, is probably due to an air leak past the plug which has taken the place of the "hot spot" in the cylinder wall. We suggest that the plug hole should be drilled out, retapped and replugged.

### Skidding Without a "Diff."

O.S. (Bromley).—It has been our experience that, so far as skidding propensities are concerned, the absence of a differential is advantageous rather than otherwise. With a differentialless car skids are much more easy to correct than in cases where a differential is fitted, whilst the even braking obtainable of the "diff."-less machine allows of a much more rapid pull up on greasy roads.

### The Light Car Limit.

T.G. (Durham).—The present controversy with reference to the engine capacity limit for light cars is the result of the Royal Automobile Club's decision to allow cars with engines up to 1,600 c.c. capacity to compete in their Small Car Six Days' Trials which were recently held in Wales. The figure which was previously recognized, and which is still recognized on the Continent and in the U.S.A., is 1,500 c.c. General opinion is against the adoption of the larger figure, and we ourselves are unable to see any reason for the change; in fact, we share the view held by the trade and the motoring public generally, that it is definitely detrimental to the light car movement.

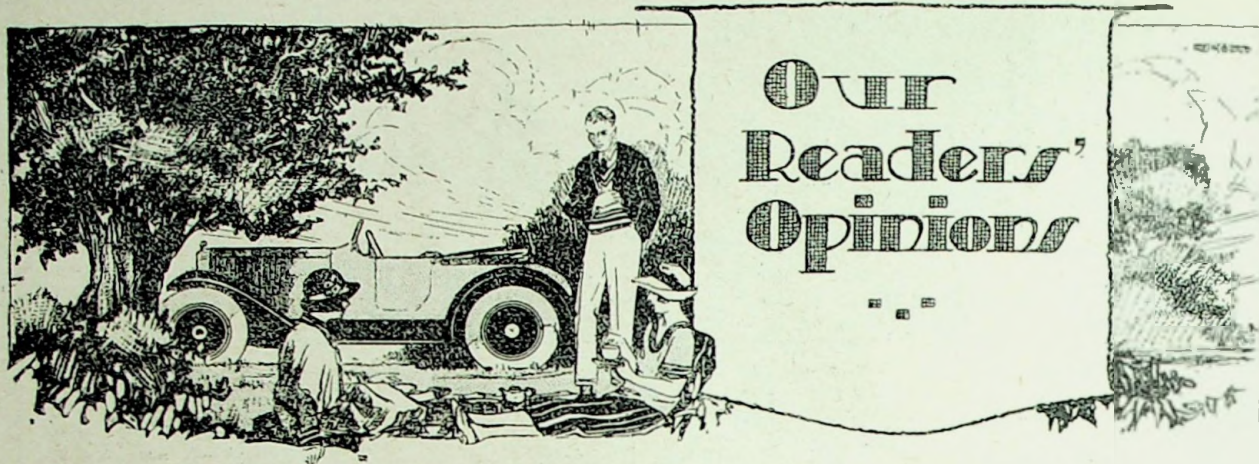
### Oil on Coachwork.

H.L. (Lowestoft).—To remove oil which has become sprayed on to your bodywork we would recommend the application of one of the numerous preparations specially marketed for the removal of tar stains from paintwork. Failing this suggestion, the use of lard or butter might possibly achieve your object. On no account use petrol, benzine or paraffin, as any of these, although they might remove the oil, would very probably remove the paint as well.

### Electric Starter Cables.

E.R.P. (Edmonton).—The reason why very stout cables are used to convey current from the battery to the starter is because it is essential that as little resistance as possible to the flow of current should be introduced. In the case of your own light car, on which the chassis frame (termed "earth") is used to conduct the negative current from the battery to the starter motor, one strand of 8-gauge copper wire would suffice to convey the current the distance of eight miles from the battery terminal to the frame, but we should certainly advise you either to employ several strands or to obtain a short length of the correct type of cable.





We welcome at all times letters sent us by readers for publication in these columns, and, while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. Letters should be as brief as possible, but not abbreviated. We reserve the right to make any alterations or deletions which we deem necessary.

## First-aid Outfits — S.O.S. Signals — Average Speeds.

### First-aid Outfits.

Your correspondent, Mr. John Havers, suggests that it would be of use for every motorist to carry with him a small first-aid outfit. The Auto-Cycle Union approved an outfit similar to this early this year, and it has been on sale at over 7,000 chemists throughout the country ever since. The contents are very similar to those suggested by Mr. Havers, and the retail price is 2s. The Union has heard from many of its members already how valuable they have found the outfit, and I can heartily endorse all that Mr. Havers says as to the desirability of including this small extra amongst one's "spares."

T. W. LUTCHBOROUGH, Secretary, A.-C.U.

### A Suggested Distress Signal.

F. M. Inwood seems to have been unfortunate in his experience of the road courtesy shown by motorists. My experience has been exactly the opposite.

But there is no doubt that some form of distress signal, easily recognized, would be useful when help is desired.

I would suggest that three "toots" on the horn in quick succession be the recognized S.O.S. of motorists.

This signal would operate for traffic in either direction past a stranded car or cycle, and would be effective in daylight or darkness.

E. W. BATTEN.

### The Camaraderie of the Road.

I notice in a recent issue of your paper that a reader comments on "The Camaraderie of the Road." There are, however, a few points in this letter which may be distinctly misleading to new motorists. The first is

S.O.S. Signals that there is no doubt that this "camaraderie" exists among old motorists. The

Heeded.

The next point that strikes one as curious is that if the local garage was going to tow the car, why it could not be pushed a few feet, and the fact that the car was jacked up 4 ft. from the kerb would mean that it would be occupying at least 9 ft. of the roadway.

The probability is that the majority of motorists that passed thought that the car was jacked up because of tyre trouble, and our quondam cyclist friend has got another guess coming if he thinks that people are going to stop on the road every time they see a person with a puncture.

I have on many similar occasions stopped, only to find that the person in charge of the car did not know the first thing about it, and, after doing the garage man's work, have been rewarded with a casual or begrudged "Thank you!" for my pains.

B46

I heartily agree with your suggestion that some form of distress signal should be devised by one of the motoring organizations, and I offer a suggestion to them through your journal: that they supply their members with an adhesive disc of paper in some distinctive form to denote that they need assistance from a passing motorist, when I am sure that such a distress signal would never be disregarded, even if it were only to help to get the car to the side of the road, thus removing what would be probably an inconvenience and danger to other road users.

HUGH P. MCCONNELL.

### 38 m.p.h. Average Speed.

I wonder if any of your readers can beat a very remarkable run which was made by one of the competitors in the Scottish Trials when returning south from Edinburgh. He left at half-past eight in the morning and reached home, some 322 miles away, at six minutes past

Three-wheeler five the same afternoon. His gross time Acceleration was 8 hrs. 36 mins., from which 11 mins.

had to be deducted for various stops, so that his average speed works out at just over 38 m.p.h.

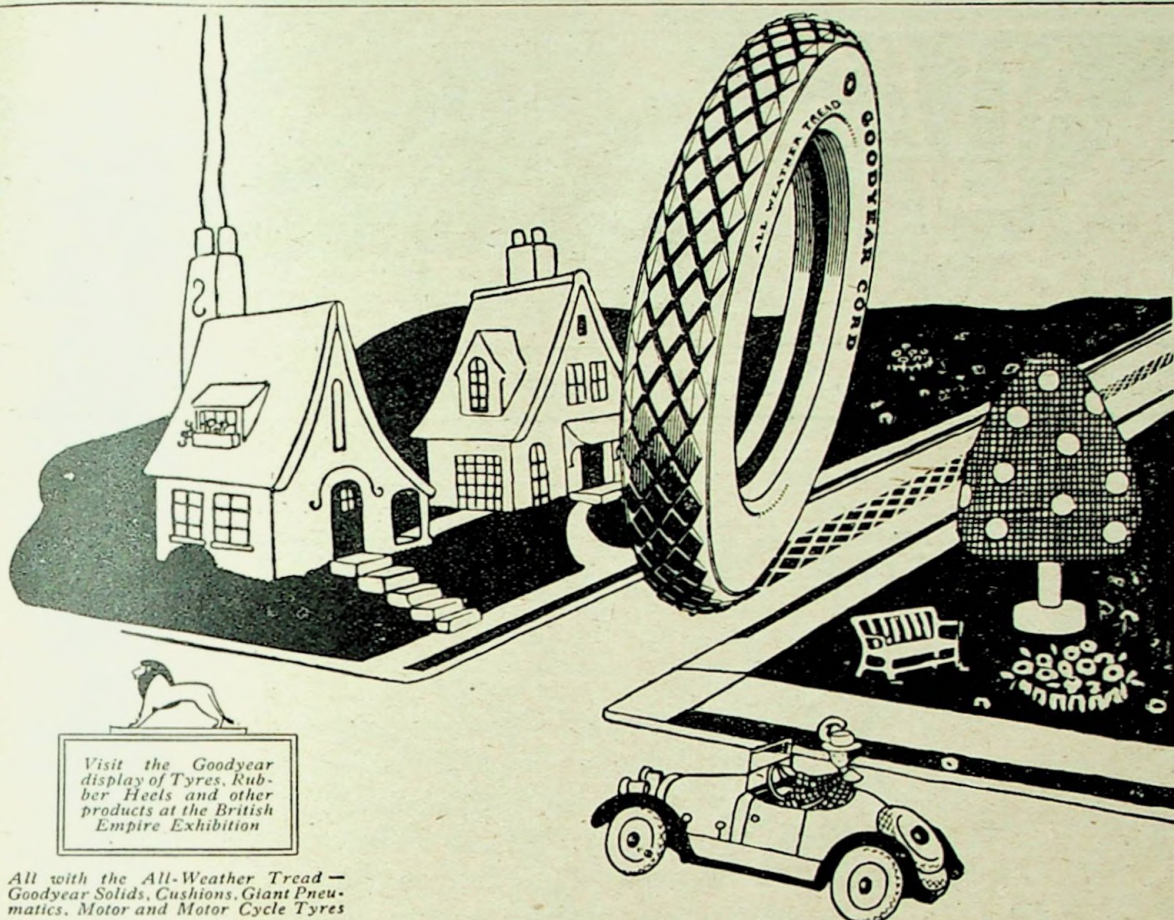
The fastest part of the journey was that magnificent stretch of road between Carlisle and Penrith, this 18-mile section being covered in 21 mins. The 97 miles from Edinburgh to Carlisle was covered at an average speed of 45.4 m.p.h., while the average for the rest of the journey from Penrith south varied between 34.2 m.p.h. and 36.6 m.p.h. The machine, which was a three-wheeler, was capable of 62 m.p.h. as a maximum, but its remarkable average must have been due principally to its rapid acceleration to 50 m.p.h. and to the efficiency of its front-wheel brakes. Summarized the average speeds for the run were as follow:—

Edinburgh-Carlisle	97 miles in 128 mins. = 45.4 m.p.h.
Carlisle-Penrith	18 " 21 " = 51.4 "
Penrith-Lancaster	52 " 91 " = 34.2 "
Lancaster-Warrington	51 " 89 " = 34.3 "
Warrington-Whitchurch	33 " 56 " = 35.3 "
Whitchurch-Bridgnorth	35 " 61 " = 34.4 "
Bridgnorth-Malvern	36 " 59 " = 36.6 "
Edinburgh-Malvern	322 " 505 " = 38.2 "

It must be admitted that very few small car owners could safely keep up such a high average speed, but I can vouch for the facts which are furnished to you by

HIS CONFIDANTE.





## Goodyears For Exploring

You'll be off the beaten track this August.

And it is off the beaten track that Goodyears made their name. In the wild places of the earth they have built an outstanding reputation by unequalled performance.

Where cars had never run before—Goodyears carried them; over stony mountain passes, over rutted prairie trails, over the shifting sands of the desert.

You'll want your car to travel trouble-free these holidays—to picnic spots remote from the main road's dust, to moorland heights, to that secluded bathing cove.

Choose the tyres that have proved their tough, enduring strength—tyres with the toughest tread there is—Goodyear Cords with the sure-footed, slipless traction of the All-Weather Tread.

*Goodyear Means Good Wear*

# GOODYEAR

## CORD TYRES

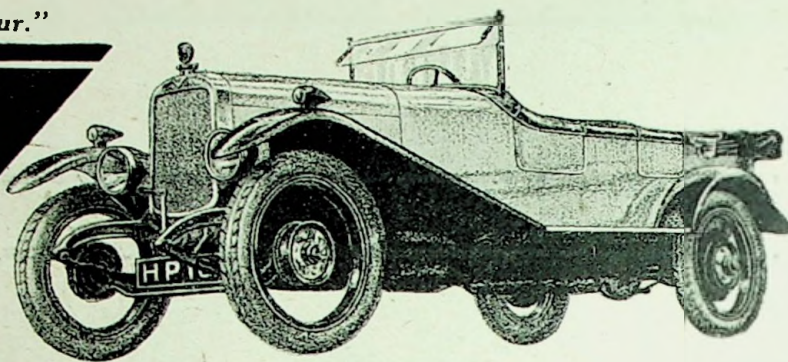
The Goodyear Tyre & Rubber Co. (Gt. Britain), Ltd.

MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

B47



"The Car for the Connoisseur."



**12/50 h.p. Four-Seater Super Sports, O.H.V. £575**

## McKENNA DUTIES

**M**OST thoughtful people view with grave apprehension the Government decision to expose the great British Motor Industry at a most critical period to unrestricted slaughter by the foreigner.

Everybody, however, is unanimous in agreeing that the one British Car which has nothing to fear from foreign competition is the ALVIS.

Several thousands of enthusiastic owners are always spreading the Gospel of ALVIS Perfection, and for them and for many others it is the only car which completely satisfies.

To appreciate the delights of Motoring—ride in an ALVIS!



### The GOLD CUP

awarded to the ALVIS as WINNER of the 200 Miles INTERNATIONAL LIGHT CAR RACE, Brooklands, Oct. 1923, at an average speed of 93.28 m.p.h.

#### STANDARD MODEL.

12/40 h.p. 3-Seater .. £397

#### DE LUXE MODELS.

12/40 h.p. 3-Seater .. £475

With 12/50 h.p. O.H.V.

Super Sports Engine, extra .. £75

12/40 h.p. 4-Seater .. £495

With 12/50 h.p. O.H.V.

Super Sports Engine, extra .. £50

12/40 h.p. 5-Seater .. £535

12/50 h.p. 2-Seater Super Sports O.H.V. .. £550

12/50 h.p. 4-Seater Super Sports O.H.V. .. £575

12/40 h.p. V-fronted 3-Seater Coupe .. £575

12/40 h.p. 4-Seater Coupe Saloon .. £650

12/40 h.p. 2½-Seater V-fronted Saloon .. £595

12/40 h.p. 4-Seater V-fronted Saloon .. £695

**ALVIS CAR & ENGINEERING CO., LTD.,**  
**COVENTRY.**

BRITISH EMPIRE EXHIBITION  
 STAND No. 120

London Distributors:—

HENLYS LTD.,

91 & 155, GT. PORTLAND STREET, W.1

TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.



## OUR READERS' OPINIONS (contd.).

## Further Opinions of the Light Car "Limit."

**A Boycott Advocated.**

We have yet to receive sufficient reason from the R.A.C. for increasing the capacity limit of light cars. Why the governing body should endeavour to alter the keynote of the light-car movement—efficiency with economy—it is difficult to understand; but motorists have the remedy in their own hands. It is only necessary for those who are members of the Club in question to resign their membership and for new car owners to refrain from joining the Club, then the R.A.C. will soon realize that the ruling section cannot make unnecessary and drastic changes against its members' interests without first consulting them.

RICHARD BATHGATE.

**The R.A.C. Urged to Reconsider.**

I have read your very interesting editorial, "Topics of the Day," advocating the retention of the 1,500 c.c. limit for light cars, and most strongly support your views.

Originally the light car was designed to provide cheap motoring, and cars with engines not exceeding 1,500 c.c. have proved entirely satisfactory.

In my opinion, therefore, it is very obvious that the Royal Automobile Club, in fixing the engine limit at 1,600 c.c., is penalizing any 1,500 c.c. engine which competes in the same

class, and manufacturers fitting a 1,500 c.c. engine must eventually, to protect themselves, increase the capacity of their engine.

This in turn will lead to their cars being strengthened elsewhere, and consequently the light car will become heavier.

Increased running costs are inevitable with a larger and heavier car, whereas the endeavour of every light car manufacturer should be to cut down weight and obtain greater efficiency, thus giving the public the benefit of still more economical motoring.

I strongly urge that great pressure should be brought to bear on the Royal Automobile Club by the Press, manufacturers, agents and the motoring public to reduce their present limit of 1,600 c.c. to 1,500 c.c. and thus encourage British manufacturers to improve their light cars in the real sense of the word, as we know it to-day.

There is very little doubt that the British light car is the best light car in the world at the present time; it is far ahead of its foreign competitors and without doubt will hold its own if our manufacturers are encouraged to keep it a light car.

For THE CLYNO ENGINEERING CO. (1922), LTD.,

FRANK SMITH, Managing Director.

**"Decrease" Rather than "Increase."**

I was extremely interested to read your very pertinent remarks on the subject of the 1½-litre limit for the economy car.

It is my personal opinion that all definitions should be renewed from time to time; "facts" have a distinctly pronounced habit of changing their character with the passing of time! The economy car of to-day will probably be considered very extravagant ten years hence owing to the relatively small size of engine which may become standardized.

This naturally renders any attempt to increase the capacity of the small car limit which has become widely recognized rather unfortunate.

However different may be the racing car from the touring model, the fact remains that with a capacity of 1,500 c.c. 100 miles per hour is not a very difficult object of attainment.

Fuel costs are increasing almost daily and the twin subjects of comfort and economy are becoming so important that constant changing of definition is liable to remove attention from more serious matters than engine efficiency alone.

A very large number of cars which are made with engines exceeding 1,500 c.c. will not give a petrol consumption regularly of over 30 miles per gallon on rough roads, largely because weight and a variety of accessories have increased to such a pitch that economy is almost forgotten.

Continental manufacturers regard the 1,500 c.c. limit as ample; they are indeed devoting their attention to the small-engine car of the future.

Even American manufacturers are now taking up this attitude. If, therefore, competitions are encouraged in this country which suggest to the public that 1,500 c.c. is not ample for the economy car, it can only result in unfavourable comparison during the next few years when our Continental and transatlantic friends produce their light 1½-litre machines.

If the attention of the governing bodies could be drawn to this fact it would be of the greatest service; success in any industry can be obtained only by accurately predicting a demand.

It seems almost unnecessary to add that the advent of the forced induction engine may completely alter our ideas.

I cannot believe that the small car of the future will be fitted with an engine exceeding 1,000 c.c. or that its petrol consumption will ever be less than 50 miles per gallon.

A. M. Low.

**Disabled Drivers.**

I notice in the Press that there is again a proposal to refuse driving licences to those of us who are in any way disabled, notwithstanding the fact that disabled drivers are usually more careful than those not so

A Reasonable Protest. It is to be hoped that the R.A.C., A.A. and A.C.U. will lend their support to protest against this measure of

the Ministry of Transport.

To ride is practically the only pleasure and recreation we can get in life, and apparently we have now to resign ourselves to sitting at home by the fireside and gracefully grow old.

I would suggest that every disabled driver immediately writes to his M.P., asking for support against this proposal.

It would be interesting if statistics were available to show what percentage of accidents is due to the shortcomings of disabled drivers. The figure would be very small. Let us have a test by all means, but no barring direct.

Any reckless driver could be involved in a dozen smashes, while his innocent victims, perhaps badly crippled, are debarr'd ever afterwards from taking any active part in life.

Merely to walk is painful to many, whereas we can drive cars, and thus get some small enjoyment out of life. B.

Our correspondent states the case for the disabled driver in an admirable manner. It is to be hoped that definite official action will be taken.—Ed.

**The Light Car in Australia.**

On looking through your recent issues for March, 1924, I see animated discussions carried on by "G.N.-a-Car" and other contributors on the reliability of the G.N. cyclecar. I

do not propose to enter into this discussion, but, being a light car enthusiast and having only left England eight months ago, I should like to know why it is that

British Cars Wanted. there are very few cars of this type in Australia—or, I should say, in South Australia? For what reason I cannot see.

The roads are not too good, admittedly, but, considering that these cars usually get through the "Colonial section" of most trials in England, I rather think that they would do perfectly well out here. I refer especially to such cars as the A.B.C., Rover Eight and others of their class. These cars are well built, speedy and, if properly handled, have plenty of power. Why does not some enterprising English manufacturer start a big agency business out here? Advertising would help, and a few demonstration cars would soon set the sales going. I see from your paper that the Clyno firm are going to start. I only hope they will succeed.

May I say that I look forward to every English mail, as I know it will bring a copy of your journal—always interesting and full of useful information.

LIGHT CAR ENTHUSIAST.

Kyancutta, South Australia.

Increasing attention is being given by British manufacturers to the possibilities of the overseas market.—Ed.



## OUR READERS' OPINIONS (contd.).

**A Talbot 8 Improvement.**

In reply to "E.G.B." (Portsmouth). I may say that I had the same trouble with a Talbot Eight. This was cured by cutting a narrow ring of rubber from an old inner tube, and slipping it over the filler cap, thus plugging up the aperture. If the joint in the body below the windscreen has given, water will enter at this point and drip on to the driver's ankles. To effect a cure insert some putty and fill up the crack, afterwards painting over. Trusting that this will help "E.G.B."

**A Suggested Cure.**  
Sheffield. F. THOMPSON.

I sympathize with "E.G.B." (Portsmouth) concerning his unfortunate experience. If he were to change his present pattern of tank for the new one would it not be possible to fit a ventilator in the hole left by the petrol filler? On my car I am troubled by water splashing up through the gate on to my legs.

**A Similar Complaint.**

There has been some correspondence on high average speeds in your columns. I recently undertook a journey from Six Hills to Newark with two passengers. The distance, which is 23 miles, was covered in 33 minutes, with the hood and side curtains up. All reasonable precautions were taken at cross-roads and corners, slowing down to 15 m.p.h. and less, and the highest speed recorded was 53 m.p.h.

I have no connection with the manufacturers, except that of a satisfied owner. 8037.  
Bradford.

**Holiday "Snaps."**

Your recent paragraph on holiday photographs has prompted me to forward the accompanying "snap." With Oban as a centre, three days may be profitably spent in leisurely exploring the roads and by-ways around. Surfaces are fair, but the roads

**The Western Highlands.** are narrow and twisting—blind corners are many, calling for an easy pace, frequent use of the horn as a preceding warning and close attention at the driving wheel.

The scenery will repay those who care to explore this district, and it cannot be said that even the most attractive spots are inaccessible. THOS. M. DUNN.



A pleasing souvenir of a holiday happily spent. A photograph of Loch Awe in the Highlands of Scotland.

**Air versus Water Cooling.**

Some little time ago I wrote you of my experience with a Jowett car, in connection with correspondence in your columns under the above heading. At the time I had completed 13,000 miles without decarbonizing, and recently, having to disturb the engine for another purpose, I took advantage of the opportunity and removed the cylinders.

**Further Experiences**  
Although the car had then done 16,500 miles, it was remarkably free from carbon deposit, which speaks well for the lubricating system of the Jowett engine in conjunction with a first-class oil (Price's Huile de Luxe has been in use during the whole period).

I must say the Jowett has given me every satisfaction at small expense, notwithstanding the fact that my business journeys take me over very difficult roads and up some of the steepest hills in the Lake country, on none of which has it ever failed me. Needless to say, I have no interest in the Jowett firm.

TRAVELLER.

B50

## INFORMATION WANTED.

Owing to pressure on our space it is impossible to include readers' replies to queries in "Our Readers' Opinions," and correspondents anxious to help fellow car owners are courteously requested to communicate direct with the address which is given in most cases.

G.N.

I should be very pleased if any reader would loan or sell me a 1921 instruction book for G.N. cyclecar.

"Strathbourne," C. L. RUSSELL.  
Sycamore Avenue, Harchills Lane, Leeds.

Jowett.

I shall be obliged by readers' experiences of shock absorbers which they have fitted to Jowett cars.

Wensley School House, F. LOFTUS.  
Leyburn, N. Yorkshire.

Rectaskids.

I should be obliged by any reader's opinions and experiences of Rectaskids, particularly when fitted to a Bayliss-Thomas.

Northdene, Lymm, Cheshire. W. M. SHAW.

Scott Sociable.

Will any reader oblige me with his opinions of, and experiences with, the Scott Sociable, particularly with regard to general wear in all parts?

W. J. HUMPHRIES.  
40, Elliscombe Road, Charlton, S.E. 7.

Windscreen Wiper.

Experienced gratefully received of an electric windscreen wiper fitted to a single panel screen as on the A.C. Also comparison of makes and prices.

L. G. WARD.  
6, Church Road,  
Forest Hill, S.E. 26.

Bugatti.

Opinions wanted of the 11.9 h.p. Bugatti, suitability for touring at about 25 m.p.h., efficiency of brakes, clutch, petrol and oil consumption, general upkeep and reliability.

A. C. HORN.  
24, Priory Road, Dunstable.

## CONDENSED CORRESPONDENCE.

H.C.-A. (Barnsley) writes in appreciation of the repair service afforded him at a reasonable price by Williams and Sons, Bala, North Wales.

H.S.B. (Maidstone) recommends the Royal Native Garage, Northwood Road, Tankerton, Kent, to fellow light-carists for prompt and efficient service.

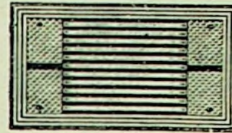
A.D. (Stockton Heath) wishes to recommend the speedy and excellent service which he obtained when on tour in Devonshire recently from Sellers, Ltd., the Arcadia Garage, Exmouth.

G.T.E. (Helensburgh) writes in appreciation of the prompt and courteous settlement of insurance claims made under a policy issued by John Godsall and Co., insurance agents, 7, Camomile Street, London, E.C.3.

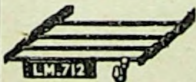
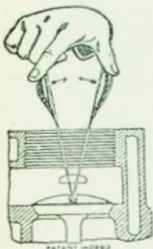
E.E. (Merioneth) writes giving details of a recent journey of 165 miles along the Welsh Border and through North Wales which he undertook in a 1923 Rover Eight. His average speed was 27½ m.p.h., the greatest distance covered in one hour being 30 miles and the shortest mileage covered in the same length of time being 23.

One of our readers, H. S. B. Booth, would like to get into touch with anyone willing to join him in a motor tour commencing September 13th. He has three seats available for passengers in his car. Any reader who would care to accompany Mr. Booth should write him at "Strathmore," 116, Wrotesley Road, Harlesden, London, N.W. 10.





IF YOU ARE INTERESTED  
in the illustrations in this  
border, send a card for our  
fully illustrated complete  
Catalogue No. A.2, post free.



### THE ECONOMICAL LEATHER COAT

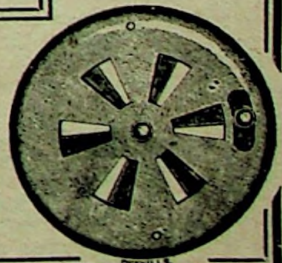
By reason of their lasting smartness and prolonged wear, Dunhills Leather Coats are a real economy for the motorist. Lighter in weight than the average cloth motor ulster, they slip on easily over a jacket suit and provide perfect protection in all weathers.



LEATHER COAT, lined fleece  
made from selected skins, £10:10:0  
In good hard wearing skins, lined  
fleece, £6:6:0 and £5:5:0

Practical and protective LEATHER  
UNDERCOAT, lined sateen. Can be worn  
under the lightest overcoat, ensuring  
perfect protection against cold and wind.  
£5:10:0 and £6:6:0

A copy of Gentlemen's Coat List No.  
C.2, together with patterns of leather,  
sent post free on application.



## Dunhills Limited

359-361, EUSTON ROAD, LONDON, N.W.1.  
2, CONDUIT STREET, LONDON, W.1.  
GLASGOW: 72, VINCENT STREET.



FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning  
"The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



# Have you joined?

## THE "SOLEX" SUMMER TOURING SCHEME

IN order to focus attention on the pleasures of Summer Touring we have inaugurated the "Solex Summer Touring Scheme." Motorists are invited to send us a short description of their tours, accompanied by photographs if desired, and for the most interesting entries we are offering the following awards:—

1st Award £50

2nd Award £20 3rd Award £10

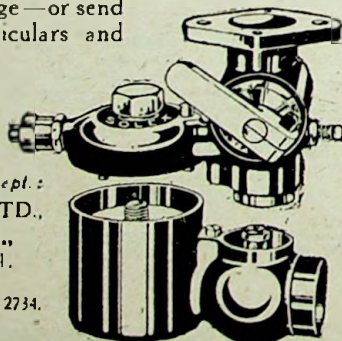
Together with 20 Consolation Awards of £1 each.

NO details of Solex performance need be included, just a short story of the tour itself, the route followed, and any interesting features associated with it. Any make of car can be employed, but it must be "Solex" equipped. The description should not exceed 200 words.

IF you are using some other make of carburettor, I avail yourself of our special 30 Days' Free Trial Offer, have a Solex Carburettor fitted without obligation, and test for yourself its economy, simplicity and efficiency. You can then enter for our touring scheme at the same time.

Ask your local garage—or send direct for full particulars and descriptive folder.

"Summer Touring" Dept.:  
S. WOLF & CO., LTD.,  
115, Southwark St.,  
LONDON, S.E.1.  
Telephones:  
Central 5172 and Hop 2734.



# SOLEX

THE NO-TROUBLE CARBURETTOR

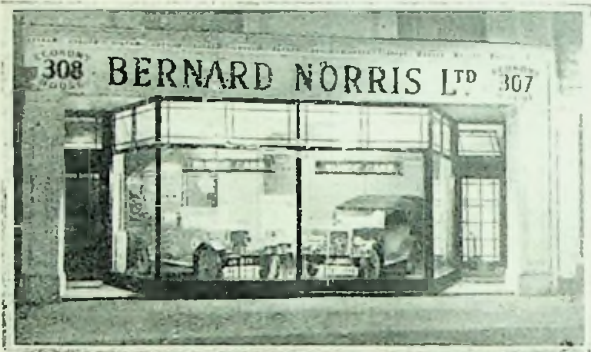
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

## AROUND THE TRADE.

Mebes and Mebes, the well-known light car specialists, of 144, Gt. Portland Street, W.1, have been appointed trade and retail agents for Renault cars.

The Arc Atomizer is one of the most ingenious of extra-air inlets. It is handled by J. W. Pickavant (Himself), Ltd., 27, Summer Row, Birmingham. The new reduced price is 37s. 6d.

Over 100,000 motorists in Europe are using Michelin low-pressure "Cable-Comfort" tyres, and we have received from the makers of these tyres a concise leaflet giving the information necessary to convert practically any make of car to take the "Comfort" tyres. Interested readers should write the Michelin Tyre Co., Ltd., 81, Fulkham Road, London, S.W. 3.



The attractive new premises of Bernard Norris, Ltd., in Broad Street, Birmingham.

Awards gained by machines using Dunlop tyres in the Scottish Six Days' Trial were as follow:—

Silver cups ...	38 out of a possible	58
Gold medals ...	7	12
Silver medals ...	9	16
Bronze medals ...	3	6

The Ashton Engineering Co., Ltd., advise us that they have just secured the appointment of sole Midland distributors of Wonder Mist, a liquid preparation for scientifically cleaning coachwork. The appointment of agents is desired amongst motor traders in all principal centres, and we understand that the Ashton Engineering Co., Ltd., will be pleased to offer suitable literature and attractive terms to anyone interested.

## MOTOR TERMS TRAVESTIED.

### Solution to No. 23.



A Rel ability Trial.

The holiday season appears to have had a doleful effect on the cerebral grey matter of our readers, for this week's travesty was productive of very few scintillating efforts. Surely our readers have not been exerting their guinea-earning faculties in other directions—such as spotting representatives of various daily papers at Mudville-on-Slush, or designing masterpieces of architecture in the sand of Little Mugglehampton? However, Mr. J. L. Moon, 68, Goschen Street, Devonport, is this week's winner with "A Rel ability Trial," as his solution. "Out of Track" and "Shedding his Parson's chains" were two other praiseworthy attempts, but other than these there was nothing calculated to arouse enthusiastic admiration. "A Worn Cover" and "Tracing Troubles" would seem to be efforts particularly difficult of application. "Touring at Sixty," although perhaps somewhat presumptuous, was, none the less, a rather ingenious solution.



The Sign of  
Good Service.

# GODFREY'S

Ltd.

366-368, Euston Road,  
LONDON, N.W.1, and  
208, Gt. Portland St., W.1. Phone—  
Museum 3401-2-3

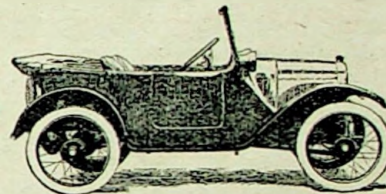
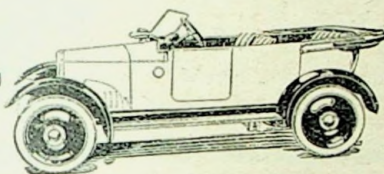
**G**ODFREY'S offer you special advantages in such matters as individual attention, personal courtesy, and complete and helpful service at every stage in the acquisition of a Light Car. Of course, you can buy at Godfrey's by EXTENDED PAYMENTS—and you have the satisfaction of knowing that it is a purely private transaction as between Godfrey's, Ltd., and yourself. Terms can be arranged up to 18 months, and your present car or motorcycle can be taken in lieu of a cash deposit, if desired.

ROVER 8 h.p. and New 9 h.p.  
£160 £180

To-day's Stock at GODFREY'S  
comprises:—

AUSTIN 7 h.p., Elec. starter	£165
CITROEN 7.5 h.p. 2-3 seater, Self starter	£175
RENAULT 8.3 h.p. 2 seater With dickey, self starter	£270
ROVER 8 2 seater	£160
ROVER 8 4 seater	£160
ROVER 9 (4 cyl. water cooled) 2 seater	£180
ROVER 9 (4 cyl. water cooled) 4 seater	£180
SINGER 10 De luxe 4 seater	£235

AUSTIN "7" £165



## These Triplex Goggles saved her sight



Untouched photograph of  
Miss Majorie Cottle's goggles  
after the smash.

Triplex Goggles are supplied by all garages, opticians, stores, etc. Prices: 8/6, 12/6, 15/6, 21/6 and 25/6. Aviation Mask, 42/6. Anti-glare, anti-dazzle tints 1/6 per pair extra.

Miss Majorie Cottle in her wonderful 3,404 miles round the coast of Britain on her Raleigh unfortunately met with an accident which but for Triplex Goggles would have been disastrous.

Miss Cottle was thrown over the handlebars on to her head and her goggles, which we reproduce herewith, undoubtedly saved her sight.

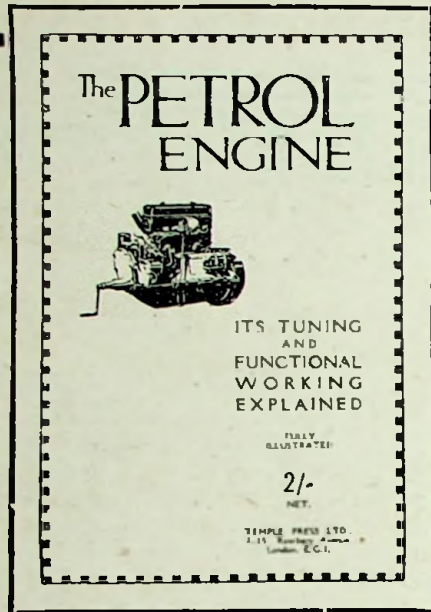
Miss Cottle asserts that she will never think of having any other than Triplex Goggles in future.

Miss Cottle finally won the premier award and Gold Medal.

THE TRIPLEX SAFETY GLASS CO., LTD., 1, Albemarle Street, Piccadilly, LONDON, W.1.

READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.





PRICE 2/- NET.

Obtainable from all booksellers or direct from the publishers, 2/5 post free.

TEMPLE PRESS LTD.,  
7-15, Rosebery Avenue, London, E.C.1.  
Wholesale Agents:

E. J. Larby, Ltd., 30, Paternoster Row E.C.4

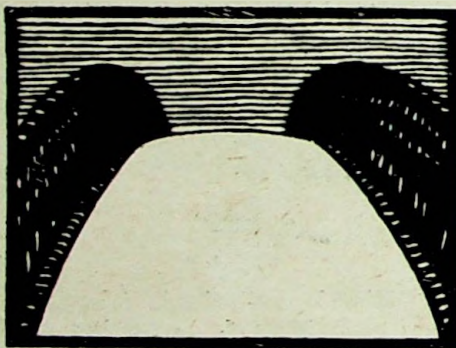
## THE PETROL ENGINE

*A Manual of Motor Mechanics.*

A UNIQUE work, dealing in simple language with the secrets of engine tuning for speed, power and economy, and the tuning of carburettors of all makes, and for any purpose.

The functional working of an internal-combustion engine is also dealt with in a complete and concise manner.

Send for this free booklet containing useful information, and giving particulars of many other books on motoring.



### "Hump-back" Bridges

THESE bridges can always be relied upon to provide a little sensation to the motorist. Take them at speed and as you dash over the crest you get that "left in the lift" sensation . . . if the road is clear. But there may be another sort of sensation when you top the rise—in the shape of a lorry, car, or farm waggon—then it is a case of steady nerves and smart brake work. Brakes correctly adjusted and lined with Ferodo Lining will take control immediately you press the lever. Ferodo Linings never let you down—their grip never weakens. They stand the terrific stress of brake friction without slipping or seizing and they never break up.



FERODO LTD., CHAPEL-EN-LE-FRITH  
DEPOTS and AGENCIES: London, Birmingham, Leeds, Manchester, Bristol, Belfast, Coventry, Newcastle, Glasgow, Carlisle, Brighton, and Liverpool. A110

## The Motor

The National Motor Journal.....

Every phase of National Motoring. Practical articles well illustrated. All the news of the automobile world. The link between the Home Countries and the Dominions.

TUESDAYS . . . 4d.

Offices: 7-15, Rosebery Ave., E.C.1

## The RIGHTOVA SCREEN WIPER



2/- (Postage 3d. extra).

Cleans full length of screen on BOTH SIDES.

Keeps glass permanently clear in downpour of rain.

Does not require continuous working. For Single or Double Screens.

Please state make of Car.

MOTOR NECESSARIES CO., COOKHAM, BERKS



# £11 DOWN—AND DRIVE AWAY

The following testimonial has just come to hand and affords you definite proof of the satisfaction, reliability and economy always obtained from a "New Carden" Light Family Car.

*"The £110 'Rolls Royce' did the journey champion. Used 2½ gallons petrol—120 miles. Took all hills without changing gear, and is really a wonderful little car."* S D.

Write now for full particulars of our exceptional easy payment offer. Demonstration run any time at your convenience.

In the LONDON-EDINBURGH Trial, a standard New Carden obtained  
**A SILVER MEDAL**

*New Carden*

Arnott & Harrison Ltd.,  
22, Hythe Rd., Willesden, N.W.10.  
Phone: Willesden 2221.  
Grams: "Arnott&H", Phone. London.

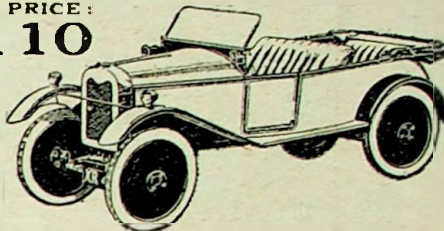
Why not call  
and inspect  
at our works.

Open Saturdays.

## OUTSTANDING FEATURES.

Only £7 tax, 50 m.p.g., electric lighting, easy to handle, splendid hill-climbing ability, wonderful acceleration, less than 1d. a mile to run, fully equipped ready for the road.

CASH PRICE:  
**£110**



## Morgan Service Depot

Officially appointed by the Morgan Motor Co., Ltd.

## EARLY DELIVERY

of all models from £110. Deferred Terms arranged

Every Spare Part in Stock. Repairs by Specialists.

Your Old Machine Accepted in Part Payment.

Guaranteed Second hand Machines Always in Stock.

**HOMAC'S**  
MOTOR AGENTS

Works: 46, LONDON ROAD.

Write for Catalogues

and Spare List.

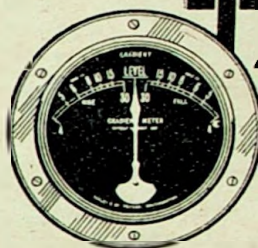
TRADE SUPPLIED.

243, Lower

Clapton Rd.,

LONDON, N.E.

Telephone: Dalston 2408.



TAPLEY & CO., TOTTEN,  
SOUTHAMPTON.

Send for Illustrated  
Descriptive Literature.

H.P.

## TAPLEY GRADIENT METERS

### PROVE YOUR CAR'S PERFORMANCE.

With a TAPLEY on your car you know its capabilities and can prove them. It is a barometer of your engine's welfare. It indicates road gradients, acceleration, brake horse-power, speed, air resistance, etc., with absolute accuracy.

BRACKET TYPE, suitable for any instrument board. Brass 73/6, Nickel or Black 77/- When ordering give finish and type of dial required, and state whether the dashboard is wood, steel, or aluminium.

FLUSH TYPE, Brass, Nickel or Black 90/- Angle of slope of dashboard from vertical must be given when ordering. We supply a special protractor for the purpose free.

## DO IT NOW! WHAT?

FIT

## LECKIE'S SPRING GAITERS



THEY ARE THE BEST.

Ask for full particulars from:

JOHN LECKIE & Co., Ltd. GOODALL ST.,  
WALSALL

FREE TO  
ROAM  
ON AN

**ECCLES**  
TRAILER-CARAVAN

To trail behind any motor  
over The Beauty Spots  
of OLD ENGLAND



Write for Catalogue

## THE IDEAL HOLIDAY

Hire a  
Trailer Caravan

We have models suitable  
for any car and from  
2 to 5 persons

Agents for  
ECCLES CARAVANS,  
TOM TENTS, and  
Everything for Camping.  
FORD FOLDING BOATS.

THE  
HOLIDAY CARAVAN Co.

Lloyd's Bank Chambers,  
Carfax - - - Oxford

## SPRINGS

## SPRINGS

No matter what your requirements may be you cannot buy to better advantage than from us. We are specialists and our reputation depends upon the value we offer.

Send details of your requirements. We quote by return.  
REPAIRS AND REPLACEMENTS A SPECIALITY.

Box of assorted Motor Springs, specially selected, 15/- per box. Assorted Spring Washers, all sizes and types in stock. 1/3 per 1 gross box. (Postage extra.) Laminated Springs, Light Car Springs, Valve Springs, always available.

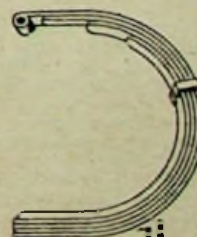
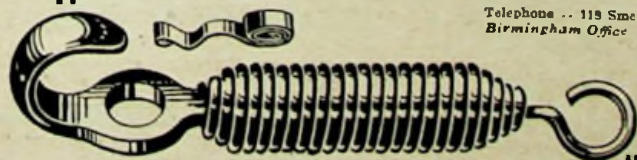
**UNITED SPRING CO**  
Hawthorn Street, West Smethwick.

Telephone .. 118 Smethwick.  
Birmingham Office ..

Telegrams .. "Tension, Smethwick."  
14, Warwick Chambers, Corporation Street.

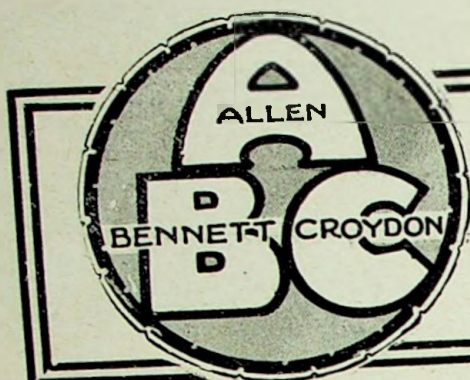
Telephone .. Central 7350.  
London Office .. 14, Austin Friars, E.C.2.

Telephone .. London Wall 5331.  
Scottish Agents: Wm. Greenlees & Co.  
93, Hope Street, Glasgow.  
Telephone: Central 4336.



The small advertisement columns of "The Light Car and Cyclecar" form a unique mart for the disposal of all goods of interest to small car users.





## "We meet your wishes . . . ."

As the admitted pioneers of REALLY CONVENIENT EXTENDED PAYMENTS, we have always recognised that there must be a certain amount of 'give and take' in the matter of terms. We sometimes give examples for general guidance—but we like our customers to make their own proposals; after all, they are the best judges of what they can conveniently manage. Therefore, it has always been our policy and pleasure to 'meet your wishes' to the utmost. We believe you will find that we go rather farther to meet you than anyone else.

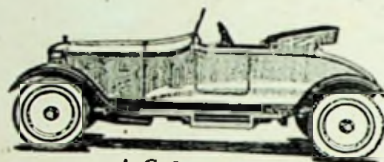
Write for a Copy of "THE CAR YOU SHOULD BUY."

Always in Stock:

A-C, ALVIS, AUSTIN, CLYNO, CROUCH, HUMBER, MORGAN, RILEY, ROVER, SINGER, STANDARD, WOLSELEY, Etc.

### AUSTIN '7'

Sports . . . £175  
Standard . . £165



A-C from £275

### MORGAN from £110

**THE ALLEN-BENNETT MOTOR CO., LTD.,** 8-9-10-11, Royal Parade, WEST CROYDON.

'Phone: CROYDON 2450-1.

Open every day till 7 p.m. including Saturdays.

## HERE IS YOUR CAR—AND OUR PERSONAL GUARANTEE WITH IT!

LAMB'S Ltd.'s policy goes farther than merely selling you a car—it guarantees you complete satisfaction.

For we believe that unless you are satisfied with the car you buy from us, it would have been better not to have sold you one at all.

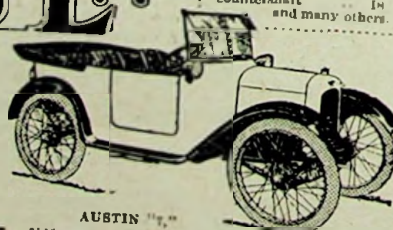
We realise that the best advertisement is a pleased customer—our business is a living example of its truth.

Come and buy your car to-day—at Lamb's Ltd.

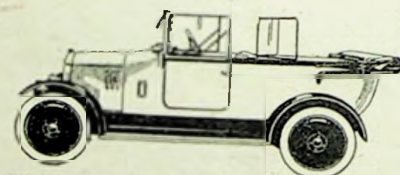
Exchanges.

# LAMB'S LTD.

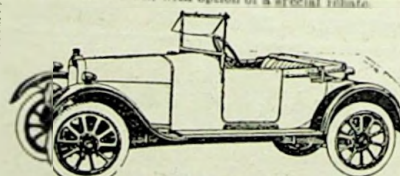
Walthamstow, London, E.17.  
(Opposite Hoe Street Station.) 12 minutes from Liverpool Street Station. Nos. 2 or 4 Platforms.  
Phone: Walthamstow 1111 (four lines).  
50, High Road, Wood Green, London, N.  
(Ten doors from Empire.) Phone: Hornsey 1956.  
Euston Road, London, N.W.1.  
(Opposite Great Portland Street Station, Met.)  
Phone: Museum 4978.



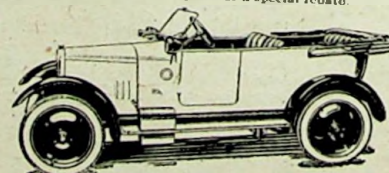
AUSTIN "7", £165 c.s.d., or £41 s.d. down and 12 payments of £10 10s. 7d. with option of a special rebate.



SINGER POPULAR, £200, or £50 down and 12 payments of £15 2s. 6d., with option of a special rebate.



TALBOT 8/15, £250 cash, or £63 10s. 6d. down and 12 payments of £18 10s. 2d. with option of a special rebate.



ROVER, 9 h.p., 4-cylinder model, £180 cash, or £45 down and 12 payments of £11 16s. 3d., with option of a special rebate.

### LOOK AT THIS SELECTION. DELIVERY NOW

1921 Matchless 'H' sport electric comb.	477 10
1922 Enfield, with box	70 0
1923 Harley-Davidson 'J' comb.	95 0
1921 Brough Superior comb.	80 0
1919 Sunbeam 3 1/2 h.p. comb.	57 10
1921 Indian comb.	65 0
1919 H.S.A., 4 1/2 h.p. comb.	30 0
1921 Excelsior 1 1/2 h.p. electric	22 10
1920 New Hudson, 8/5, k.s.	21 0
1921 Allon, 2-spd., c & k.s.	18 0
1923 Calthorpe 2-spd., c & k.s.	27 10
1922 Calthorpe 2-spd., c & k.s.	20 10
1923 B.S.A., 4 1/2 h.p. do Luxo	22 10
1920 Lewis, 5/5, all chain, c.s.	54 10
1923 Wooler, 3-spd., all chain, c.s.	72 0
1923 Rudge Multi	32 10
1924 Enfield, 202	80 0
1914 Triumph, 2-spd., counter-shaft	29 0
and many others.	14 0

MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



## SECOND-HAND

AND NEW  
LIGHT CARS, CYCLECARS,  
and ACCESSORIES FOR SALE

"The Light Car and Cyclecar" deals with its own types of machines exclusively. Old cars produced before 1912 as distinct from modern light cars, and cars with an engine of a cubic capacity exceeding 1,500 c.c., cannot be accepted for its advertisement columns.

### RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 15 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order, and otherwise net.

DISPLAYED ADVERTISEMENTS. Scale of charges, with reduction for series, sent on application.

Cheques, Postal Orders, etc., should be crossed and made payable to Temple Press Ltd.

### REGULATIONS WITH REGARD TO ADVERTISEMENTS.

Advertisement orders are subject to acceptance in writing from the Head Office. All advertisements and contracts are accepted and made upon the express condition that "Copy" is subject to the approval of the Publishers generally, who also reserve the right to reject any advertisement, in whole or in part, referring to cars or accessories which in the opinion of the Publishers are outside the scope of the journal, and such refusal of copy shall not be a good ground for advertisers to stop a current contract, to refuse payment, or to take action for breach of contract.

Advertisements received too late for insertion in the issue then closing for press will—unless accompanied by express instructions to the contrary—be inserted in the following issue. In the case of definite contracts, copy must be supplied without application from the Publishers, and current copy will be repeated if new copy is not received by the published closing time. Series orders are only accepted as firm contracts, and no cancellation will be accepted by the Publishers either on payment of difference in rate or otherwise. Contracts relate to advertisers' own goods or services, and the space may not be sublet or disposed of in any way. Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors or for errors arising out of telephonic instructions relating to advertisement copy; nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover booking and cost of forwarding such replies. The words "Box" c/o "The Light Car and Cyclecar" count part of the advertisement.

### DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1 1/4 per cent. (3d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 1/2 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

WARNING.—Acknowledgments of deposits or instructions to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should ACKNOWLEDGE IMMEDIATELY any such letter, apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

### CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach our Head offices first post Tuesday, and should be addressed to THE MANAGER, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBURY AVENUE, LONDON, E.C. 1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

Head Offices:—7-15, Rosebury Avenue, London, E.C. 1. Telephone, Clerkenwell 6000 (7 lines). Telegrams: "Pressimus, Holb., London."

### NOTICE.

Owing to postal delays and irregularities, it is advisable to post advertisements EARLY ON MONDAY so as to ensure, as far as possible, that they reach us by the FIRST POST on Tuesday. Lately several advertisements have been received too late for inclusion although despatched on Monday.

## SECOND-HAND

### LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W. 1. (Phone, Mayfair 2966). London agents. Several second-hand, all models in stock guaranteed, from £100; deferred payments and part exchange. zzz-164

A.B.C. cars. Repairs of every description and special tuning by experienced A.B.C. mechanics. R. S. Inglis, A.B.C. Specialist, head office 22-29 Upper Marylebone St., Gt. Portland St., W. 1. Works, 20-21 Williams Mews, Stanhope St., N.W. 1. Telephone, Museum 2502. zzz-97

A.B.C., 1923, Sports, 2-seater, dynamo, self-starter, licensed, fully equipped, 125 guineas. Below. 611-856

A.B.C., 1922, Regent, 2-seater and dickey, dynamo, speedometer, 2 horns, spotlight, etc., splendid order, 110 guineas; exchanges or deferred. Edwards, 177 Gt. Portland St., W. 1. Mayfair 4027. 611-129

A.B.C. 1922 2-seater, special sports, £115; also 1921 2-seater and dickey, with starter, £105. Bartlett's, 93 Gt. Portland St. 611-146

A.B.C., 1922, sports model, new condition, £115. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 611-48

A.B.C., 1923, Regent model, with starter, exceptionally fine condition, £135. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8156. 611-856

A.B.C., £105, 1921, Surbiton model, purchased 1922, dynamo, taxed December, 5 good tyres, side screens, 2 doors, dickey, speedometer, mirror, in 1924 condition throughout, just had £40 spent on it, bargain. Empire Motors, 325 High Rd., Chiswick, W. 4. Phone 305. 611-677

A.B.C. 1923 sports, 9,000 miles only, overhauled last month by manufacturers, £50 worth new parts, including new cylinders, Special pistons, also 5 new Michelin, running absolute perfection, coachwork unspratched, licensed to December, worth £140, thoroughly genuine, owner forced to sell to raise immediate cash, 110 guineas. Crowe, 31 Tabley Rd., Holloway. Phone first. Central 476. 611-b174

A.B.C., 1924, sports, 2-seater, excellent condition, fully licensed, £125; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 611-127

A.B.C., 1921, Sports, George England engine, very fast and in splendid condition throughout, dynamo lighting and every conceivable accessory, tax for year, price 87 guineas; exchanges and terms arranged. Kirk and Co., 22 Praed St., Paddington, W. 2. Phone, Paddington 6049. Open Sunday morning until 12.30. 611-177

A.C. Wanted, second-hand A.C.'s for cash or in part exchange for new models. Highest market value allowed, balance by deferred terms if required. Immediate delivery of new models. Caithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 611-111

A.C., 1924, Empire, any-weather, 2-seater, painted dark blue, fully equipped and in excellent condition, tax paid, £260. Caithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 611-112

A.C. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-297

A.C., 1922, special sports model, 2-seater, aluminium body, dynamo and starter, speedometer, revolution counter, clock, excellent condition and small mileage, £225. Maudes, 100 Gt. Portland St., London. 61-803

A.C., 1922, 2-seater, large dickey, starter, taxed, £170. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8156. 611-855

A.C., late 1921, 2-seater, starter, double screen and dickey, blue leather, all-weather equipment, 2 spare wheels and many extras, £160. Thorpe, 14 Upper St. Martin's Lane, W.O. 2. Regent 1584. 611-96

A.C., 1921, sports, tax paid for year, aluminium body, unmarked, and in exceptionally nice condition, £167 10s.; extended terms. A. P. Roy, 378-384 Euston Rd. Museum 7600. 611-104

A.C., 1921, Sports model, polished aluminium body, dynamo lighting, starter, clock, speedometer, revolution counter, electric horn, disappearing hood, many other extras, taxed till December, exceptionally smart and fast, all tyres as new, £175 cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5391. 611-162

A.C., 1923, 11hp, special 3-seater sports, lighting and starter, very special car, £265. Bartlett's, 93 Gt. Portland St. 611-147

A.C., 1922 aluminium sports, starter, speedometer, rev. counter, travel luggage grid, beautiful car, £190. Clark, 7 Exhibition Rd., S.W. 7. 611-731

ALBERT, G2 model, 1921, 2-seater, double sunken dickey, dynamo lighting, and starter, speedometer, clock, etc., electric and bulb horn, luggage grid, tax paid, December, very smart appearance and mechanically perfect, £118; exchanges and terms arranged. Kirk and Co., 22 Praed St., Paddington, W. 2. 611-174

ALVIS. New or second-hand. Try Henly's. The Sole London Distributors. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. Alvis Spare Parts and Service Dept., 31-32 Foley St., W. Mayfair 4203. zzz-304

ALVIS, 1922, 2-seater coupe, with dickey, dynamo and starter, excellent condition, £175. Exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 611-122

ALVIS 1921-2 11hp 2-seater, dickey, starter, £150. Bartlett's, 93 Gt. Portland St. 611-153

ARIEL 10, 1924, self-starter, speedometer, blue, as new, taxed, £185. 37 Wentworth Rd., Barnet. 613-b134

ARIEL, 1923, 9hp, 2-cylinder, water-cooled, dynamo lighting, chummy body, first-class condition, tax paid 1924, £115. Maudes, 100 Gt. Portland St., London. 611-804

ARIEL, 9hp, model de luxe, 1923, chummy body, side curtains, mirror, wiper, insurance and tax paid for year, £125. Ariel Motors, 320 Camberwell New Rd., S.E. 5. 611-816

ARIEL 9, 1923, with dynamo lighting set, speedometer, twin-cylinder water-cooled engine, all-weather equipment, perfect condition, £120. Black and Finch, Ltd., 222 Gt. Portland St., W. 1. Phone, Museum 2271. 611-700

AUSTIN 7, 1924, special demonstration car, condition as new, speedometer, clock, etc., £140. The Eastgate Garage, Lewes. 611-706

AUSTINS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-299

AUSTIN 7, new June 6th, perfect condition, tax paid December 31st, sacrifice £155. 23 Woodside Green, S.E. 25. 611-b160

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**AUSTIN SEVEN**, 1924 Brooklands, fitted with sloping V windscreen, wings and numerous other extras, mileage under 1,000, winner of numerous awards at open hill-climbs and speed events this season, over 80 m.p.h., guaranteed perfect and indistinguishable from brand new, cost over £510 (receipt shown), bargain at £250. Beck, Thornhill, Hoole, Chester. 613-b179

**AUSTIN 7**, 1924, insured £150 March, 1925, tax paid September, 1924, 4-wheel brakes, all off foot pedal, warning device at rear, Boyce motorometer, speedometer, electric starter, felt bonnet cover, £145. Elliot, 284 Hills Rd., Cambridge. 611-b170

**AUSTIN 7**, 1923, speedometer, Hartfords, Jeavons, every other accessory, £115. G. 51 Manor Rd., Enfield. 611-b172

**AUSTIN 7hp**, 1923 chummy, A.W. curtains, speedometer, small mileage, as new, £125, choice of two. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 611-719

**AUSTIN 7**, 1923 late, mileage 7,000, perfect, taxed year, £125, offers. Ewers, Newton Rd., Burton-on-Trent. Phone 385. 611-b152

**AUSTIN 7**, 1923, chummy, licensed, specially coach painted cherry rde, all new tyres, beautiful order, £112 10s. Pioneer Garage, Mortlake. 611-674

**A.V.**, 2-seater, 10hp Blackburne engine, dynamo lighting, taxed, oversize tyres, speedometer, excellent condition, what offers for this reliable mount. Dyson, Market Place, Ilkerton. 611-a810

**A.V. sports** 2-seater, aluminium body, 9hp Blackburne, 3 speeds, rover, hood, screens, fully equipped, speedometer, clock, taxed, perfect, £55, trial. Central Motors, Chesham, Bucks. 612-a794

**A.V. runabout**, 1922, dynamo lighting, electric horn, tax paid, £53.

**A.V. runabout**, 1921, acetylene lamps, tax paid, £45.

**A.V. bicar**, 1920, fitted with electric lamps, tax paid, £35.

**A.V. MOTORS**, Park Rd., Teddington. Telephone. Kingston 710. Open till 5 o'clock on Saturdays. 611-933

**A.V.**, £25; exchanges, deferred payments 1921 A.V. monocar, 6hp J.A.P., 2 speeds, disc wheels, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 611-842

**A.V. monocar**, 1921 model, 8hp, fully equipped, £35; exchanges and deferred payments. Phone Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 611-832

**BELSIZE-BRADSHAW**, Gordon Watson and Co. Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2966). London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges. 611-165

**BELSIZE-BRADSHAW**, 1922, 2-seater, Royal blue, speedometer, gradient meter, step motor, all-weather curtains, Michelin cord tyres, fully equipped, £110. See below.

**BELSIZE-BRADSHAW**, 1923, 2-seater, dynamo lighting and self-starter, speedometer, taxed, fully equipped, excellent condition, £125. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone. Langham 2230. 611-57

**BRITON**, 1915, 2-3-seater, very good condition, bargain, £45. Rhind and Co., Station Garage, Queen's Rd. (corner of Oldham Rd.), Manchester. 611-x466

**BELSIZE-BRADSHAW**, 9.8hp, coupe, registered February, 1924, dickey, dynamo, self-starter, licensed, fully equipped, superb condition, 145 guineas. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 611-130

**BLERIOT-WHIPPET** 1921 2-seater, 8-10hp Blackburne engine, electric lighting, appearance as new, fully equipped and in perfect condition, tax paid, £29. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 611-63

**BLERIOT-WHIPPET**, 1923, 8hp, 2-seater, brand new electric lighting, spare wheel, mechanical starter, etc., 79 gns. Below.

**BLERIOT-WHIPPET**, 1920, 8hp, 2-seater, electric lighting, spare wheel, etc., go order, 25 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 611-131

**BLERIOT-WHIPPET**, 1923, 2-seater, electric lighting, original tyres, and absolutely as new throughout, price 39 guineas; exchanges and terms arranged. Kirk and Co., 22 Praed St., Paddington. Phone. 6049 Paddington. 611-175

**BLERIOT-WHIPPET**, F.O.C.H. Ltd., offer Blériot-Whippet, fully equipped, excellent condition, bargain, £30. 5 Heath St., Hampstead (near Tube). 611-696

**BLERIOT-WHIPPET**, 1921, 8hp Blackburne, Lucas dynamo lighting, £235; another, but with dickey seat, £35; exchanges, deferred terms. Phone, Putney 3827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 611-833

**BUCKINGHAM**, 1923, 10hp, 2-seater, dickey, dynamo lighting, all-weather equipment, 89 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 611-132

**BUCKINGHAM**, £58, 1922, 10hp, 3-seater, clover-leaf, dynamo, spare wheel, fully equipped, low mileage, condition as new, bargain; exchanges, terms. Allier Garage, Thorusett Rd., Earlsfield, S.W. 1. Latchmere 4388. 611-164

**BUGATTI**, 1921, 16-valve 4-seater saloon, dynamo and starter, excellent condition, £250, exchange or hire-purchase. The Light Car Co., 331, 414 Euston Rd., London. 611-124

**CALCOTT**, 1922 (June), 10.5hp, 2-seater, dickey, dynamo lighting, self-starter, speedometer, all-weather hood, side curtains, double screen, electric and bulb horns, extra air, grease-gun lubrication, spring gaiters, new Dunlop tyres all round, taxed till December, repainted and in splendid condition, bargain, £155. Wilkins, Simpson, opposite Olympia, London. Phone. Hammersmith 238. 611-a912

**CALCOTT**, 1921, 2-seater, dickey, Lucas lighting and starter, speedometer, clock, tyres as new, very small mileage, finished Royal blue, tax paid December, £155. Maudes', 100 Gt. Portland St., London. 611-805

**CALCOTT**, 10hp, 2-seater, dickey, electric lighting, new hood and side curtains, 5 detachable wheels, tyres as new, excellent running order and condition, tax paid to December, ready to go anywhere, £45. 83 Penhurst Rd., Thornton Heath. Phone 1572. 611-x473

**CALCOTT**, £95, 1919, 10hp, 2-seater, dickey, dynamo lighting, etc., smart appearance, most reliable, taxed, expert examination and trial invited. Viclan, 33 Spenser St., Victoria St., S.W. 1. Vic. 8677. 611-159

**CALCOTT**, 2-seater, 1922 model, dickey, starter, very good tyres, lovely condition, taxed, £145, exchanges, instalments. Ashby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Phone, Victoria 3433. 611-84

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**CALCOTT**, 1916, 10.4hp, 2-seater, dickey, dynamo lighting, detachable wheels, sparo, tyres good, all accessories, taxed till December, upholstery, paint and hood very good, in first-class mechanical condition, just completely repainted, exceptionally fast, smart and reliable, £75, extended terms. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 611-156

**CALTHORPE**, Moores Presto, Croydon agents Calthorpe cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. 611-754

**CALTHORPE** 1921 2-seater, starting, lighting, licensed, £85. Tamplin Motors, Malden Rd., Cheam. Sutton 21. 611-b144

**CALTHORPE**, 1921, 4-seater, lighting, starting, 2 spare wheels, new tyres, many extras, excellent condition, £110, no offers. Paulton's Garage, Wolverhampton. Telephone 1335. 611-x654

**CALTHORPE**, 1922, 10.4hp, 2-seater, maroon finish, leather upholstery, tax paid, car has very careful use, £155 cash, or £38 15s. down and 12 payments of £10 3s. 6d., with option of a special rebate. Lamb's, Ltd., opposite 1100 St. Station, Walthamstow; 50 High Rd., Wood Green; 387 Euston Rd., N.W. 611-814

**CALTHORPE**, 1917, 10hp, 2-seater and dickey seat, good condition, £70. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 611-46

**CALTHORPE**, 1921, 4-seater, starting and lighting, overhauled and mechanically, paint, etc., as new, bargain, £145; exchanges arranged. Rhind and Co., Station Garage, Queen's Rd. (corner of Oldham Rd.), Manchester. 611-x464

**CALTHORPE**, 1918, coupe, lighting and starting, open and closed body, exceptionally good condition, bargain, £87 10s. Rhind and Co., Station Garage, Queen's Rd. (corner of Oldham Rd.), Manchester. 611-x467

**CALTHORPE**, 1922, 3-seater and dickey, all-weather equipment, lovely condition, tax paid, £135; exchanges arranged. Rhind and Co., Station Garage, Queen's Rd. (corner of Oldham Rd.), Manchester. 611-x463

**CALTHORPE**, genuine 1922 de luxe, 2-seater, with dickey seat, excellent condition, with tax paid for year, £125. 5 Putney Bridge, Wandsworth. Putney 2728. 611-302

**CALTHORPE**, 1921, 2-seater, in exceptionally good condition, £95. A. P. Roy, 378-384 Euston Rd. Museum 7600. 611-105

**CALTHORPE**, 1917, 10hp, full drop-head coupe, dynamo lighting, detachable wheels, spare tyres, very good, Bedford cord upholstery, frameless windows, all accessories, taxed, etc., very good, in exceptionally good mechanical condition, very smart and reliable, open to any examination willingly, £78; extended terms Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 611-157

**CARDEN** official repair depot. All spares for Carden cars stocked; complete overhauls undertaken. Send for list of improvements. Arnott and Harrison, Ltd., manufacturers of New Carden light cars, 22 Ilytho Rd., Willesden, N.W. 10. Phone, Willesden 2297. 611-237

**CARDEN**, 1921, £30, special model, with aluminium scuttle, just repainted and overhauled, very fast, electric lighting, 5 lamps, clock, bulb and electric horns; seen and tried. Victoria Garage, opposite G.P.O., Surbiton. 611-a915

**CARDENS!** Cardens!! Cardens!!! We always have a few in stock at prices from £25 to £35; 2 speeds, side-by-side seating, hood, screen, etc., etc., etc. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 611-834

**CARDEN**, late 1923, electric light, chummy model, bought for client who was unable to take delivery, practically new, a bargain, £65. Ormond Motor Co., York St., Jermy St., Piccadilly, S.W. 1. Regent 4164. 611-672

**CHARRON-LAYCOCK**, late 1921, 10.5hp, 2-seater, dickey, dynamo lighting, starter, clock, speedometer, other extras, painted light blue, aluminium bonnet, exceptionally smart, £135, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5391. 611-163

**CITROENS**, Try Healy's. You cannot beat their terms. 91 and 165 Gt. Portland St., W. Mayfair 4201. 611-298

**CITROEN** car, 1922, 7.5, 2-seater, small mileage, excellent order, privately owned, £95. H. A. Jackson, Motor Works, Godalming. 611-a909

**CITROEN**, 1923, 2-seater, 7.5, lighting, starting, speedometer, all-weather, 5,000 miles, excellent condition, £115 or offer. Hignibotham, 35 Melrose Avenue, Wimbledon Park. 612-b164

**CITROEN**, £95, genuine 1921 4-seater, fully taxed, self-starter, etc., ready for immediate use. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 611-103

**CITROEN** 1922 2-seater, 7hp, tax paid for the year, self-starter, electric lighting, excellent condition throughout, £97 10s. Exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 611-825

**CITROEN**, 1924, 11.4hp, 4-seater, current model, fitted balloon tyres, slightly shop soiled, accept £221. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 13. Hammersmith 1177. 611-683

**CITROEN**, 1921, 10hp, 4-seater, dynamo lighting and self-starter, clock, speedometer, electric horn, all-weather side curtains, rear screen, tax paid to December, excellent running order and condition, £97 10s. 83 Penhurst Rd., Thornton Heath. Phone 1572. 611-x474

**CITROEN** 1921 4-seater, lighting and starting, exceptionally good condition, English dome wings, tax paid, bargain, £125; exchanges arranged. Rhind and Co., Station Garage, Queen's Rd., corner of Oldham Rd., Manchester. 611-x468

**CITROEN**, 7.5hp, 1924, shop soiled offers. North Essex Motor Co., Saffron Walden. Phone 16. 611-689

**CITROEN**, 1922, 11.4, de luxe, sound condition throughout, tax, insurance year, fully equipped, £145. Sydenham 2432. Moore Park Hotel, Woodvale, Honor Oak, S.E. 23. 611-186

**CITROEN**, 1921, 4-seater, dynamo lighting, starter, speedometer, all-weather screens, nice condition, spare wheel, exchanges and terms arranged, £98. Kirk and Co., 22 Praed St., Paddington, W. 2. Phone, Paddington 6049. 611-172

**CITROEN**, 7.5hp, yellow touring 1923 model, usual accessories, spare wheel, speedometer, goes as new, over 50 m.p. gall., speed up to 40 m.p.h., electric lighting, self-starter, tax paid, excellent condition, always well looked after. Apply by appointment. Mr S. White, Frintonham Lodge, Maidstone. Tel. Beareted 18. 611-699

"THE MOTOR MANUAL." The most comprehensive handbook on motoring obtainable.

B38

2s 6d. net. 2s. 9d. post free.



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**CITROEN**, 1922, 7hp, 2-seater, taxed for year, very nice condition, £95. Newham Motor Co., 245 Hammersmith Rd., W. 6. 611-716

**CITROEN** coupe, £87 10s., 11hp, purchased new 1921 but very little used since, very completely equipped with full dynamo lighting set and self-starter, 5 lamps and interior lamp, windscreen wiper, loose covers to upholstery, spotlight, 5 detachable wheels and almost new tyres; the car has been most carefully treated and is in exceptional condition, just coach-painted Royal blue, appearance as new, the cheapest coupe obtainable. R. Watson, Victoria Rd., Aldeburgh, Suffolk. 611-b158

**CITROEN** 7, 1923, licensed year, lighting, starting, like new, small mileage, 105 guineas; another, similar, 90 guineas. Pioneer Garage, Mortlake. 611-675

**CLULEY**, 1924, 2-seater, 10-20hp, shop soiled fullest equipment, £230. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8156. 611-857

**CLYNO**, occasional 4-seater, demonstration car, lighting and starting, tax paid to September 30th, small mileage, excellent condition, £140, cash or deferred. Leckies, Ltd., Manchester. 611-841

**CLYNO**, 1924, 10 8hp de luxe 4-seater, used only for a few demonstration runs, guaranteed as new, £198. Simister, Jordangate, Macclesfield. 611-183

**COVENTRY-PREMIER**, 1922, 2-seater, 8hp, repainted, new hood and tyres, taxed and insured, £75. Bodley, 11 Beaufort Mans., Chelsea. 611-b210

**COVENTRY-PREMIER**, 1921-22, 2-seater, in perfect running order and condition, run 2,533 miles, £75. Stevenson's Garage, Tunbridge Wells. Tel. 425. 611-161

**COVENTRY-PREMIER** 3-wheeler, dicky, dynamo, electric horn, speedometer, spare wheel, year's tax, excellent condition; Midlands. Box No. 6418, c/o "The Light Car and Cyclecar." 611-b175

**COVENTRY-PREMIER**, late 1922 model 2-seater, dynamo lighting, large dicky, etc., £75, exchange, deferred terms. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 611-837

**COVENTRY-PREMIER**, 1922, tax paid, excellent order throughout, any trial, £60, cash offer. Loc, Alton, Hants. 611-b147

**CROUCH**, 1923, £100, 1923 Economic, 2-seater, dicky, light blue, black wings, dynamo lighting, self-starter, speedometer, dash lamp, all-weather coupe, petrol can and carrier, car in practically new condition, fully equipped, £165. Mobes and Mobes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 611-56

**D.F.P.**, 1923, 8 8hp, English 4-seater body, real leather upholstery, starter, all-weather equipment, splendid order, 165 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 611-153

**DOUGLAS**, 1921, 2-seater, dicky, dynamo, lighting, starter, speedometer, equipped, tax paid, £75 cash, or £25 down and £11 per week for 12 months. The Garage established in this street over 14 years, 12 Cornhill Way, Moss, N.W.1 (near Baker St. Tube Station). Phone, Langham 2935. 611-572

**ERIC CAMPBELL**, 1922, 10hp, special small 4-seater, starter and lighting, in new condition, £155; also 1921 2-seater, 100 guineas. Bartlett's, 93 Gt. Portland St. 611-148

**ERIC CAMPBELL** 2-seater, good running order, Bosch, Zenith, Hartford rear, £100, owner going abroad. Major Coles, Westhill, Hry St. Edmunds. 611-a387

**ERIC LONGDEN**, 1923 Eric Longden, polished aluminium body, beautifully equipped, etc., £125. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 611-702

**G.N. specialists**. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. 611-546

**G.N.**, 1921, 8hp, Lucas dynamo lighting, spare wheel, good tyres, speedometer, fully equipped, just been coach-painted, £48. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 611-64

**G.N.**, 1921, dynamo lighting, spare wheel, speedometer, overhauled, repainted, £45. Cobbett, 92 High St., Guildford. 612-a806

**G.N.**, 1922, all-weather, standard equipment, dicky, overhauled, perfect, £75, combination accepted part, ride 100 miles. Gaines, 19 Ranelagh Rd., Weymouth. 611-b165

**G.N.**, 1921 (September), dynamo lighting, engine recently rebushed and overhauled, tyres good, all-weather side curtains, has been carefully driven and is in excellent running order, any trial, £55. Thursby, Statham Aspal, Stowmarket. 611-b161

**G.N.**, £52, exchanges, deferred payments. 1921 G.N., 2-seater, hood, screen, electric lamps, clock, speedometer, nice condition. Scabridge, 35 Hanslar Rd., East Dulwich. Sydenham 2452. 611-845

**G.N.**, 1921, dynamo lighting, especially tuned for speed, any trial, £42. 31a Hydelthorpe Rd., Balham. 611-181

**G.N.**, 1920, Lucas dynamo lighting, speedometer, very smart, spare wheel, £49; exchanges and terms arranged. Kirk and Co., 22 Praed St., Paddington, W. 2. Phone, 6049 Paddington. 611-173

**G.N.**, 1922, 2-seater, with dicky, excellent condition, recently overhauled, taxed year, 70 guineas. Sunflowers, Manor Way, Purley. 611-b211

**G.N.**, 1922, Vitesse, o.h.v., special sports model, 2-seater, double Triplex screens, dynamo lighting, detachable wire wheels, spare, in very good mechanical condition, bodywork open to improvement, exceptionally fast, winner of many events, real sports car, £62.

**G.N.**, 1921, 2-seater, 8.7hp, dynamo lighting, detachable wire wheels, spare, tyres good, all accessories, hood, paint and upholstery good, in first-class mechanical condition, very fast, smart car, £58; choice of 3 others. Beumotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 611-154

**G.N.**, 1923, 10hp, 4 cylinder, 2-seater and dicky, dynamo, etc., splendid order, 110 guineas. Below.

**G.N.**, 1922, 8hp, 2-seater and dicky, Frazer-Nash o.h.v. engine, dynamo, side curtains, many extras, 95 guineas. Below.

**G.N.**, 1922, 8hp, 2-seater, dicky, dynamo, licensed, as new throughout, 75 guineas. Below.

**G.N.**, 1922, 8hp, 2-seater, all-weather, dicky, dynamo, fully equipped, licensed, exceptional condition, 80 guineas. Below.

**G.N.**, 1920, 8hp, 2-seater, dynamo, speedometer, clock, spare wheel, licensed, good order, 45 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 611-144

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**G.M.**, 1920 touring model, £45; 1920 touring, aluminium bonnet, £50; 1921 Legere model, polished aluminium body, very fast, £60; 1922 all-weather model, dicky seat, etc., £75; 1922 Vitesse, all aluminium boat-shaped body, rev counter, speedometer, magnificently equipped, guaranteed 75 m.p.h., £175. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 611-701

**G.N.**, 1920, sporting 2-seater, dynamo lighting, speedometer, new tyres, hood, screen, 2 horns, insurance and tax paid, £50. Ariel Motors, 320 Camberwell New Rd., S.E.5. 611-817

**G.N.**, 1921, dynamo lighting, excellent condition, £50. Longway, Oswestry. Phone 128. 611-a306

**G.N.**, 2-seater, dynamo lighting, speedometer, tax paid and fully equipped, spare tyre and wheel, etc., £50; another at £45. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 611-837

**G.W.K.**, 10.8, late 1922, just completely repainted maroon, de luxe coupe body with large double dicky, perfect condition, very little used, 5 wire wheels, dynamo lighting, divided double windscreen, clock, speedometer, any trial, £150 or near. Garratt, 35a Linden Gardens, W. 2. 611-a516

**G.W.K.** 4-seater, 1920-21, 10.8hp, 4 speeds and reverse, C.A.V. dynamo lighting, spare wheel, speedometer, Dunlop tyres, as new, overhauled and repainted, special offer at £65, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 611-x471

**G.W.K.** 2-seater, water-cooled, just repainted, in excellent mechanical condition, any trial, £55. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W. Phone, Wimbledon 2041. 611-66

**G.W.K.** Several good second-hand cars in stock from £65 upwards; exchanges and deferred terms arranged. North Essex Motor Co., Saffron Walden. Tel. 16. 611-688

**G.W.K.** F.O.C.H., Ltd., offer 1920-21 G.W.K., 2-seater and dicky, dynamo, excellent condition, bargain. 5 Heath St., Hampstead (near Tubel). 611-697

**G.W.K.**, 1921, 2-seater, dicky, all-weather, taxed, paint as new, £70. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 611-820

**G.W.K.**, 8hp, 4 speeds, friction drive, speedometer, £45. Maude's, 100 Great Portland St., London. 611-806

**GWYNNE** 8, 1923, 2-seater de luxe, double dicky, side curtains, starter, many extras and licensed, just overhauled, £138; also Gwynne 8, 1923 chummy, starter, speedometer and many extras, fully licensed, £138. Chinery, Gwynne Specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. 611-12

**GWYNNE** 8, 1923, small 4-seater, 3,000 miles' guarantee, tax paid, £140. See below.

**GWYNNE** 8, 1923, 2-seater, tax for year, perfect, £130. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 611-821

**HAMPTON** 10, 2-seater, slightly shop-soiled, list price £275, for immediate sale, £250. Maxie Motor Co., 51 Frederick St., Edinburgh. 611-923

**HILLMAN** cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 650-d292

**HILLMAN** racing car, run consistently at Brooklands, streamlined, adapted for fast road use, dynamo, screen, mudguards, splendid condition, £195; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 611-106

**HILLMAN** coupe, 1921-2, with dicky, lighting, starting, Bedford cord, recently overhauled, repainted dark blue, 115 guineas. Pioneer Garage, Mortlake. 611-676

**HORSTMAN** 1921 10.5hp 4-seater, rear screen, starter, tax paid, 1924 transmission, excellent order, £140. Bartlett's, 93 Gt. Portland St. 611-149

**HORSTMAN**, 1924, 12-30hp Anzani engine, 4-seater, touring model, upholstered in real leather, spare wheel, tools, 5 lamps, speedometer, clock, electric horn, dash lamp, luggage grid; this car has not done 5,000 miles, and is in excellent condition throughout, price £260, a bargain. Box No. 6167, c/o "The Light Car and Cyclecar." 611-938

**HORSTMAN**, 8hp, 2-seater, latest type transmission, nice order throughout, what offers? W. care of Pallett's Garage, Forest Hill. 611-b149

**HUMBER**, 1923, 8hp, chummy, excellent condition, just overhauled, clock, hood, cover, etc., 8,000 miles, any trials, £175. Holmes, 11 Golden St., W. 1. 612-b130

**HUMBERETTE**, 8hp 2-seater, a.c., £50. Dover Autocar Co., Dover. 611-a418

**JOWETT**, November, 1922, double dicky, perfect condition, new tyres, taxed and insured, a real bargain, £155, open to any inspection or trial. Owner, 16 Cicely Rd., Peckham. 611-a476

**JOWETT** 1923 7hp 2-seater, dicky, dynamo lighting, fully equipped, new condition, 130 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 611-134

**JOWETT**, 1924, 2-seater, double dicky, electric starter, oversize Dunlop cords, clock, speedometer, year's licence and insurance, perfect throughout, price 155 guineas. 161 Bowes Rd., Bowes Park. N. 11. Phone, Palmers Green 19. 611-b155

**LAGONDA** 12hp 1924 4-seater, grey, black wings, dynamo lighting, self-starter, speedometer, clock, windscreen wiper, electric and overhead horns, spare petrol can and carrier, pneumatic upholstery, taxed, excellent condition throughout, fully equipped, small mileage, £260. Mobes and Mobes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 611-59

**LAGONDA**, coupe, 1921, complete, fully equipped, tax paid, bargain, 26 High St., Saffron Walden. Phone 16. 611-687

**LAGONDA**, 1921, 11hp coupe with double dicky, starter and lighting, very nice order, £115. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 611-715

**LAGONDA** coupe, 1921, repainted, tax paid, new hood, £120. Stretton and Smith, 12 Woodstock St., Oxford St., London. 611-76

**LAGONDA**, 1923, coupe model, painted dark blue, complete equipment, licensed for 1924, in good running order, price £150. Lagonda, Ltd., 195 Hammersmith Rd., W. 6. 611-673

**LITTLE MIDLAND**, 1919, cost £200, J.A.P. engine, electric lighting, accept £54 10s., or motorcycle. Booths Motories, Blackpool. 611-a643

**L.S.D.** 1922 2-3-seater, 2 speeds and reverse, not done 2,000 miles, perfect condition, tax paid, £80. Abbey, Watton, Norfolk. 611-327

**MARLBOROUGH**, 1914, 2-seater, sporting appearance, nice order, £55. Stretton and Smith, 12 Woodstock St., Oxford St., London. 611-77

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.  
2s. net. 7s. 3d. post free.



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**MARSEAL**, 1924, 4-seater, moderate mileage, dynamo lighting and starter, all-weather equipment, £155. Maude's, 100 Great Portland St., London. 611-807

**MATCHLESS**, 1923 10hp 4-seater, dynamo, licensed, equipped, new condition, 105 guineas. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 611-135

**MATHIS**, 1923-24, very special 8hp 2-seater sports, mileage negligible, very conceivable accessories, including wire wheels and Harlan's, cost £395, sell £245; exchanges entertained. Motor Mac's, London Rd., Southampton. zzz-895

**McKENZIE**, 1924, 4-seater, shop soiled only, £215. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 611-859

**MIDLAND**, 1922-23, 2-seater and dickey, very nice order, hardly used, sacrifice, 59 guineas. 31a Hydehorpe Rd., Ballham. 611-179

**MORGAN**, G.P., 1923, 8hp, water-cooled o.h.v. Anzani engine, dynamo, year's licence, splendid order, 98 guineas; exchanges or deferred. Edwards, 175 Great Portland St., W. Mayfair 4027. 611-143

**MORGAN** specialists James and Co. (Sheffield), Ltd., 263 Ecclesall Rd., Sheffield. Telephone Central 2460 Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. zzz-337

**MORGAN** Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E.5. Dalston 2408. zzz-84

**MORGANS**, second-hand, in stock, overhauled and guaranteed; cash, exchanges, deferred; write for special list. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C. 3. Phone, Avenue 5548. 611-69

**MORGAN**, 1921 Grand Prix, dynamo lighting, £65 15s; soiled 1924 de luxe, offers or exchange. Booths Motories, Blackpool. 611-645

**MORGAN**, Specially built!!! Super-sports all-aluminium Morgan, red wings, new upholstery, chain, tyre, special back locks, rebushed engine, unused since rebuilt, owner compelled to sell, photo, £120. Box No. 6345, care of "The Light Car and Cyclecar". 611-833

**MORGAN**, late 1923, de luxe, 8hp J.A.P. w.c. insurance, spares, splendid condition, £95. Challen, 64 Walm Lane, Willesden Green. 611-162

**MORGAN**, 1924, Grand Prix, J.A.P., 8hp, all accessories, new condition, any trial, under 5,000 miles, licensed, w.c., £110. Holland House, Stroud Green, Newbury, Berks. 611-168

**MORGAN** de luxe, 1920, a.c., door, speedometer, clock, Triplex screen, side screens, shock absorbers, new chains, smart, any trial, £70. Bilham, Mount Pleasant, Bracknell, Berks. 611-173

**MORGAN**. Homac's have the following Morgans for sale, all fully guaranteed:—

1922 Grand Prix, 10hp w.c. M.A.G., speedometer, etc., just overhauled, tax paid, £95.

1922 Grand Prix, 10hp w.c. M.A.G., Lucas dynamo, etc., £95, tax paid.

1924 Aero model, w.c. J.A.P., aluminium pistons, Lucas dynamo, discs, etc., £138, tax paid.

1924 de luxe, 8hp w.c. J.A.P., Lucas dynamo, etc., £125, tax paid.

1924 de luxe, 8hp w.c. J.A.P., standard equipment, £140.

1920 Grand Prix, 8hp w.c. J.A.P., extra seat for child at rear, £75. Any of the above machines can be supplied on deferred terms. Your present machine accepted in part payment.

Homac's, Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 611-855

**MORGAN**, 245, exchanges, deferred payments, about 1916, J.A.P., hood, screen, lamps, smart, runs well; also 1921 de luxe Morgan, M.A.G., w.c., smart, fast, £72. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 611-847

**MORGAN**, J.A.P., late model, engine, etc., as new, beautiful appearance, tax paid, drive away, bargain, 58 guineas. Oakhurst, Hainault Rd., Chigwell, London. Phone, Chigwell 27. 611-808

**MORGAN**, 1922 de luxe, w.c. M.A.G., taxed, speedometer, foot-controlled Solex carburettor, domed windwing, special spring seat, beautiful condition throughout, £70. 161 Bowes Rd., Bowes Park, N.11. Phone, Palmers Green 19. 611-154

**MORGAN**, 1921-2, Aero model, 10hp, M.A.G., water-cooled, dynamo lighting, smart appearance, mechanically perfect, £65, no offers, an exceptional bargain, 116 Silverdale Ave., Westcliff-on-Sea. 611-171

**MORGAN**, 1924, family, w.c. Blackburne, £125 or part exchange new or second-hand light car. Ligon Lodge, Hereford. 611-150

**NEW CARDEN**, late 1923, 1,000 miles, speedometer, spare, side curtains, hood cover, taxed, £65. 361 London Rd., Stoke-on-Trent. 611-171

**NEW CARDEN**, 1923, family model, in perfect running order and new, tax £7, generally very efficient, spare wheel complete, speedometer and foot-starter. Robertson, Creagan, Argyle. 611-989

**NEW HUDSON**, 10hp, w.c. M.A.G. engine, fully equipped, spare wheel, first registration May, 1923, excellent condition throughout, any trial, bargain, £100, no offers. George, 87 Sperling Pl., Tottenham. 611-338

**NEW HUDSON**, 10hp, w.c. M.A.G. engine, fully equipped, spare wheel, first registration May, 1923, excellent condition throughout, any trial, bargain, £100, no offers. George, 87 Sperling Pl., Tottenham. 612-338

**PERRY** 1915 7hp 2-seater, water-cooled, dynamo lighting, tyres nearly new, tax paid for year, smart appearance, £48. G. H. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2041. 611-61

**PEUGEOT**, 1922, 7hp, 4-cylinder, good condition, perfect order, quick sale, £70. Phone, Hampstead 7723. 611-475

**PHENIX** 1920 2-seater, starting and lighting, new tyres all round, beautiful condition throughout, £90. Exchanges and extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2250. 611-826

**PRINCESS**, 1923, almost new 4-seater, dynamo lighting, 9hp, 3 speeds, cate, 5 detachable wheels, hood, screen, lamps, speedometer, painted royal blue, great sacrifice, only 73 guineas, motorcycle part, easy terms. Wandsworth Motor Exchange, Elmer St., Wandsworth (Town Station). 611-82

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**RENAULT** 8hp 2-door English coupe (registered March, 1924), 2 months old, painted blue, blue leather upholstery, leather head, dickey, starter, balloon tyres, electric rear warning sign, clock, speedometer, year's licence, new condition throughout, 250 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 611-135

**RHODE**, late 1922, sound, fast, owner-driven, Rapson tyres, full dashboard, any trial, £145. Sidney Ash, Shirley, Birmingham. 611-805

**RHODE**, 9.5hp, 1922, occasional 4-seater, grey, black wings, dynamo lighting, speedometer, clock, dash lamp, coconut mats, fully equipped, excellent condition, taxed for year, £135. See below.

**RHODE**, 9.5hp, 1923, all-weather saloon, dynamo lighting, self-starter, speedometer, clock, dash lamp, 5 lamps, petrol can and carrier, luggage carrier, Michelin balloon tyres, tax paid for year, fully equipped, excellent condition throughout, £175. Mabe and Mabe (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2250. 611-58

**RICHARDSON** light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. zzz-275

**RICHARDSON**, 1921 model, 8hp J.A.P., 4 speeds, reverse, electric lighting, etc., £40. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 611-838

**RILEY**, 1924, 11-40hp, 4-seater, all-weather, used for a few demonstrations, practically new, tax paid, £365. Below.

**RILEY** sports, 1923, 11-40hp, 2-seater, dickey, hood, starter, small mileage, exceptionally fine condition, year's tax, £555. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 611-722

**RILEY** 11hp saloon, painted carmine lake, upholstered leather, Harford shock absorbers, makers' guarantee until November, owner-driven and guaranteed in perfect mechanical condition, nearest offer to £425. Box No. 6416, c/o "The Light Car and Cyclecar". 611-824

**RILEYS**. Unsurpassed by the Riley specialists. Exchanges. Leves Motor Works, Sussex. 615-1942

**ROVER** 8, 1923, just been overhauled and coach-painted, tyres good, £95. Passey, Wincoburne. 611-529

**ROVER**, 1922, splendid condition, guaranteed mechanically perfect, dynamo lighting, side curtains, mirror, mat, petrol carrier, 2 spare tyres, kit, 85 guineas. Owner, 4 Gaywood Rd., Walthamstow. 612-195

**ROVER EIGHTS**. If you want to buy a

**ROVER** 8. If you want to sell a

**ROVER** 8. Write, call or phone The Hampton Eng. Co.

You can be certain of a straight deal. St. John's Rd., Hampton Wick, Middlesex. Phone, Kingston 202. 612-662

**ROVER**, dickey, September, 1923, 1,500 miles only, taxed, insured, perfect condition, £115; after 7 or by appointment. Morille, 6 Sylvan Avenue, Wood Green, N. 612-793

**ROVER**, 8hp, 1924, 4-seater, de luxe, starter, clock, speedometer, a.w. curtains, small mileage, indistinguishable from new, tax and insurance, £145. Below.

**ROVER**, 8hp, 1924, 4-seater, speedometer, a.w. curtains, year's tax, as new, £135. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 611-720

**ROVER**, 1922, 8hp, 2-seater, dynamo, overhauled, £82. Bartlett's, 93 Gt. Portland St. 611-152

**ROVER**, 1923, 8hp, chummy, dynamo, self-starter, speedometer, year's licence, superb condition, 110 guineas. Below.

**ROVER**, 1922, 8hp de luxe 2-seater, clock and speedometer, dynamo, fully equipped, licensed, superb order, 82 guineas; exchange or deferred. 175 Gt. Portland St., W. Mayfair 4027. 611-139

**ROVER**, £68; exchanges, deferred payments, 1921 Rover 8hp 2-seater, dynamo, hood, screen, 5 detachables, nice condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 611-846

**ROVER** 8, December, 1921, 2-seater, in first-class condition, little and carefully used, plum colour, unscratched, looks new, electric horn, etc., taxed, insured, £70. Bonnor, 6 Park Crescent, Oxford. 613-165

**ROVER** 8, 1922, 2-seater, repainted Royal blue and black, re-upholstered, new hood and complete side curtains, perfect running order, 55 miles per gallon, tyres new, dynamo lighting, electric horn, mirror, tools, accessories, tax and insurance paid December, £75, no offers. Raymond, Farlands Croft, Farnham. 611-166

**ROVER** 8, 1922, 2-seater, good order throughout, £85. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 611-861

**ROVER**, 8hp, 1921, 2-seater and dickey, dynamo lighting, spare wheel, year's tax, splendid condition throughout, £65, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 611-472

**ROVER**, £98, 1923, 8hp, 2-seater and dickey seat, dynamo lighting, new condition throughout. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 611-101

**ROVER**, 1924, 8hp, 2-seater, dickey, finished blue, many extras, taxed for year, £135. Boon and Porter, Ltd., Rover Agents, 159-161 Castelnau, Barnes, S.W. 611-681

**ROVER**, 1924, chummy, run 400 miles only, fully licensed, £135; 1923, 2-seater, excellent condition, £90; 1921, 2-seater, £70; exchange or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 611-125

**ROVER**, 1922, 2-seater, tax paid, new tyres, guaranteed condition, 75 guineas. 31a Hydehorpe Rd., Ballham. 611-182

**ROVER** 8, 1921, painted blue, speedometer, nice condition, good tyres, £65. Sydenham 2432. Millier, Moore Park Hotel, Woodvale, Honor Oak, S.E. 25. 611-187

**ROVER**, 1922, 2-seater, and dickey seat, dynamo lighting, very nice condition throughout, spare wheel, £80. Below.

**ROVER**, 1923, 2-seater, dynamo lighting, specially fitted dash, clock, speedometer, amperes and volt meters, dash, spotlight, etc., side screens, luggage grid, spare wheel, tax paid December, very fine mechanical condition, £90; exchanges and terms arranged. Kirk and Co., 22 Praed St., Paddington, W.2. Phone, Paddington 6049. (Open Sunday morning until 12.30.) 611-176

**ROVER** 8, 1923 (late), chummy, self-starter, speedometer, absolutely as new, £115. Clark, 7 Exhibition Rd., S.W. 7. 611-730



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**ROVER 8**, 1921, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed till December, upholstery, paint and hood very good, screen wiper, whole in first-class condition throughout, exceptionally smart and reliable, £68; extended terms. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 611-155

**ROVER 8**, 65 guineas, 1921, dickey seat, taxed year, all equipment, many extras, offer. Arable Lodge, Newton Rd., Burton-on-Trent. Phone 385. 611-6153

**ROVER 8**, The Hampton Eng. Co. offer this week a 1924 4-seater model de luxe, fitted with clock, speedometer, leather upholstery, no starter, guaranteed mechanically sound, one owner, licensed and insured to end of year, £120, no offers. 34 St. John's Rd., Hampton Wick, Middlesex, Kingston 902. 611-840

**ROVER**, 1922 de luxe, 8hp, leather upholstery, clock, speedometer, almost new tyres, taxed to 1925, £85.

**ROVER**, 1922, 8hp dynamo lighting, glass side screens, speedometer, electric horn, tyres excellent, mechanically sound, £75.

**ROVER**, 1923, 8hp de luxe model, speedometer, self-starter, dynamo lighting, original tyres, leather upholstery, tax paid for the year, in very good condition, £115. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2041. 611-62

**ROVER 8**, 1921, thoroughly overhauled, dynamo lighting, £76 10s. Longney, Westbury, Phone 128. 611-307

**SALMSON**, Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 51 Brook St., London, W. 1. Phone, Mayfair 2966. 611-283

**SALMSON**, Mann and Handover, Ltd., authorized agents for Salmson cars, always have a selection of good second-hand models; deferred terms or part exchange. 116 Gt. Portland St., Museum 2878. 611-743

**SALMSON**, 1923, special sports, highly polished aluminium streamline body, outside exhaust, many extras, tax paid, as new, £140. Woolf, 14 Whitgift St., Croydon. Phone, Croydon 1724. 611-6159

**SAXON**, 10hp 4-seater, any trial, £32. Lovatt, Streatham Rd., Mitcham. 611-169

**SINGER**, late 1923, 2-seater de luxe, full equipment, perfect order, almost new appearance, tax paid, £155. 109 Goldhurst Terrace, Hampstead, N.W. 4. 612-881

**SINGER**, June, 1923, de luxe, 4-seater, self-starter, tax paid for year, ready for immediate use, smart throughout, £145. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 611-99

**SINGER**, 1924, model de luxe, 4-seater, self-starter, tax paid for year, well equipped, smart and ready for use, £180. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 611-100

**SINGER** 1924 de luxe 4-seater, mileage very low, £185. Grimes, 24 Bruton Place, W. 1. Mayfair 4792. 611-189

**SINGER**, 1925, exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey, lighting, starter, Bedford cord, 5 detachables, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2432. 611-843

**SINGER** coupe, upholstered Bedford cord (as new), 2 original tyres, starter, lighting set, excellent condition, little used, £140. The Eastgate Garage, Lewes. 611-4735

**SINGER**, 1915, 2-seater, good condition, licensed to September, £80 or near offer; seen by appointment. Lennard, The Grange, Motttingham, S.E. 9. 612-4424

**SINGER**, 1923, 4-seater, tax paid, mileage only 4,000, perfect condition, £155. Lookers, Ltd., Manchester. 611-842

**SINGER**, 1921, 2-seater, in exceptionally nice condition, taxed December, dynamo and starter, 5 good tyres, bargain, 85 guineas. Empire Motors, 325 High Rd., Chiswick, W. 4. Phone 303. 611-678

**SINGER**, 1921 coupe, self-starter, 5 lamps, owned by a lady, as new, 78 guineas. 31 Hydethorpe Rd., Balmham. 611-180

**STANDARDS**, Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. 611-300

**SINGER** 10, 1917, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, hood, paint and upholstery, very good, in first-class mechanical condition, exceptionally fast, smart and reliable, open to any examination willingly, £65; choice of 4; extended terms. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 611-158

**SINGER**, 1924, 10hp, 2-seater de luxe, starter, speedometer, etc., very good condition, £175. Newnam Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 611-717

**SINGER** 1921 10hp 2-seater, dickey, excellent order, £85. Bartlett's, 93 Gt. Portland St. 611-151

**SINGER**, 10hp, standard model, spare wheel, aluminium bonnet, dickey, £40. Maude's, 100 Great Portland St., London. 611-808

**SINGER**, 1921, 10hp sports model, self-starter, good tyres, spare wheel, condition as new, £83. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 611-67

**SINGER**, saloon coupe, 1916-17, 10hp, upholstered Bedford cord, electric lighting, dickey, excellent condition, £48; exchanges, terms. 63 Solon Rd., Brixton. 611-6156

**SINGER**, 1914, 10hp, 2-seater, dickey, 3 speeds, reverse, new radiator and hood, 5 Sankey detachables, electric lighting, excellent condition, £38; exchanges, terms. 63 Solon Rd., Brixton. 611-6157

**SINGER**. Three very good cars for sale at moderate prices.

1923 Singer de luxe, blue 2-seater with double dickey seat, all-weather fittings, clock, speedometer, electric and bulb horns, starter, etc., tax paid for 1924, guaranteed perfect, £165; exchange or payments. Another finished grey, without de luxe fittings, £145; terms or exchanges against this. Also Coventry-Premier, 1922, 8hp, water-cooled, dynamo lighting, self-starter, double dickey seat, licensed for 1924, £90; exchange or extended payments. Frank Whitworth, Ltd., Singer Wholesale and Retail County Agents, New St., Birmingham. 611-802

**STANDARD** 9.5hp 2-seater, dickey, all-weather, 1920, long wheelbase, starter, clock, speedometer, little used, £120; exchanges, instalments. Ashby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Phone, Victoria 3433. 611-85

**STANDARD**, Moores Presto, Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. 611-756

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**STANDARD**, 1923, 9.5, 2-seater, with double dickey, lighting, starting clock, speedometer, and licensed, very nice condition, £165. Chinery, J. Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. 611-200

**STANDARD** 1915 9.5 2-seater and dickey, always owner-driven, tax paid, engine and body (grey) in excellent condition, Brolt lighting speedometer, 5 wheels and tyres (4 nearly new), used mostly week-ends, 100-150 miles, £85; seen by appointment, Richards, Ltd., 12 Spring St., Paddington, W. 611-6146

**STANDARD** 2-seater, dickey, 19-20, dynamo, electric horn, clock, speedometer, side curtains etc., perfect, smart, sorry sell, £120, appointment. Rayner, 9 Pyrland Rd., N. 611-6131

**STANDARD** 2-seater, exceptional condition, £70. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deane-gate, Manchester. 611-47

**STANDARD** 9.5hp 1914 2-seater, dickey, engine just overhauled at a cost of £20, except £55, tax paid. Bassett, High St., Doncaster. 611-4991

**STANDARD**, 1924, Nile-blue finish, 4-seater, fully licensed, £195 cash, or £48 15s. down and 12 payments of £12 16s., with option of a special rebate; also another at £205, cash or on deferred payments. Motorcycle exchanges, Lamb's, Ltd., opposite Hove St. Station, Walthamstow; 387 Euston Rd., N.W.; 50 High Rd., Wood Green. 611-813

**STANDARD** 1924 11.4hp 4-seater, tax paid, £195. Bartlett's, 93 Gt. Portland St. 611-150

**STANDARD**, 1924, 11.4, 4-seater, very small mileage, practically new, tax paid, £190. Below.

**STANDARD**, 1923, 11.4, all-weather 2-seater, starter, as new, £176. Lionel H. Pugh, 9 South Molton St., W. 1. Mayfair 4433. 611-161

**STANDARD**, 1924, 11.4hp, 4-seater, very small mileage, year's tax, £195. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 611-721

**STELLITE**, 1919, No. 1,369, 2-seater, overhauled and repainted green, licensed to end of year, electric lighting, £100. Stevenson's Garage, Tunbridge Wells. Tel. 425. 611-160

**SWIFTS**, Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. 611-301

**SWIFT**, Moores Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. 611-755

**SWIFT**, 1924, 10hp, 2-seater, sunk dickey, dynamo, clock, speedometer, self-starter, all-weather equipment, licensed, new condition, 172 guineas; exchanges or deferred. 175 Gt. Portland St., W. Mayfair 4027. 611-140

**SWIFT**, 1921, 2-seater and dickey, lighting and starting, exceptionally good condition, 9.5hp, tax paid, bargain, £125; exchanges arranged. Rhind and Co., Station Garage, Queen's Rd. (corner of Oldham Rd.), Manchester. 611-462

**TALBOTS**, Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. 611-302

**TALBOT**, 1923, 8-18, 2-seater, with dickey, side curtains, etc., bargain price, Stanford and Gray, Ltd., Regent House, Regent St., W. 1. Mayfair 518. 611-890

**TALBOT**, 1923, 10-23, 4-seater, lighting, starter, overhauled, 225 guineas. Smith and Hunter, 90 Gt. Portland St., Phone, Museum 8136. 611-860

**TALBOT** 1923 2-seater, 8-18hp, £165, or terms. Buntlings Exchange and Mart, Wealdstone, Middlesex. 611-78

**TALBOT**, 1923, 8-18 2-seater, Hartfords, £165. Stretton and Smith, 12 Woodstock St., Oxford St., London. 611-75

**TALBOT** 1924 10-23 4-seater, all-weather equipment, clock, speedometer, year's licence, superb order, 275 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 611-137

**TALBOT**, 1923, 2-seater coupe with dickey, dynamo and starter, fully licensed, in new condition, £215. Exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 611-123

**TAMPLIN** 1922 8hp 2-seater (side-by-side), 3-speed and reverse, dynamo, splendid condition, 57 guineas. Exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 4027. 611-138

**TAMPLIN**, 1923, 2-seater, side-by-side, 8hp J.A.P., 3 speeds and reverse, electric lighting, year's tax, as new, mileage under 3,000, cost £156, £52, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 611-470

**TAMPLIN**, 1923, absolutely perfect, taxed, any trial, examination, 65 per gallon, £63. Mayno, 11 Henry St., St. John's Wood. 611-4990

**T.B.**, 1920, 8hp, 3-wheeler, 3-speed and reverse, clock, speedometer, licensed, splendid order, 48 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 611-141

**WOLSELEY**, Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. 611-303

**WOLSELEY-STELLITE** 2-seater and dickey, overhauled, and very nice condition, bargain, £62 10s. Rhind and Co., Station Garage, Queen's Rd. (corner of Oldham Rd.), Manchester. 611-465

**WOLSELEY** 7, 1923, lighting, starter, taxed, beautiful condition, £130. Below.

**WOLSELEY** 10, 1923, 2-seater, fullest equipment, perfect throughout, £195. Smith and Hunter, 90 Gt. Portland St., Phone, Museum 8136. 611-858

**WOLSELEY** 1924 10hp model de luxe, new, but slightly showroom soiled, £259 15s., usual price £325, a rare bargain, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 611-3914

**WOLSELEY** 1923 10hp de luxe 2-seater and dickey, starting and lighting, new condition throughout, tax paid for the year, 190 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 611-827

**WOLSELEY** 2-seater, 7hp, lighting and starter, tax paid, in beautiful condition, 1923 model, a real bargain, £155. Telephone Motors, 15t Allop Pl., Baker St. Station. Phone, Langham 1307. 611-87

**WOLSELEY** 10hp 2-seater de luxe, 1922-23, starter, dickey, speedometer, clock, lively condition, £175. Ashby, 162 Grosvenor Rd., S.W. Phone, Victoria 3433. 611-86

"MOTOR REPAIR WORK." How to carry out your own repairs at home.  
1s. 9d. net. 1s. 11d. post free.



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**WOLSELEY**, 197 guineas, 1924 model, 10hp, 2-seater de luxe, tax paid, new condition throughout, mileage negligible; extended payments and exchanges. White and Mears, 9a Brick St., Piccadilly. 'Phone, Grosvenor 1804. 611-68

**WOLSELEY**, 1923, 10hp, 2-seater, sunk dicker, dynamo, all-weather equipment, splendid order, 155 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 611-142

**WOLSELEY**, 1923, 10hp, 2-seater, with double dickey, starter, lighting, clock, speedometer, taxed, condition like new, £215. Newham Motor Co., 245 Hammersmith Rd., London, W.6. 'Phone, Hammersmith 1325. 611-714

**LE ZEBRE** 1921 8hp 2-seater, 4-cylinder, self-starter, spare wheel, dynamo lighting, 4-speed and reverse, appearance as new, mechanically sound, £83. G. R. Naylor, 406 Garratt Lane, Epsfield, S.W.18. 611-65

**LE ZEBRE**, 1922, brand-new, chummy 4-seater, £145; 1922 2-seater, £125; 1921 2-seater, dynamo and starter, £65; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 611-126

**LE ZEBRE**, half list price, brand new, 8hp chassis, 4 cylinders, 4-speed, 1. and a, 5 wire wheels and tyres, lamps, tools, etc., £95; or with 2-seater body complete, £135. All spares stocked. Bean and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. Hammersmith 1177. 611-682

## SPARE PARTS FOR LIGHT CARS.

**A.V.** spares and repairs. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 612-886

**G.N.** spares. Every part in stock; trade supplied; overhauls and tuning; results guaranteed. Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 'Phone, Headingley 480. Wire, 'Trubie, Leeds. 613-562

**G.N.s.** Southern Service Agents. All spares stocked. Expert G.N. mechanics. A number of good second-hand G.N.s. for sale. The Eastgate Garage and Works, Lewes. 613-a737

**MORGAN** spares. The Stevenage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price, plus carriage. Repairs and overhauls carried out by experts. Write, wire or 'phone your requirements. Prompt attention given. 'Phone, Stevenage 53. zzz-599

**RICHARDSON** spare parts in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 613-c414

**RICHARDSON** light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. zzz-358

**ZEBRE**. All spares can be obtained from Knight, 63 Regent St., London W. 614-1568

**LONDON** Morgan Service Depot. The only firm officially appointed as a service depot in London by the Morgan Motor Co. Every spare part in stock; overhauls a speciality. Homa's, 243 Lower Clapton Rd., N.E. 'Phone, Dalston 2408. 611-854

**DEEMSTER** spare parts. We can supply any spare parts for any model from stock. Elephant Motors, Ltd., Elephant House, 97-101 Newington Causeway, S.E.1. Telephone, Hop 3161-2. 611-870

**MORGAN** Spare Parts Depot. Spares for all models from stock; list free. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. 'Phone, Avenue 5548. 611-70

## NEW LIGHT CARS AND CYCLECARS

**A.B.C.**, 4-seater demonstration car, as new, unlicensed; best offers. Webb, Bradford St., Walsall. 611-3

**A.B.C.** Cambridge Service Motor Co., Ltd., Cambridgeshire Agents and Spare Parts Stockists, Hobson St., Cambridge. 612-b570

**A.C.** cars. Calthness and Co., Ltd., the leading A.C. agents and specialists, can give immediate delivery of the new 1925 models at the new reduced prices. 4-cylinder models from £275. Our terms for extended payments and part exchanges cannot be beaten. Calthness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 611-113

**A.C.** Gordon Watney and Co., Ltd. (West End Agents). All models in stock from £275. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. 'Phone, Mayfair 2965-2966. zzz-659

**A.C. G. L. Francis** and Co., authorized agents for A.C. cars, can give immediate delivery of all models from £275; exchanges and deferred payments, 110 Gt. Portland St., W.1. 'Phone, Museum 6231. 611-166

**A.C.**, 1925 models, now available for immediate delivery at reduced prices. All models in stock. Second-hand cars taken at top allowances in part payment; exchanges arranged in any part of the country; deferred terms if desired. Newham Motor Co., 245 Hammersmith Rd., London, W.6. 'Phone, Hammersmith 80. 611-705

**A.C.**, 12hp. Try the authorized agents for immediate delivery. Jackson's Garage, Guildford. 'Phone 345. zzz-206

**AUTOVEYORS, LTD.** (Authorized Agents), offer immediate delivery all models; deferred terms to suit customers. 84 Victoria St., Westminster, E.W.1. zzz-92

**ALVIS**. Dobnam, Atherstone Mews, Gloucester Rd Station. Ken. 2917. zzz-855

**AMILCAR** concessionaire. Spares and repair services. Vernon Balls, 25 High St., Fulham. Putney 1995. 616-g558

**ARIEL** 10, 4-cylinder, 4-seater, £198; de luxe, £210, in stock; tax £9, right-hand control, 45 m.p.g.; your car or motorcycle part payment; extended terms arranged; spare parts stocked for all Ariels from 1899 models. Ariel Motors and General Repairs, Ltd., Service Depot, 320-2 Camberwell New Rd., S.E.5. Hours 8 to 7, Saturdays included. zzz-271

**ARIEL**. Sole agents for Bournemouth and district. Primavesi, Maulslover and Co., 204 Holdenhurst Rd., Bournemouth. 'Phone 2893. zzz-771

**ARIEL**, 10hp, 1924, 4-cylinder 4-seater models, £198; de luxe models, £210; early delivery. Second-hand motorcycles, combinations or light cars taken in part payment and treated as first payment down, the remainder at your convenience. Wauchope's, 9 Shoe Lane, Fleet St., E.C.4. 613-501

## NEW LIGHT CARS AND CYCLECARS (continued).

**ARIEL** 10, new 4-cylinder models, prices £198 and £210. Demonstrations arranged by main London distributing agents. Black and Finch, 222 Gt. Portland St., W.1. 'Phone, Museum 2271. 611-703

**ARIEL**. North London agents. Exchanges. Deferred payments. Jones Garage, Muswell Hill, N.10. 'Phone, Hornsey 2917. zzz-206

**ARIEL** 10. Try Jackson's Garage, Guildford, authorized agent, for earliest deliveries. zzz-849

**AUSTIN**. Gordon Watney and Co., Ltd. (Authorized Agents). Earliest delivery of all models. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. 'Phone, Mayfair 2965-2966. zzz-660

**AUSTINS**, 7hp, latest models, all-weather, £165; on extended payments; prompt deliveries. Taylors, Ltd., 49-53 Sussex Pl., South Kensington Station. 'Phone, Kensington 8558. zzz-321

**AUSTIN**. Rootes, Ltd., distributors and specialists. 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W.1. Telephone, Mayfair 1676-7. Maidstone, Dorling zzz-606

**AUSTIN** 7. Immediate delivery can be given of this wonderful little car, 4-cylinder engine, 4-wheel brakes, very complete equipment, price £165. Car Mart, Ltd., 46-50 Park Lane, W.1. 297-9 Euston Rd., N.W.1, 175 Piccadilly, W. 'Phones, Grosvenor 1620. Museum 2000. Regent 2612. zzz-433

**AUSTIN**. Weybridge Automobiles, Ltd., Austin specialists, can give immediate delivery of Austin Seven cars; demonstration car available; deferred payments and exchanges arranged. York Rd., Weybridge. 'Phone 236. zzz-40

**AUSTIN** 7 for immediate delivery, £165; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-566

**AUSTIN**, 7hp. All models for immediate delivery. Jackson's Garage, Guildford. 'Phone 345. zzz-208

**AUSTIN** 7. Immediate deliveries. We are the authorized agents for this splendid car, 4-cylinder water-cooled engine, 4-wheel brakes, electric lighting and starter, full equipment, £165; tuition free. Smith Motors, High Rd., Goodmayes, Essex. 'Phone, Ilford 1082. zzz-570

**AUSTIN** cars, 7hp. Earliest delivery of all models. Exchange, cash or deferred terms. Saunders Garage, Golders Green. Speedwell 2401. zzz-556

**AUSTIN**. A. P. Rey for Austin Sevens; extended terms and exchanges. A. P. Rey, 378-384 Euston Rd. Museum 7600. 611-107

**AUSTIN** 7. Immediate delivery of 1924 models. Gradual payments; exchanges; free tuition. Authorized agents. Godfrey's, Ltd., 366-368 Euston Rd., N.W.1. 'Phone, Museum 3401. zzz-339

**AUSTIN** 7, immediate deliveries. Cars or motorcycles taken in part payment. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 611-458

**AUSTIN**. Smith and Hunter, agents. Immediate delivery 7hp models; write for exceptional terms of purchase spread over long periods; motorcycles in part payment; liberal allowances. 90 Gt. Portland St. 'Phone, Museum 8136. 611-862

**AUSTINS**. Stretton and Smith's after-sales service on Austin cars keeps you satisfied always. Authorized agents; exceptional exchange terms and deferred payments arranged. 12 Woodstock St., Oxford St., London. Mayfair 5129. 611-72

**AUSTIN** official agents. 7hp, immediate delivery, any model supplied; exchanges, extended payments, distance in object. Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2230. 611-829

**AUSTINS**, Sevens. Immediate delivery ex actual stock, £165; exchanges or deferred terms. Maude's, 100 Gt. Portland St., London, W. 611-810

**AUSTIN**. Immediate delivery, 7hp, electric starter, £165; exchanges; deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 611-45

**HAYLISS THOMAS** light car. The quality car at a competitive price. Prices from £225. B. S. Marshall, Ltd., 17a Hanover Sq., W.1. zzz-868

**CALCOTT**, 10.5, 2-seater, £265; chummy model, £285. Ratcliffe Bros., 200 Gt. Portland St., W., and Frinton-on-Sea. zzz-20

**CALCOTT**, 1924, 2-seater, in stock, immediate delivery; exchanges; deferred terms, £265. 'Telo., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-262

**CALTHORPE**. Moores Presto, Croydon agents Calthorpe cars. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. 'Phone 2624. zzz-751

**CITROEN** for reliability.

**CITROEN** for hard work and hard wear.

**CITROEN** for economy combined with power and ample body space.

**CITROEN** cars complete from £160; immediate deliveries.

**CITROEN** service and satisfaction. Exchanges and deferred payments arranged.

The Leighton Garage, Princess Mews, Belsize Crescent, Hampstead. 'Phone, Hampstead 1365. zzz-860

**CITROEN**. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. 'Phone 345. zzz-207

**CITROEN**. F.O.C.I. Ltd., Authorized Agents. Buy from us at new reduced prices; immediate delivery; exchanges and deferred terms; real service after sale. 5 Heath St., Hampstead (near Tube). 'Phone, Hampstead 3752. 611-698

**CITROEN**. Autocars, Ltd., authorized agents. Exchanges and deferred terms. 15 Woodstock St., London, W.1. Mayfair 2631. Service Station, Christchurch St., Chelsea. zzz-582

**CITROEN** 2-seaters, £160, immediate deliveries. Cars and motorcycles taken in part payment. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 611-459

**CITROEN**. Smith and Hunter, Agents. Write for exceptional terms of purchase spread over long periods. Liberal allowances in exchange. 90 Gt. Portland St. 'Phone, Museum 8136. 611-863

**CITROEN**. Mears and Bishop, official agents. Immediate delivery of all models; exchanges and deferred payments a speciality. Let us quote you. 225a Hammersmith Rd., W.6. Hammersmith 2230. 611-830



## NEW LIGHT CARS AND CYCLECARS

(continued).

**CLULEYS.** Prompt delivery of all models from Holloway's, Authorized Agents, Shoreham-by-Sea. zzz-318

**CLULEY.**

Smith and Hunter, London Agents, can supply from stock 2-seater, £250, 4-seater, £270. Write for Cluley Book Liberal allowances in exchange and simple deferred terms. 93 Great Portland St. Phone, Museum 8136. 611-864

**CLYNO.** 1924, 2-seater, from stock, £198 The North Wales Motor Exchange, Wrexham. Phone 283 zzz-699

**CLYNO.** Bablake Garage offer immediate delivery of Clyno Occasional Four and delivery van. Queen Victoria Rd., Coventry. 121-467

**CLYNO.** Autocars, Ltd., authorized agents. Full particulars on request. Exchanges and deferred terms. 15 Woodstock St., London, W. Mayfair 2631. Service Station, Christchurch St., Chelsea. zzz-583

**CLYNO.**

**As**  
Sole London distributors  
Of the Clyno car.

We have on view all models for immediate or early delivery. Full market value allowed for your present car in part exchange. Balance spread over 12 or 18 months; interest charged on balance only. Full service after purchase.

Large service depot for Clyno cars exclusively.

Mebos and Madox (Established 1893). The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2230. 611-52

**CLYNO.** Sole district agents for this popular-priced car. Immediate delivery £198 model; exchanges, Naude's, 40 City Rd., Cardiff, and Walsall Garage, Walsall. 611-809

**CROUCH.**

B. S. Marshall, Ltd., sole agents for London. Unequalled for performance and appearance. All models fitted with the famous 11.9hp Anzani engine, price £295. 17a Hanover Sq., W. 1. zzz-175

**ERIC CAMPUELL.** 8.20hp. "The yacht of the road." Chummy models and 4-seater cars for immediate delivery. The wonder of 1924. Any trial run or demonstration given with pleasure. Chummy, £195; cash, exchange or deferred terms. Ormond Motor Co., York St., Jermyn St., Piccadilly, S.W.1. Regent 4164. zzz-889

**GIBBONS.** 7hp, £90; 4½hp, £70; send for list Gibbons, Chadwell Heath, Essex. Phone, Ilford 145. 611-98

**G.N.** new 4-cylinder Anzani-engined models, demonstrations arranged, prices: two-seater £198 and 4-cylinder £250; specially fast sports model, £280. London concessionaires, Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 611-704

**C.W.K. cars.** We are sole London and Home Counties distributors for this car, early delivery; exchanges and deferred payments. Ring, Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C.2. 611-849

**GWYNNE B.** Immediate delivery, 4-seater model, £255. Alderton, Relgate, Surrey. Phone 154. 611-145

**GWYNNE B.** We invite you to inspect the new 4-seater. Demonstrations daily or by appointment. Phone, Sydenham 2432. A fully equipped and remarkably efficient car. Liberal exchanges and deferred payments. Titjen and Hillier, sole agents for London, S.E., 110 Woodvale, Honor Oak, S.E. 23. 611-185

**GWYNNE B.**

Winner of "Daily Chronicle" 250-guinea cup and the gold medal in R.A.C. 1,000-mile Trial. Call and see the actual car and inspect latest models. Cars taken in part exchange and deferred terms arranged. Chinery, Gwynne Specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140. zzz-441

**GWYNNE.** Autocars, Ltd., district distributors. New models in stock. Part exchanges and deferred terms. 15 Woodstock St., London, W. Mayfair 2631. Service Station, Christchurch St., Chelsea. zzz-581

**GWYNNE B.** 1924 models in stock, de luxe touring car, shop-soled, £225; deferred terms. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 611-822

**HORSTMAN.** 1924 models now available.

**HORSTMAN.** The new 12-30 and 9-20 Horstman cars will repay your inspection. Types and prices below.

**HORSTMAN.** An entirely new model. 9-20hp, Popular 4-seater, fully equipped, £240.

**HORSTMAN.** 12-30hp Anzani-engined, de luxe 4-seater, all-weather type, the car for the connoisseur, £325.

**HORSTMAN.** 2-seater de luxe, as above, £315.

**HORSTMAN.** standard sports, £350.

**HORSTMAN.** super sports, Brooklands model, which has been so successful during the past season, £500.

**HORSTMAN.** coupe de luxe, £395.

We are the sole London and district agents. Call and inspect. Exchanges and deferred payments arranged. Edwards and Parry, Horstman Service Depot, 4 Blenheim St., Bond St. Mayfair 2666. zzz-365

**HUMBER.** £250, 8hp, 2-seater, and chummy model, immediate delivery. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-19

**HUMBER B.** 2-3-seater, electric lighting and starter, spare wheel and tyre, adequate all-weather equipment, immediate delivery, price £250. Car Mart, Ltd., 46-50 Park Lane, W.; 297-9 Euston Rd., N.W. 1; 173 Piccadilly, W. Phones, Grosvenor 1620, Museum 2000, Regent 2612. zzz-434

**JOWETT.** Lovatts for Jowetts. Buy yours from a firm that specializes in Jowetts; 4-seater in stock, immediate delivery. If it is spares or repairs you require, try us. Phone, Mitcham 1597. Lovatt, Jowett House, Streatham Rd., Mitcham. 611-168

**JOWETT cars.** Main agents. 1924 models in stock at new prices. Two-seater £168, 4-seater £192, starter £10 extra. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-495

**JOWETT.**

Gordon Watney and Co., Ltd. (West End Agents).

All models in stock.

We specialize in part exchanges and deferred terms.

31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-661

## NEW LIGHT CARS AND CYCLECARS

(continued).

**JOWETT.** Cash, exchange, instalments, or credit. 2-seater, £168; 4-seater, £192. The car of economy and reliability. We insure you against undue depreciation. Write for particulars. Immediate or early delivery, with genuine after-sale service. Sole S.W. 1 agents, Brown, Ltd., 17 Buckingham Palace Rd. zzz-7c

**JOWETTS.** Jowetts. Jowetts. Buy yours from the largest dealers, quickest deliveries, cash, terms, exchanges. Retail sales anywhere. Garage, repairs, overhauls. Bodywork for any car, moderate charges. London's largest Jowett service station. Westminster Bridge Garage, 2 Lambeth Palace Rd. Hop 5279. zzz-612

**JOWETT** light cars. Place your order now, delivery in strict rotation. S. H. Newsome and Co., Walsgrave Rd., Coventry. zzz-635

**JOWETT.** A. P. Rey for Jowetts; extended terms and exchanges. A. F. Rey, 378-384 Euston Rd., Museum 7600. 611-110

**JOWETT.** F.O.C.H., Ltd. Jowett, F.O.C.H., Ltd.

F.O.C.H., Ltd., the Jowett centre, can supply direct from stock and give real service after sale.

F.O.C.H., Ltd., for easy payments and exchanges. Retail sales anywhere. Tuition free. London service station.

F.O.C.H., Ltd., is easy of access, being quite near Hampstead Tube Station. Business hours, 9-7, including Saturdays.

F.O.C.H., Ltd., 5 Heath St., Hampstead. Phone, Hampstead 3752. 611-691

**JOWETT.** Distributing agency for Lancashire. Tel., 4978 Cent. Saxon Jeffries, 253 Deansgate, and 27 Lower Mosley St., Manchester. Instalments and exchanges. All models in stock. 613-311

**JOWETT.** Immediate delivery now possible from Kinsey's, of Croydon, so why go elsewhere? A Jowett from Kinsey's will cost you less, if you attach value to really good service. Retail sales anywhere. Write for literature now. Kinsey's, of Croydon 350-352 Lower Addiscombe Rd. Telephone, Addiscombe 1129. zzz-789

**LACONDA** latest models. Best allowances for motorcycles, Morgans, light cars; balance by deferred payments. Halifax Motor Exchange, Horton St., Halifax. zzz-886

**LACONDA'S.** All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-210

**LACONDA.**

Smith and Hunter, Wholesale Agents. Demonstrations any time. Deferred terms over long periods. Liberal allowances in exchange. 90 Gt. Portland St. Phone, Museum 8136. 611-865

**LACONDA'S.** Stretton and Smith, London's leading authorized distributors. All models continually in stock.

Highest prices for second-hand Lacondas in part payment. Stretton and Smith, 12 Woodstock St., Oxford St., London. Mayfair 3129. 611-71

**LACONDA** car, now, at bargain price, 1924, KK 2-seater model, as makers' specifications and carrying makers' 12 months' guarantee, list price £250, our price £250, deferred terms and exchange. Mebos and Mebos (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2230. 611-54

**LEA-FRANCIS.** Sole agents for Bournemouth and district. Primrose, Maulererer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-773

**LEA-FRANCIS.** 10hp, the light car of refinement; 2-seater and Chummy models in stock, £250. Instalments and exchanges. Saxon Jeffries, 253 Deansgate, and 27 Lower Mosley St., Manchester. 613-312

**LEA-FRANCIS.** Gordon Watney and Co., Ltd., Authorized agents for Lea-Francis cars. Your present car taken in part exchange and highest possible market value allowed; special deferred terms arranged for long periods; continuous service after sale and free tuition. 31 Brook St., London, W. 1. Phone, Mayfair 2966. zzz-971

**LEA-FRANCIS.**

B. S. Marshall, Ltd., the well-known agents, invite you to call, see and try them at 17a Hanover Sq., W. 1. zzz-176

**MATCHLESS.** 1924 model, 5-seater light cars; demonstrations and full details with pleasure. The Agent, Sam E. Clapham (Motors), 27 Stockwell St., Greenwich. Phone 751. 611-727

**MATHIS.** Sole agents for Bournemouth and district. Primrose, Maulererer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-774

**MORGAN.** A. P. Rey for Morgans; extended terms and exchanges. A. P. Rey, 378-384 Euston Rd., Museum 7600. 611-108

**MORGANS.** 1924 models for early delivery. Your second-hand motorcycle taken as part payment should extended payment be required. Your old machine treated as first payment down, remainder in equal monthly payments. Standard air-cooled 8hp J.A.P. or 10hp Blackburne engine, £110; de luxe, £130; Family, £135; Grand Prix, with 8hp J.A.P. or 10hp Blackburne engine, £138; de luxe, water-cooled, £140; Family, water-cooled, £144; electric lights free; M.A.G. water-cooled engine £5 extra; Anzani, water-cooled, overhead-valve engine, with aluminium pistons and oil pump, £5 extra. Tuition free. Phone Central 5168. Wauchope's, 9 Shoe Lane, Fleet St., London. zzz-167

**MORGANS.** Hall, Morgan Service Depot, 91 St. Peter's St., St. Albans. Prompt deliveries of any model. Spare part stockist; write for catalogue. zzz-836

**MORGANS.** Sole agents for Bournemouth and district. Primrose, Maulererer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-775

**MORGAN.** 1924, G.P., Anzani engine, dynamo lighting, speedometer, just received from works, immediate delivery. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. 611-91

**MORGANS.** 1924. As the largest agents for this make of popular car, we are in a position to give best deliveries and fullest after sales service. Below.

**MORGAN.** Official appointed London spare part and repair depot. Below.

Maudes', the largest Morgan dealers, welcome your inquiries on a cash, exchange or easy payment basis. Below.  
Maudes' Motor Mart, 100 Gt. Portland St., London. Telephone, Museum 7676. 100 Paris St., Exeter. Telephone 935. 108 Prince of Wales Rd., Norwich. Telephone 998. 7 Wolverhampton St., Walsall. Telephone 444. 611-810

**NEW CADENS.** brand new, for £27 10s. down, balance by monthly instalments to suit your pocket; trial run by arrangement. Exchanges arranged. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 611-836



## NEW LIGHT CARS AND CYCLECARS

(continued).

**PALLADIUM**, immediate delivery, 12hp Victory model, 4 wheel brakes, Kent Agents, A. Lelett, Junr. and Co., Ltd., Dornberg Rd., Blackheath, 617-155

**RENAULT**, 8hp. Sole agents for Bournemouth and district, Primavera, Maulerere and Co., 204 Holdenhurst Rd., Bournemouth, Phone, 2893, zzz-252

**RENAULT** distributors and exchange specialists Mebes and Mebes (Est. 1893) have on view and for early delivery the famous 8.3hp model, clover-leaf, with front-wheel brakes, list price £250; also early delivery of all other models; your present car will be taken in part exchange at full market value and the balance can be spread over 12 or 18 months; interest on balance only. 144 Gt. Portland St., W.1. Phone, Langham 2230. 611-55

**RENAULT** F.A.C.H. Ltd., Authorized Agents. Buy from us at new reduced prices; early delivery of all models; exchanges and deferred terms; real service after sale. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 611-695

**RENAULT** B. Immediate delivery of all 1924 models. Gradual payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366-368 Euston Rd., N.W. 1. Phone, Museum 3401. zzz-340

**RHODE**. As Sole London and Home Counties distributors of the Rhode car, We have all models on view for immediate delivery. Full market value allowed for your present car in part exchange, Balance spread over 12 or 18 months; interest charged on balance only. Full service after purchase. Large service depot for Rhode cars exclusively. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2230. 611-53

**RILEY** cars. Immediate delivery of all models, exchanges, deferred payments. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 611-723

**RILEY-WEYMAN**, £460; and other special models. Lewes Motor Works, Sussex. 615-941

**ROVER**, Eight, Lovett's, Ltd., Direct Agents. 1924 models in stock. Free tuition. Exchanges and divided payments arranged. 418 Romford Rd., Forest Gate, E., and 61 Holborn Viaduct, E.C. 611-300

**ROVER**. Get your Rover from the North Essex agents, F. A. Bloomfield, Braintree. Phone 5. New 8hp 4-cylinder demonstration model in stock; also all 8hp models. 611-709

**ROVER** 8hp 1924 models, best exchange terms; deferred payments; early delivery. Authorized agents, Eagles and Co., 275 High St., Acton, London. zzz-671

**ROVER**, 8hp, long chassis models, 2 and 4-seaters, £160; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-24

**ROVER** 9hp. Immediate delivery from stock of new 9hp 4-cylinder 4-seater, with starter, at £192 10s. Liberal exchange and deferred terms, full service. Moon and Porter, Ltd., 159-161 Castelnau, S.W.13. Hammersmith 1177. 611-680

**ROVER**, A. P. Roy for Rovers. Immediate delivery 4-seater, 8hp, with starter, £172; extended terms and exchanges. A. P. Roy, 578-584 Euston Rd., Museum 7600. 611-109

**ROVER** 9, 4-cylinder, with starter, delivery from stock, £192. Official agents. Oxford and Sons, Ltd., 94 Gloucester Place, S.W. 7. zzz-903

**ROVER**. North London agents. Exchanges, deferred payments. Jones Garage, Mowell Hill, N.10. Phone, Hornsey 2917. zzz-383

**ROVER** 8. Immediate delivery of all 1924 models. Gradual payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366-368 Euston Rd., N.W. 1. Phone, Museum 3401. zzz-338

**ROVER**. The new 4-cylinder Rover. Earliest possible deliveries. Motorcycles, combinations taken as part payment and treated as first payment down, balance spread over a period of 18 months, standard model, £180; de luxe model, £192; self-starter £12 extra. Tuition free. Phone, Central 5168. Wanchope's, 9 Shoe Lane, London. zzz-300

**ROVER**, 8hp, de luxe model, for immediate delivery. Exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C.2. 611-850

**ROVER**. Immediate delivery of 8hp and 9hp models from the authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-41

**ROVER**, 9hp, the new model, just arrived, immediate delivery, £180, also one with self-starter £192, and all 8hp models from £160, cash or very best easy-payment terms, best allowances for cars or motorcycles in exchange. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 611-911

**ROVER** 9, 2 and 4-seaters, in stock for immediate delivery. Exchanges and deferred payments. Newham Motor Co., 245 Hammersmith Rd., London, W. 6. Phone, Hammersmith 80. 611-706

**ROVER** 8, 2 and 4-seaters for immediate delivery. Exchanges and deferred payments. Newham Motor Co., 245 Hammersmith Rd., London, W. 6. Phone, Hammersmith 80. 611-707

**ROVER** 8.7 4-seater, £160. Actually in stock for immediate delivery; deferred payments and service after purchase. Autoveyors, Ltd., 84 Victoria St., S.W.1. zzz-95

**ROVER** 8.7hp 2-seater in stock, £160; deferral terms to suit customer. Autoveyors, Ltd., Authorized Agents, 84 Victoria St., S.W.1. zzz-94

**SALMONSON**, Queen St. Engineering Works, Deal, East Kent, and Thanet, distributors of Salmonson cars; immediate delivery of all models; any car taken in part exchange; deferred terms arranged. Queen St Engineering Works, Deal. Phone, Deal 110. 622-356

**SALMONSON**. Mann and Handover, Ltd., authorized agents for Salmonson cars. 2-seater standard model, £178. Immediate delivery of 2-seater de luxe, lighting, starter, speedometer and clock, £198. Early delivery of all models. Part exchanges and deferred payments to suit your own convenience. 116 Gt. Portland St. Museum 2878. zzz-32

**SALMONSON**, 10hp. Distributors for Warwickshire. Best prices allowed in part exchange. S. H. Newsome and Co., Walsgrave Rd., Coventry. zzz-634

**SALMONSON**. Gordon Watney and Co., Ltd. (London Distributors). All models in stock from £178, and special service after sale. We specialize in part exchanges and deferred terms. 31 Brock St., London, W.1. Phone, Mayfair 2965-2966. zzz-662

**SALMONSON**, brand-new, 1924, de luxe, 2-seater, double dicky, speedometer, clock, starter and lighting, licensed (owner taking 4-seater), price £193. Logdon, Royston, Herts. 611-819

## NEW LIGHT CARS AND CYCLECARS

(continued).

**SCOTT SOCIABLES**. London distributors. All models in stock. Ask for a trial run. "Kinsey's" of Croydon, 550-552 Lower Addiscombe Rd., Phone, Addiscombe 1129. zzz-678

**SCOTT** Sociable makes an appeal to those who want a car but do not want the car's expenses, tax £4, consumption 60 per gallon guaranteed, heaps of luggage room and supreme car comfort for £135. Investigate its possibilities at Welfords, St. James St., Brighton, the Sociable experts and sole distributors for the whole of Sussex. 612-c11

**SINGERS**. Immediate delivery of all models; best prices allowed for cars or motorcycles in part exchange; deferred terms for 12 or 18 months; £250 deposit. Calthwaite and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 611-114

**SINGER** latest models. Best allowances for motorcycles, Morgan's, and light cars. Balance by deferred payments, if required. Halifax Motor Exchange, Horton St., Halifax. zzz-885

**SINGER**, 1924 models, 2-seater, £225; 4-seater, £235; terms cash, or £50 down and balance by arrangement. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-18

**SINGER**. Allen-Bennett Motor Co., Ltd., authorized Singer agents, immediate delivery from stock of 1924 models at reduced prices. Excellent all-weather equipment, 2-seater, Popular, £200; 4-seater Popular, £210; de luxe models, 2-seater £225; 4-seater £235. We shall be pleased to allow you top market value for your present machine in part exchange and arrange deferred payments for the balance over a period of 12 or 18 months. Distance immaterial. 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-686

**SINGER** B. S. Marshall, Ltd., are special agents for Singer cars and can offer immediate deliveries; exchanges and easy terms. 17a Hanover Square, Mayfair 5906. zzz-227

**SINGER**, 10hp. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-212

**SINGER**. Ernest Grimaldi, Ltd. All models for immediate delivery. Second-hand car of any make accepted in part payment. Extended payments arranged in a few hours. Phone, Langham 2933. Call or write. Ernest Grimaldi, Ltd., 87 Gt. Portland St., London, W. 1. zzz-657

**SINGER**. Eagles and Co., authorized agents. 1924 models stocked from £200; deferred payments from £50 down, exceptional allowances for motorcycles, Rover 8s and other cars in part exchange, balance by deferred terms if desired; free tuition on 1924 demonstration car. 275 High St., Acton, London. Phone, Chiswick 556. zzz-901

**SINGER** light cars. Lovett's, Ltd., district agents. 1924 models in stock. Free tuition. Exchanges and divided payments arranged. 418 Romford Rd., Forest Gate, E., and 61 Holborn Viaduct, E.C. zzz-613

**SINGER** cars. Immediate delivery of all model Singers from the Lancashire Singer agents. Popular 2-seater £200. Popular 4-seater, £210. De luxe 2-seater, £225. De Luxe 4-seater, £235. Special scheme of deferred payments to suit purchaser. Colmore Depot, The Big Singer Agents, 62 High St., Leicester. 49 John Bright St., Birmingham. 200 Deansgate, Manchester. zzz-636

**SINGER**. Immediate delivery of all 1924 models. Gradual payments, exchanges, free tuition. Godfrey's, Ltd., 366-368 Euston Rd., N.W. 1. Phone, Museum 3401. zzz-341

**SINGER**. Distributing Agency. Manchester and Cheshire. Saxon Jeffries, 253 Deansgate, and 27 Lower Mosley St., Manchester. Installments and exchanges. All models in stock. 613-313

**SINGER** cars. All models from stock or immediate delivery. We will repurchase at 75 per cent. of list price any time within one year; cash, exchange or instalments. Browne, Ltd., 17 Buckingham Palace Victoria 1983. zzz-437

**SINGERS**. Stretton and Smith's after-sales service on Singer cars keeps you satisfied always. Authorized agents; exceptional exchange terms and deferred payments arranged. 12 Woodstock St., Oxford St., London. Mayfair 3129. 611-73

**SINGER**. Immediate deliveries, 1924 models. 2-seater £225, 4-seater £235; exchanges; deferred payments. Parker's, Ltd., Bradshawgate, Bolton. 611-44

**SINGER** cars, the finest value in the world, available for instant delivery. Two-seater de luxe, £225; 4-seater de luxe, £235; extra for balloon tyres, £6 6s. Delivery arranged in part of the country. Top prices allowed for second-hand cars in part payment. Newham Motor Co., 245 Hammersmith Rd., London, W. 6. Phone, Hammersmith 80 and 1325. 611-709

**SINGER**. Pike and Co., Ltd., Bath Rd., Exeter. Singer car specialists. 1924 models stocked from £200. A ready market for second-hand cars and motorcycles enables us to allow best value for your machine, distance no object. Phone 376. 611-178

**STANDARDS**, actually in stock, 11.4hp 4-seater, price £235; deferred terms and part exchange. Calthwaite and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 611-116

**STANDARD**. Moore's Presto. Croydon agents Standard cars. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-753

**STANDARD** 11.4-seater, in stock, immediate delivery, £255. Tamplin's, King St., Twickenham. Richmond 96. 614-88

**STANDARD** 11.4 cars, 2 and 4-seater actually in stock for immediate delivery. Authorized agents. Exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C. 2. 851

**STANDARDS**. Stretton and Smith's after sales service on Standard cars keeps you satisfied always. Authorized agents. Exceptional exchange terms and deferred payments arranged. 12 Woodstock St., Oxford St., London. Mayfair 3129. 611-74

**STANDARD**. 1924 models. Get in touch with Sam E. Clapham, 27 Stockwell St., Greenwich, S.E.10. 611-728

**STANDARD**, 11hp, 2 and 4-seaters in stock for immediate delivery. Exchanges and deferred payments. Newham Motor Co., 245 Hammersmith Rd., London, W. 6. Phone, Hammersmith 80. 611-708

**STANDARD** 1924 11.4hp models in stock; immediate delivery 2 and 4-seaters, £235, cash or very easy payments; any motorcycle or car taken in part exchange; highest prices allowed; exchanges and easy payments arranged anywhere. Let us quote you. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 611-910

"THE MOTOR MANUAL." The most comprehensive handbook on motoring obtainable.

2s. 6d. net. 2s. 9d. post free.



## NEW LIGHT CARS AND CYCLECARS

(continued).

**STANDARD.** Boon and Porter, Ltd., S.W. London leading Standard agents. Immediate deliveries of 11.4hp 2 and 4-seaters at £235, exceptionally liberal exchange and deferred terms, full service. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. Hammersmith 1177. 611-679

**STANDARD.** Immediate delivery of 11hp model. Jackson's Garage, Guildford. Phone 345. zzz-42

**STANDARD.** actually in stock, 11.4, 4-seater, £235. Telford Garage, 47 Streatham Hill, S.W.2 zzz-866

**STANDARD.** Lancaster Engineering Co., Kingston, Surbiton and Esher. Surrey agents for Standard cars. Earliest delivery 11.4hp models. Liberal allowances for part exchange transactions. Inquiries solicited. Phone, Kingston 85 zzz-904

**STANDARD.** 11hp, 1924, 2 and 4-seater models, £235, early delivery; second-hand motorcycles, combinations or light cars taken in part payment and treated as first payment down, the remainder at your convenience. Wauchop's, 9 Shoe Lane, Fleet St., E.C.4. 613-602

**STANDARD** car, 11.4, 2 and 4-seaters, £235. Arrange a trial run with us, as we can give prompt delivery. Cars taken in part exchange and deferred payments arranged. The Olympia Motor Co., 1 Hammer-smith Rd., Kensington. Phone, Western 4140. zzz-87

**STANDARD.** 11hp, £235, 2 and 4-seaters; exchanges and extended payments. Ariel Motors, 320 Camberwell New Rd., S.E.5. zzz-846

**STANDARD.** B. S. Marshall, Ltd., accredited agents for Standards; earliest deliveries; exchanges and deferred terms. Phone up for a trial run. B. S. Marshall, Ltd., 17a Hanover Sq., Mayfair 6906-7. zzz-228

**STANDARD.** Gordon Watney and Co., Ltd. (Authorized Agents). Earliest delivery of all models.

We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-663

**STANDARD.** The Light Car Co., official agents, can give quick delivery of all models, and will allow you best prices for your second-hand car, the balance on deferred terms if desired. 331 Euston Rd., N.W.1. zzz-128

**STANDARD.** Smith and Hunter, Authorized Agents. Earliest delivery. Catalogues and demonstrations with pleasure. Liberal allowances in exchange and simple deferred terms. 90 Great Portland St., Phone, Museum 8156. 611-866

**STANDARDS!** Standards! Autoveyors, Ltd. (Authorized), can offer immediate delivery of all models; deferred terms arranged. 84 Victoria St., S.W.1. zzz-93

**SWIFT.** 10hp. Reduced in price. All models from the authorized agents. Jackson's Garage, Guildford. Phone 345. zzz-216

**SWIFT.** Moores Presto. Croydon agents Swift cars. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-752

**TALBOT.** Try Jackson's Garage, Guildford, for immediate delivery. Authorized district agent. zzz-209

**TALBOTS.** 8-18, all models in stock. Authorized agents, Northwick Garages, Ltd., 8 Brick St., Piccadilly. Highest allowance for any car in part exchange. Gros 1768. zzz-993

**TALBOT.** We specialize in these famous cars, delivery from stock, generous allowance for present car or motorcycle in part exchange; deferred terms up to 18 months if desired; disregard distance. Mears and Bishop, Talbot Official Agents, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 611-828

**TALBOT.** in stock, 10-23hp, 2 or 4-seater, £350; exchanges, deferred payments. Parker's, Ltd., 246-52 Deansgate, Manchester. 611-45

**TALBOTS.** Cash or deferred. Agents for West Hants and Dorset. Bournemouth Imperial Motors, Ltd., 244 Old Christchurch Rd., Bournemouth. zzz-322

**TAMPLIN** all-aluminium sports models, £150; tourers from £100. Tamplin Motors, Malden Rd., Cheam, Sutton 21. 611-145

**WOLSELEY.** The New Cross Motor Co., authorized dealers for Wolseley cars; early delivery all models, 10hp 2-seater in stock; exchanges or deferred terms arranged. 182 New Cross Rd., S.E.14. zzz-932

**WOLSELEY.** Gordon Watney and Co., Ltd. (Authorized Agents). Immediate delivery of all models. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-664

**WOLSELEY** 10 2-seater, extra special model, Nile Blue, £335, specially upholstered. Tamplin's Showrooms, King St., Twickenham. Phone Richmond 96. 614-89

**WOLSELEY.** J. S. Wood for Wolseley cars. Immediate delivery all models; deferred payments and exchanges. £50 can put you on the road with a new 10hp car. Write or call for full details. Kingway Motor Co., Waldorf House, Catherine St., Aldwych, W.C. 2. Regent 691. 611-818

**WOLSELEY.** 1924 models. Full details with pleasure. Sam. E. Chapman, 27 Stockwell St., Greenwich. 611-729

## MISCELLANEOUS LIGHT CARS AND CYCLECARS

I BUY motorcars for cash.

I SELL motorcars for cash or easy payments

I EXCHANGE motorcars.

DROP me a line or call; we can do business. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Telephone, Kensington 3698. zzz-111

**F.O.C.H., LTD.**, for reliable new and second-hand cars at bargain prices. Exchange and deferred payment specialists. Our name implies our business methods. Fair Offer Car House, Ltd., 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. Hours 9-7, including Saturdays. zzz-269

**THE LIGHT CAR CO.** have the largest stock of guaranteed used cars. Send for list of "Cars for Economical Motoring." Generous exchanges or deferred terms. 331-414 Euston Rd., London, N.W. 611-121

**£135.** Privately owned 3-seater, 1923, starter, speedometer, A.W. dynamo, etc. Phone, mornings, Hammersmith 1864. 611-132

## CARAVAN TRAILERS.

HIRE an Eccles trailer caravan for your holidays. We stock various models for this purpose. Let us know your requirements. The Holiday Caravan Co., Lloyd's Bank Chambers, Carfax, Oxford. 612-v880

## CARS FOR HIRE.

**LIGHT cars.** Drive yourself. Talbot Motor Co., Richmond, Surrey. Telephone, Richmond 1697. 620-m813

**DRIVE yourself.** 2 and 4-seaters, for week-end, week or month; reasonable terms. Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. zzz-594

## ACCUMULATORS.

**ACCUMULATORS** and starter batteries, various makes and sizes to clear at low prices. Smyth, Ltd., 53 Museum St., W.O.1. 611-b196

## BALL AND ROLLER BEARINGS

**UNIVERSAL BALL BEARING REPAIR and MANUFACTURING CO.**, 111, The Grove, Hammersmith, make, supply or repair ball and roller bearings. Established 1907. 617-164

## BODIES.

**GWYNNE** 8 owners. Change your chimney to latest type 4-seater body, double screen, side curtains, fitted to your chassis, painted and trimmed to choice, £35 to £40, complete. Boyce Motor Works, Old Mill Lane, Hammersmith. Telephone, Hammersmith 1721. 617-k235

**COMPTONS** (Coachbuilders), Ltd., specialists in ultra-lightweight coachwork, racing, competition, sports and fast touring bodies; exclusive designs, renovations, alterations, repairs, etc., estimates free. Works, Hershaw, Walton-on-Thames. Phone, Walton 312. London office 42 Berners St., W.1. 616-b177

## BOXES.

**CARDBOARD boxes.** Rigid and collapsible boxes for spares and accessories. Bovington and Son, Worcester. 614-49

## CLOTHING.

**FRED FIRTH**, 269 Broad St., Birmingham, has very special lines in officers' Trench coats, interlined oilskin, check and loose wool-linings, at 42s.; blue naval coats, interlined oilskin, 39s. 6d.; better quality, 50s.; featherweight macks, 25s. 6d.; on approval, carriage paid against remittance. 611-167

## CONSULTING ENGINEERS.

**HUGH P. MCCONNELL**, M.S.A.E., A.M.I.A.E., F.I.M.T., 199 Piccadilly, London. Gerrard 1960; Molesey 8. zzz-386

## DYNAMOS.

**DYNAMO bargains.** Dynamos, etc. C.A.V. 6 v. dynamos, unused, listed at £5 5s., my price £2 10s.; E.B.O. 12 v. 6 amp. dynamos, £2 10s.; 4 1/2 headlamps, 25s. pair; tail lamps, 7s. 6d.; 6 volt, 30 batteries at 27s. 6d.; C.A.V. Douglas Holt, 9 Little Tarnside, Holborn, W.C.1. 611-322

**DYNAMOS**, new Rotax, 12 volts, for cars and motorcycles, £2 15s. each. 33 Flask Walk, Hampstead (back of Hampstead Tube Station). zzz-78

**C.A.V.** 6-volt dynamos, model DE, new, £2 10s. each (listed £6), few only; lighting sets with C.A.V. dynamos, etc., from £8 15s. Smyth, Ltd., 53 Museum St., W.C.1. 611-197

**32s. 6d., Tredelect 6 v. 8 a. dynamos**, light car type, English make, not W.D., guaranteed, approval against cash, carriage 2s. 6d. Bridge Garage, Hinton Rd., Loughborough Junction, S.E.24. 611-80

## EXCHANGES.

**CAR MART, LTD.**, The Premier Exchange Specialists. Send us full particulars of your requirements, or if possible, come yourself. All classes of exchange business undertaken. Car Mart, Ltd., 46-50 Park Lane; 297-9 Euston Rd., N.W.1; 173 Piccadilly W. Phones, Grosvenor 1620; Museum 2000; Regent 2612. zzz-435

**AUTO-AUCTIONS, LTD.**, are prepared to take any make of car or motorcycle in part exchange for either a new or second-hand car. Horsferry Rd., Westminster. S.W.1. Phone, Victoria 5200 zzz-207

**MOORES PRESTO** are open to make full allowance for your present motorcycle or car in part exchange for any make of new car. Deferred payments arranged. North End, Croydon. Phone 2624. zzz-757

**WE** will take your car or motorcycle in part payment for any make. Ariel Motors, 320-2 Camberwell New Rd., S.E.5. zzz-526

**AUTOCARS, LTD.**, agents for Riley, Talbot, Citroen, Palladium and all other makes. We have special facilities for exchange transactions, best prices allowed for used machines and deferred terms entirely to suit customers requirements. Autocars Ltd., 15 Woodstock St., London, W. Mayfair 2631. zzz-254

**BUNTINGS**, of Wealdstone, Middlesex, one of the oldest firms in the country, offer immediate delivery of Rovers, Singers, Jowett, Morans (from stock), etc., and will accept good light cars or motorcycles and pianos in part exchange. Here you may rely on full value allowance and courteous attention no matter where you reside. Phone, Harrow 193. No Sunday business. zzz-270

**EXCHANGES.** To motor owners. Before going elsewhere, consult us re exchange of your old car for your new model. Deferred terms arranged to suit your own requirements. Your second-hand car taken as deposit. Any model, new or second-hand supplied. Agents for all leading makes. The Orinoid Motor Co., York St., Jermyn St., Piccadilly, S.W.1. Regent 4164. zzz-978

**YOUR** present motorcycle or light car taken in exchange for any make of new car, balance payable in cash or in 18 monthly instalments. Top market prices given, distance no object. May we have particulars of the car you have for disposal? Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-384

**ALLEN SIMPSON** specializes in exchanges and deferred terms. Your old car purchased for cash or highest price allowed in part exchange for any make of new or second-hand car. 374 Deansgate, Manchester. Phone, Central 7432. 619-118

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net. 2s. 9d. post free.



## EXCHANGES (continued)

**NORTH** of England. Highest prices allowed for your old car or motorcycle against any new car. Balance by cash or deferred. Also large stock of second-hand cars. Write for lists. Ralston, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. zzz-985

**HALIFAX.** Lagoda and Singer latest models. Exchanges quoted. Deferred payments. Halifax Motor Exchange, Horton St., Halifax. zzz-887

**F.O.C.H., LTD.**, exchange specialists. Highest prices allowed. Deferred payments. 5 Henth St., Hampstead (near Tube). Phone, Hampstead 3752.

**THE LIGHT CAR CO.** will exchange your car for any new or second-hand car, generous allowances. 331-414 Euston Rd., London, N.W. 611-119

**EXCHANGE** of cars. If you have a second-hand car to dispose of we can allow a very high price for it providing that you buy a new one from us. Simply send us written particulars and we will make you a definite allowance offer by post to include delivery and collection to your address; deferred terms if desired; practically any make supplied. Newham Motor Co., 245 Hammersmith Rd., London, W. 6. Phone, Hammersmith 1325 and 80. 611-710

**EXCHANGE** brand-new latest model Singer for second-hand car and cash. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 611-711

**EXCHANGE**, brand-new A.C. 2-seater, as listed £275, for good second-hand car and cash. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 611-712

**EXCHANGE** brand-new 8hp Rover 4-seater for second-hand car or combination. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 611-713

**BUNTING'S** Exchange and Mart, Wealdstone, Middlesex, carry a good stock of cars (3 and 4-wheelers), and are prepared to entertain any exchange proposals for anything useful. 611-79

**PIANOS**, cars and motorcycles taken in exchange for new and second-hand cars; deferred payments. Seabridge, 35 Hansler Rd., East Dulwich. Hours 9-6; no Sunday business. Phone, Sydenham 2452. 611-844

**ABSOLUTELY** the highest prices allowed for your car or motorcycle with cash adjustment, for any make of new or second-hand car; disregard distance. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 611-831

**EXCHANGES.** You will be surprised at our offer for your car or motorcycle in part payment for a new car, balance cash or easy payments, any make taken, any make supplied, we offer highest possible price, arrangements made anywhere in England, Scotland or Wales. Send fullest particulars what you have to exchange and new car required, and we will quote you by return. Call, write or phone. Hammersmith 238. Wilkins, Simpson, opposite Olympia, London. Established over 30 years. 611-913

**CAITHNESS AND CO., LTD.**, Best prices allowed for your present car in part payment for new A.C., Citroën, Singer, Standard, etc. If you are contemplating buying a new car, send us your requirements. Our proposition is sure to interest you. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 611-116

## EXTENDED PAYMENTS.

**HENLY'S** system cannot be beaten. We supply practically any new make of car from one-twelfth down. Send for our new 1924 catalogue. Henly's, 91 155-7 Gt. Portland St., W. Mayfair 4201. zzz-305

**ALWAYS** at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives useful information respecting cars and terms; post free. Win. Whiteley, Ltd., Queen's Rd., W. 2. zzz-3

**LAMB'S, LTD.**, specialize in deferred payments. You deal with them only; no outside financiers. Every account has the option of a special rebate. Lamb's, Ltd., opposite Hine St. Station, Walthamstow; 50 High Rd., Wood Green; 387 Euston Rd., N.W. zzz-534

**GORDON WATNEY AND CO., LTD.**, can supply any make of car on easy terms to suit customers. No guarantors. Cars and motorcycles taken in part exchange. If value of present car exceeds one-fourth deposit we give you balance in cash. 31 Brook St., W. 1. Phone, Mayfair 2966. zzz-571

**THE SERVICE CO.** The house of highest repute for extended payments; established over 30 years; no outside finance; easiest of terms to your convenience; new second-hand, exchange, state requirements. 273 High Holborn, London. zzz-666

**F.O.C.H., LTD.**, supply any make. Exceptionally easy terms. Exchanges arranged. 5 Henth St., Hampstead (near Tube). Phone, Hampstead 3752. 611-692

**THE LIGHT CAR CO.** gives the best terms and takes your old car as deposit. 331-414 Euston Rd., London, N.W. Phone, Museum 3081. 611-120

**ALLEN BENNETT'S** specialize in extended payments, and offer you advantages not generally obtainable. Allen-Bennett's unique system exactly meets your individual needs, gives you the fairest possible terms, and makes due provision for emergencies. Payments can be spread over 18 months. You need not fear "the unexpected" in dealing with Allen-Bennett's. You present car (or motorcycle) in part exchange. Allen-Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon. Croydon 2450. 611-31

**CAITHNESS AND CO., LTD.**, for deferred terms; transactions carried through expeditiously and in the strictest privacy; car can be delivered same day if required. Moderate charges; £50 down. Any make supplied. Part exchanges arranged. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 611-117

## GARAGES.

**CHARING CROSS GARAGE**, Villiers St., Strand Capacity 160 cars. Always open. Running repairs, accessories, etc. Lock-ups to order. Gerrard 1489. zzz-415

**LONDON'S** most central garage, Leicester Square Garage. Day and night service. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C. 2. 611-852

## HOODS AND SCREENS.

**2-SEATER** re-covers, £2 2s. 6d.; improved type all-weather curtains, envelopes. Henry Jones, 778 High Rd., Tottenham, London. zzz-743

**HOODS**, windcreens, side screens, all-weather equipment, envelopes, tonneau covers, etc., made or repaired; lowest prices; actual manufacturers. Clifton Engineering Co., Bynamore Grove, New Malden, S.W. Phone, Malden 161. zzz-949

## HOODS AND SCREENS (continued).

**TODD AND CO.**, hood specialists. Hoods re-covered, covers made ready to tack on. Duncan St., Islington. Phone, North 249. 623-90

**CLEARANCE** hoods, various sizes, and width, length, also covers to tack on, etc. Dawson, 166 Brightwell Ave., Westcliff-on-Sea. 611-b145

## INSURANCE

**"PREMIER"** is the motorist's best insurance policy; reasonable rates, prompt service. Premier Motor Policies, Ltd., Gieba House, Sherborne Lane, King William St., E.C. 4. 612-e170

**MORRIS, E.B.**, G.N., Rover, £26. Full comprehensive policies. Others at advantageous rates. Ernest J. Moss, Insurance Broker, 40 Chancery Lane, W.C. 2. Phone, Holborn 328. 616-882

**LLOYD'S** car and cycle policies. Lowest premiums. Consult Nicholson's, Lloyd's Insurance Brokers, 3 Lombard Court, E.C. 3. 612-e144

**TAKE** out a policy. Low premiums, instalments if desired. Insurances of all kinds effected. E. Hurchell and Co., 128-132 Shaftesbury Avenue, London, W. 1. Gerrard 2633 and Hornsey 4008. zzz-715

**DRASTIC CUTS.** Full cover, 11.9hp cars from £6 5s.; Fords, £6 16s. to £7 4s.; Rovers (£150), £4 19s.; tricar, £5 5s. Norton and Moorhouse, Portobello, Midlothian. 613-787

**AUSTIN THRELFALL and CO., LTD.**, 22 Henrietta St., Strand, W.C. 2. Low comprehensive rates, quoted for insurance on light cars with Lloyd's and selected companies. Telephone, Gerrard 7121. 623-98

**THE "OPEN ROAD"** Motor Insurance Policy is the only one you must not overlook. Light cars are insured on specially favourable terms. Apply to the Army, Navy and General Assurance Association, Ltd., 217 Piccadilly, W. 1. Telephone, Regent 716. zzz-51

## LAMPS.

**SPOTLIGHTS.** Brand-new ex-W.D. signalling lamps by Lucas and C.A.V., quarter-mile range, swivel joint, special Mangin lens, fitted with S.B.C. adaptor to take standard bulbs, single or double pole (state which when ordering), complete with special coloured discs for fog, etc.; our price 9s. each, postage 6d. Marble Arch Motor Exchange, 135 Edgware Rd., W. 2. Phone, Padd 789. zzz-629

**LAMP** bargains. 41-in. headlights, 22s. 6d. pair; torpedo side lamps, 14s. pair; tail lamps, 7s. small oil side lamps, P and H, make, 16s. pair; emergency oil lamps, 22s. 6d. set of three; acetylene generators 22s. 6d. (usual 42s.); approval against cash. Smyth, Ltd., 55 Museum St., W.C. 1. 611-b198

## MAGNETOS AND MAGNETO REPAIRERS.

## ASSOCIATED MOTOR UNITS.

**IF** it's repairs to magnetos and dynamos, go to Associated Motor Units for skilled workmanship and prompt delivery. All repairs guaranteed 12 months. Only address, 30-31 Mortimer Market (turning between Thompson's, drapers, Tottenham Court Rd., W.C. 1. Phone, Museum 5180). "Grams," Assomotuni, Eusford, London. zzz-145

**EISEMANN** magnetos. Sole representatives for the British Isles. W. D. Foster and Co., 26 Hampstead Rd., London, N.W. 1. Telephone, Museum 4407. 4507. zzz-908

**MIDLANDS** magneto, dynamo and starter repairs per return. Spares in stock. Trade special rates. Magneto and Spare Part Co., 227 Broad St., Birmingham. 613-738

**MAGNETOS.** Bosch F.B.I.A., single-cylinder, £2 5s.; Z.U.1 and Z.U.2, twins and singles, £3 10s.; Z.U.4, £8; Z.A.4, £7; guaranteed new; unused surplus. Commercial Hires, Larches St., Sparkbrook, Birmingham. Phone, Victoria 157. 611-726

## MATS.

**BEST** quality Cocoa Fibre Mats, any size or shape, 3s. per sq. ft., carriage paid. Send paper pattern marked "Topside." Thorogoods, Ltd., Baldock, Herts. zzz-38

## MISCELLANEOUS.

**MORGAN** owners. Special 5-second jack, designed for back and front wheels of Morgan runabout. Hundreds already in use. Illustration and Morgan accessory list sent on application. Hall, 91 St. Peter's St., St. Albans. zzz-224

**SPEEDOMETERS** for all makes of light cars. Write for list, J. W. Robins, Speedometer Specialist, 97 Latchmere Rd., Battersea. zzz-630

**A.B.C.** rear hub puller, no hammering, 13s. 6d. A.B.C., 148 Brownhill Rd., London, S.E. 6. 619-k886

**ROVER** 8hp dickey seats, complete set of fittings, 50s., easily fitted; illustrated leaflet on request; seats fitted at works while you wait, 10s. extra. Carter, 7 Pembroke Rd., North Wembley. Telephone, 674 Harrow. 611-a20

**MORGAN** owners wanted to write for illustrations reverse gears and ratchet attachment for hand brake. J. W. Mann, 36 Comer Gdns., Worcester. 611-x364



# SMALL ADVERTISEMENT SCHEME.

To encourage private advertisers, a reduction of 10% is allowed from the prepaid rate of 2d. per word (minimum 12 words) on orders for three insertions.

We return the cost of the second and/or third insertion if a quick sale is effected.

The only stipulation we make is that we must be notified at the latest by first post Tuesday, in order to omit the advertisement from the following Friday's issue.

NOTE—Latest time for receiving advertisements, first post Tuesday. Displayed advertisements have been eliminated from these columns.

Offices — 7-15, Rosebery Avenue, London, E.C. 1.

"MOTOR REPAIR WORK." How to carry out your own repairs at home.

1s. 9d. net. 1s. 11d. post free.



MISCELLANEOUS (continued).

**CLEANING.** Two finest quality chamols leathers, 35 by 20, and 24 by 20, 2 chamols polishers, 24 by 20, 2 large motor sponges, 4 chamols polishing pads, 3 large sponge mops, complete 12s. carriage paid. W. Cheeseman, Chamols Dresser, 35 Mill Lane, Carshalton, Surrey. 611-8401

**2-SEATER** light car, less engine unit, £17 10s. Halifax Motor Exchange, Horton St., Halifax. zzz-889

**ZENITH.** Solex and Claudel-Hobson carburettors, new latest models supplied at lowest prices on a month's trial and exceptional allowance made for old carburettor in exchange; second-hand carburettors, nearly all makes, at low prices, on approval. Smyth, Ltd., 55 Museum St., W.C.1. 611-6195

**EXCEPTIONAL** bargains in new and second-hand lamps, horns, jacks, clocks, motors, mags, accumulators, dynamos, magneto, etc.; state requirements all goods on approval. Smyth, Ltd., 55 Museum St., W.C.1. 611-6195

**MORGAN** jacks, hand-ends sold, 5s. post, particulars stamp. Henry Stephens, Stonehouse, Gloucestershire. 611-6169

**APOLLO** Co. horns, new, 12s. 6d.; Triplex ex-W.D. goggles, 2s. 6d. pair; oil rear lamps, 6s.; 5-in. electric side 17s. 6d.; twin wiring, 4d. ft. Bridge Garage, Hinton Rd., S.E.24. 611-81

**SPECIAL.** Wings, Motors, Magneto, Tamplins, Rovers, Singers, Calcutti, sports models, etc. Cut prices. Sherriff Metal Works, Park Rd., Teddington. 611-6148

**HOOD** cover, black, cost £2, new condition, 15s. 37 Wentworth Rd., Barnet. 611-6133

**ALUMINIUM** sidecar lamps, 3s. 6d.; rear lamps, 2s. 6d.; cycle head-lamps, 2s. 6d.

**SPARKING PLUGS:** Lodge A nero, 10s. doz.; K.L.G., C.B., 2s. each; Rubis, 5d. each, all new, used, but serviceable, 4s. gross.

**MAGNETOS:** M.L. single-cylinder, clockwise, fixed ignition, 20s., postage 1s. 3d.; C.A.V. starting mags, complete, less brushes only, 18s. 6d., postage 1s. 3d.

**STEEL** tool boxes, 18½ ins. by 6½ ins. by 9½ ins. A large assortment of other boxes suitable for running-boards, etc. in stock. Pliers, side-cutting, 8-in., each 1s. 2d.; vices, Parkinson pattern, 24-in., 9s. 6d., 24½-in., 11s. 6d., 14-in. turn-screws, 12-in. 1s. 2d., 9-in. 1s. 4d.; prismatic binoculars, £2; adhesive tape, ½-in. 26-yd. rolls each 3d., ½-in. 3-yd. rolls 3d. dozen; blow-lamps, 1-pint, 8s. each; foot pumps, 20-in., 5s. 6d. each, free. Price list on application.

**C.A.V.** 12-volt electric horns, black, brass and black and nickel, 17s. 6d. each.

**WESTERN TRADING CO.,** Western Rd., Merton, S.W.19. 'Phone, Mitcham 2475. 611-188

NUMBER PLATES.

**FROM** 9s. 6d. per pair, solid cast (not stamped) aluminium lettering on regulation black ground, post free. Hills (17-min. service), 3 Devonshire Mews (North), Portland Place, W.1. Mayfair 6338 and 9. 611-558

**ALUMINIUM** number plates, best quality, embossed, any number within 24 hours, post free, 15s. 6d. per pair. Freeman, Oakes and Co., Ltd., Devonshire St., Sheffield. zzz-691

**NUMBER** plates, raised aluminium, 10s. 6d. pair, post free. Robertson's Coach Works, Canterbury Terr., Maida Vale, W.9. 'Phone, Maida Vale 1832. 615-1943

PATENT AGENTS.

**COVENTRY.** T. Fletcher Wilson, Chartered Patent Agent, High St. Chambers. Telephone 356. 628-g30

RADIATORS.

**REPAIR** specialists, guarantee high-class finish at low costs. Radiators supplied. John Lancaster and Co., 161 Wardour St., W.1. zzz-137

REPAIRERS.

**MAUDES MOTOR MART** are equipped at all their depots for repairs and overhauls. Estimates free. Insurance work a speciality. 100 Gt. Portland St., London; Paris St., Exeter; Walsall Garage, Walsall; and Norwich Garage, Norwich. zzz-369

**CYLINDERS** reground on Heald cylinder grinders, highest class work and accuracy guaranteed. Oversize pistons for any car at short notice. Edwards Engineering Co., 225 Acton Lane, Acton Green, London. 'Phone, Chiswick 1383. zzz-41

**SCORED** cylinders. Scores in cylinder bores (air-cooled or water-cooled) can be filled in by Barimar metallurgical (patented) process to fit existing pistons, and returned in 2 days under money-back guarantee, at low cost. Barimar Ltd., 14 18 Lamb's Conduit St., London, W.C.1. zzz-112

**NEW WELDING** saves time, trouble and money. Address your broken and worn parts to New Welding Co., 26 Rosebery Avenue, London, E.C.1. 'Phone, Clerkenwell 6776. Keen prices and guaranteed repairs. zzz-50

**THE HEADINGLEY MOTOR AND ENGINEERING CO., LTD.,** 8 Otley Rd., Leeds. Entirely new premises and plant, guaranteed repairs, breakdown lorry available, turntable, petrol service station, air supply, accumulators charged, all spares; agents for Horstman, Talbot, Rhode, Darraq. 'Phone, Headingley 480. Wire, "Truble, Leeds." 613-563

**HAVE** your car repainted new, in first-class style, colour to choice. Rover 8 and similar, £7 10s. All classes of bodywork renovations executed in our own workshops. Allen-Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451. zzz-306

**SCORED** cylinders. Scores in cylinder bores repaired by genuine Lawrence process to fit existing pistons and returned in 2 days. Repairs are permanent and guaranteed. Laystall, Ewer St., Southwark, London, S.E.1. zzz-564

TUITION.

**B.A.S. MOTOR TUITION FREE** from all unnecessary mechanical routine. Learn to run your car under all road conditions. B.A.S. modern system of tuition is the best and cheapest. Call or write for free booklet. Head Office, British Automobile School, Gloucester House, 19 Charing Cross Rd., W.C.2. 'Phone, Regent 6936. zzz-905

TUITION (continued).

**BRITISH SCHOOL OF MOTORING, LTD.,** the Training Institute for the Motor Industry. Largest and best-equipped School in England. Special facilities for car-owners and ladies. Driving tuition on new fleet of 1924 cars. Greatest variety of cars for teaching, which enables the pupil to drive any car on completion of tuition. Unlimited courses until proficient and satisfied, one inclusive fee. No extra charges. Best possible training obtainable in England. Day and evening tuition. Special course for light car owners to learn in the shortest possible time. Individual tuition, mechanism and driving. £3 13s. 6d. Training for Royal Automobile Club Certificate. Call or send postcard for full particulars. British School of Motoring Ltd., 6 Coventry St., Piccadilly Circus, W.1. zzz-323

**MOORES PRESTO.** Every facility for driving and mechanical tuition at the lowest possible terms for the course of training. Pay our showrooms and workshops a visit and let us demonstrate the real service we can offer you. Purchasers of cars from us on deferred payments or otherwise given every assistance until proficient. Established over 40 years. North End and Tamworth Rd., Croydon. 'Phone 2624. zzz-758

**FREE** driving tuition to all purchasers of any make of new or second-hand car. Practically all the most popular 1924 models in stock, and you may purchase on our deferred-payment system over a period of 18 months. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451. zzz-31

**SPECIAL** course of light car tuition in driving and mechanism for owner-drivers only. Full particulars can be obtained by return of post from The Motor Training Institute, Ltd., the oldest established school in Great Britain, 10 Heddon St., Regent St., W.1. 'Phone, Gerrard 7527. zzz-466

**THE RUSSELL SCHOOL OF MOTORING** beg to announce that their new prospectuses are now available for clients wishing to take a cheap and efficient course of motor mechanism and driving; satisfaction guaranteed. Write, call or 'phone, 40 Russell Sq., W.C.1. Museum 8019. zzz-33

**CENTRAL MOTOR INSTITUTE, LTD.,** established four years ago by disabled officers, is now the leading school in London. Sound and courteous instruction makes learning a real pleasure. School open 9 a.m. to 9 p.m. for classes and private lessons. Apply for latest prospectus, 112a-112b Finchley Rd., N.W.3. Finchley Road Station, Metropolitan Railway. 'Phone, Hampstead 1014 and 1016. 654-1673

**E. NEWBOLD** (late manager Motor Training Institute, Ltd.) gives expert personal instruction in driving, mechanism and maintenance. 'Phone, Museum 8491. Call, write, 173-175 Cleveland St., W.1. (Gt. Portland St. Station.) 616-5559

TYRES AND TUBES.

**MASONS.** Really Good New Tyres at lowest prices available! We guarantee every tyre; approval against remittance, carriage paid.

**MASONS.** A great opportunity! New GOODYEAR Wingfoot CORDS, PERFECT manufacture with makers' guarantee:—710 by 90, 45s.; 760 by 90, 50s.; 815 by 105, 65s.

**MASONS.** New MICHELIN Cable CORDS, factory soiled, we fully guarantee: 700 by 80, 44s.; 710 by 90, 51s. 6d.; 760 by 90, 59s.; 765 by 105, 70s.; 28 by 3, 45s.

**MASONS.** Pirelli RACING CORDS, Brand New in Makers' Wrappings, soiled, we fully guarantee: 700 by 80, 42s. 6d.; 710 by 90, 49s.; 760 by 90, 57s.; 28 by 3, 45s.

**MASONS.** 550 by 65 Michelin Cable Cord (Baby-Peugeot, etc.), 35s.; Pirelli Extralorte (perfect clearance), 27s. 6d.; 650 by 65 Avon Durolith Cord (soiled), 29s. 6d.; Stepney Roadrip, perfect, clearance, 28s. 6d.; Michelin Universal, 28s. 3d. Tubes, 6s. 3d.

**MASONS.** 700 by 80 Henley Zigzag CORDS, 39s.; Fisk Premier CORDS, 35s.; Stepney Roadrip, Super-tong, 37s. 6d.; Burnett Dauntless, 27s. 6d.; all wrapped, PERFECT, clearance; Beldam Super, all-black, 34s.; new, soiled.

**MASONS.** 710 by 90 Stepney Roadrip, 38s. 6d.; Miller Geared to Road, 34s. 6d.; Pirelli Extralorte, Beldam Heavy, 32s. 6d., perfect, clearance; Fisk Premier CORD (new, soiled), 39s.; tubes, 6s. 9d.; 760 by 90 Pirelli, Beldam, 35s., perfect; Federal Super Cords, 45s.; Miller Cords, 47s. 6d.; new, soiled.

**MASONS.** 28 by 3 Henley Zigzag CORDS, 42s.; Stepney Roadrip, 34s.; Beldam Bulldog, Firestone Heaviest, 27s. 6d.; all wrapped, PERFECT, clearance, 28 by 3½ D-Cord, 37s. 6d.; 29 by 3½ Goodyear Diamond, 42s. 6d., new, soiled. Masons, A Dept. The Tyre House, Ipswich. 611-170

**ECONOMIC TYRE CO.** New clearance tyres sent passenger train, carriage paid, on 7 days' approval against remittance.

**ECONOMIC.** 550 by 65 Michelin cable, 35s.; 650 by 65 Clincher Extra Heavy, 25s.; Michelin Universal, 28s. 6d.

**ECONOMIC.** 700 by 80 Clincher Dreadnought, 29s. 6d.; Miller, 35s.; 710 by 90 Pirelli extra heavy, 35s.; Firestone, 39s. 6d.

**ECONOMIC.** 760 by 90 Goodyear Diamond (warranted), 42s. 6d.; Fisk rubber non-skid, 39s. 6d.; 765 by 105 Goodyear Cord, 52s. 6d.; 28 by 3 Goodyear Diamond, 34s.

**ECONOMIC TYRE CO.,** 314 New Cross Rd., S.E.14. 'Phone, New Cross 1392. 611-165

**MAUDE'S RUBBER CO.,** 58 Praed St., W. All tyres guaranteed and sent on approval against cash by return. 28 by 3, Goodyear Diamond, 34s.; Firestone, 23s. 6d.; Ajax Road King, 30s.; 28 by 3½ Goodyear Diamond or Michelin, 38s. 6d.; 700 by 80 Stepney Roadrip, 34s.; Pirelli rubber n.s., 35s.; Avon Durolith, 32s. 6d.; Avon Durolith, 34s.; 700 by 85 Dominion Nobby, 38s. 6d.; 710 by 90 Stepney Roadrip, 40s.; Pirelli rubber n.s., 40s.; Burnett Cord, 37s. 6d.; tubes, 6s. 3d. 611-171

**HOMERTON RUBBER WORKS** for bargains in light car tyres. 550 by 65 Michelin cable, 35s.; 700 by 80 Fisk cord, 35s.; Beldam rubber non-skid covers, 650 by 65 25s., 28 by 3, 700 by 80 or 85 30s., 28 by 3½ 27s. 6d., 710 by 90 35s. New tubes, all sizes, 8s. each.

**HOMERTON.** New Dunlop, Michelin and Goodyear cords, 650 by 65, 40s. 6d.; 700 by 80, 55s. 9d.; 28 by 3½, 62s. 3d.; 710 by 90, 60s. 9d.

**HOMERTON** for bargains in motorcycle covers. New Beldam covers, 26 by 24, 12s. 6d.; 26 by 24 and 24, 15s.; 26 by 24 by 24 and 24 by 3, 17s. 6d.; 28 by 3, 20s.; New Belgrave cable cord covers, 24 by 24 and 26 by 24, 17s. 6d.; 26 by 24 s.s. and 26 by 24 by 24, 20s. New tubes, all sizes, 4s. each. Homerton Rubber Works, 11 Upper St. Martin's Lane, W.C.2. 'Phone, Gerrard 5006. zzz-307

**BIRMINGHAM.** 700 by 80 Avon studded, 26s.; Bates All-weather, 30s. 6d.; 700 by 85 Bates, 35s.; 28 by 3, 32s.; 15,000 other covers at staggering prices. All best makes, no junk. Write, call, or 'phone, Central 1990. Fortey, Aston St. zzz-983



## TYRES AND TUBES (continued).

**BULL'S**, the light car tyre and accessory specialists. Huge stocks of tyres and car accessories, including macosets; no rubbish; good value. See below.

**BULL'S**, 28 by 3 Dominion Safety, 27s. 6d.; Belgrave Cable Cord, 36s. 6d.; 28 by 3½ Dunlop Magnum, 37s. 6d.; 29 by 3½ Continental, 5-ply, 45s.

**BULL'S**, 550 by 65 Michelin Cable Cord, 35s.; tube, 6s. 6d.; 650 by 65 Goodyear Cord, 35s.; ditto Goodrich Safety, 25s.; tube, 6s.

**BULL'S**, 700 by 80 Continental Ribbed, 24s. 6d.; Avon Cord, 37s. 6d.; Fisk Cord, 35s.; Hapson Cord, 50s.; Beldam Bulldog, 32s. 6d.; 700 by 85 Burnett Grooved, 32s. 6d.; tube, 6s. 6d.

**BULL'S**, 710 by 90 Pirelli (Extra Heavy), 32s. 6d.; Belgrave Cable Cord, 39s. 6d.; Rapson Cord, 50s.; tube, 7s. 6d.

**BULL'S**, 760 by 90 Belgrave Cable Cord, 47s. 6d.; Fisk Fabric, 27s. 6d.; Firestone (Heavy), 37s. 6d.; tube, 7s. 9d.

**BULL'S**, 765 by 105 Federal Cord, 47s. 6d.; Pirelli Fabric, 32s. 6d.; tube, 8s. 9d.

**BULL'S**, Motorcycle covers from 12s. 6d.; huge selection; tubes, 4s.

**BULL'S**, All above carriage paid, 7 days' approval against remittance. Bulls Rubber Co., Ltd., 3 Upper St. Martin's Lane, London, W.C. 2. Phone, Gerrard 1347. zzz-798

**THOUSANDS** of tyres are needlessly scrapped yearly. An Ondura re-rubbing makes an old tyre as new; 4,000 miles back-wheel wear. Tread sample on application. Ondura Tyre Works, Keighley zzz-383

## THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.

Largest stock in the country.

10,000 light car cord covers to be cleared immediately

650 by 65 Dunlop Clipper Cord, clearance surplus, £1 5s. each.

700 by 80 Miller Cord, Fisk Cord, names on, £1 15s.

700 by 80 Goodrich Safety Tread Canvas, £1 10s.

700 by 80 Avon Sunstone Fabric, £1 5s.

700 by 80 Dunlop Steel Studs, £1

700 by 80 Ajax Road King, £1 10s.

700 by 80 Clincher Cord, £2

28 by 3½ or 710 by 90 Dunlop Magnum Cord, genuine, £1 17s. 6d.

710 by 90 Miller Geared-to-the-Road and genuine, £1 15s.

710 by 90 Avon Sunstone Fabric, £1 10s.

710 by 90 Hutchinson Rubber Studs, £1 10s.

710 by 90 Dominion Royal Cord, genuine, £2

760 by 90 Hutchinson Fabric, £1 10s.

760 by 90 Dominion Royal Cord, genuine, £2 10s.

760 by 90 Avon Sunstone, £1 10s.

765 by 105 Dominion Royal Cord, genuine, £2 10s.

765 by 105 Pirelli, extra strong, £1 15s.

**BIRMINGHAM MOTOR TYRE REPOSITORY CO.**, 76-77 Broad St., Birmingham, Midland 3393. Proprietor, J. J. Smith. Goods forwarded carriage paid 7 days' approval. zzz-386

**NEW ERA**, Beldam Bulldogs, 28 by 3 and 30 by 3, 27s. 6d.; 650 by 65, 25s.; 700 by 80 Firestone rubber non-skids, latest pattern, 32s. 6d.; Beldam super all-black, 30s.

**NEW ERA**, 710 by 90 Firestone rubber non-skids, latest pattern, 35s.; 760 by 90 Beldam Bulldogs, 30s.

**NEW ERA**, Goodyear (Wingfoot) Cord tyres, latest manufacture, 7,000 miles guarantee. 710 by 90, 45s.; 760 by 90, 50s.; 815 by 105, 63s.

**NEW ERA**, The above goods can be ordered with every confidence and we forward on 7 days' approval against remittance, by first passenger train, carriage paid. New Era Rubber Co., West Brompton Station, Kensington, London, S.W.5. Telephone, Kensington 8774. zzz-810

## WANTED—Cars.

H. F.

**EDWARDS AND CO.**,

175 GT. PORTLAND ST., W., are cash buyers of any make of light car, especially G.N.s and Morgans. Highest prices given. Distance no object. Call, write or phone, Mayfair 4027; or 225 Hammersmith Rd., W. 6 (Phone, Hammersmith 3327.) zzz-256

**WANTED**, Morgans, especially water-cooled, and Rover Elights, very best prices paid, must be in sound condition. Maude's, 100 GL Portland St., London, W. 1. zzz-368

**WANTED**, Any make of light car bought for cash; best price paid. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-565

**CASH** on sight for cars, light cars and cyclecars, any make, age or condition. Write, phone or call. Short and Glass, Ltd., 485-493 Upper Richmond Rd., East Sheen, S.W. 14. Phone, Richmond 2362 and 2363. zzz-749

**100 LIGHT CARS** wanted; spot cash offered; exceptionally favourable terms for inclusion weekly auction if offer not accepted. Palmer's Garage, Tooting, London. zzz-458

**GOOD** light cars wanted (3 or 4 wheelers) for cash, or sale, or in part payment for new Rover, Jewett, Singer, from stock, full market value allowed, distance immaterial. Hunting's Exchange and Mart, Wealdstone, Middlesex. Phone, Harrow 193. zzz-271

**WANTED** immediately, good second-hand light cars of well-known makes, Standards, A.C.s, Rovers, etc., 2 or 4-seater open cars; large or small. We buy for cash or make good allowances in part exchange for any make of car; no waiting for your money, cash on first inspection. Representative sent to any part of the country. Send fullest particulars; immediate action taken. Write, phone or wire the second-hand car specialists, Chambers and Bright, Ltd., 113 Gt. Portland St., W. 1. Langham 2072. zzz-896

**WANTED**, Morgans, any model, with accessories; spot cash. Burrows, Ackworth, Pontefract. 612-210

**A.V.** 2-seaters wanted in part exchange for new Austin Sevens price £165; and Citroens, price £160. A.V. Motors, Park Rd., Teddington, Telephone, Kingston 710. 611-460

*A trial advertisement in this section of "The Light Car and Cyclecar" will prove to you its value as a publicity medium, reaching users of small cars direct.*

## WANTED—Cars (continued).

**WANTED**, Rover 8 or Austin 7, must be sound and ready for immediate traveller's use, good price paid for car in perfect condition. Hampton Mfg. Co., St. John's Rd., Hampton Wick, Middlesex. 612-663

**AUSTIN 7** in part payment for any make of new or second-hand car in stock. Tom Norton Ltd., Llandrindod Wells. 611-812

**WANTED**, late models of light cars; high prices paid. Lamb's Ltd., opposite Ilce St. Station, Walthamstow. 611-815

**ADVERTISER** desires hire-purchase second-hand car, value £50-£70, payment one-sixth down, £1 per week, other propositions useless. Box No. 6356, c/o "The Light Car and Cyclecar". 611-904

**WANTED**, Cardens, New Cardens and all types of runabouts and cyclecars, high prices, spot cash. Andrew's Motor Mart, White Hart Lane, Barnes. 611-839

**SPECIAL** cash buyers, Morgans, Lagondas, Horstmanns, G.N.s, Crouches, Cardens, Humbertettes, A.V.s, Rovers, Salmons, A.B.C.s. Bring or send. Wandsworth Motor Exchange, Esher St., Wandsworth (Town Station). 611-83

**LIGHT 4-seater** cars wanted, not earlier than 1919, fair mechanical order, bodywork immaterial, damaged or salvage, cheap for cash. Welch and Hart, Surbiton. 611-617

**WANTED**, light cars, in good condition. Box No. 6417, c/o "The Light Car and Cyclecar". 611-617

**BELSIZE-BRADSHAW**, A.B.C.s or similar car; state date, mileage, lowest price, etc. Box No. 6421, c/o "The Light Car and Cyclecar". 611-667

**WANTED** immediately, light car, about 1915, any popular make, cheap. G.I.I.I., 3 Tulse Hill, Brixton. 611-869

**CITROEN** wanted, cheap for cash. Hurst, 3 Tulse Hill, S.W. 2. 611-868

**WANTED**, Cardens, Bleriot's and Tamplins and other makes of light cars and runabouts. We pay top prices for this class of machine; quick deals; get our quotation. Teddington Garage, 160 High St., Teddington, Kingston 2562. 611-469

**WANTED** immediately, reliable late model, Hillman, Standard or similar car, must be ready for immediate use. 35 Spenser St., Victoria St. S.W. 1. 611-160

**WANTED**, a good second-hand car of a well-known make, in part payment for a new model, balance could be paid by deferred payments if desired. Newham Motor Co., 245 Hammersmith Rd., London, W. 6. Phone, Hammersmith 80. 611-718

**WANTED**, 1923-4 A.C. Austin, Standard, Rover, Talbot, Pickworth and Hall, 107 Gt. Portland St., W. 1. Lougham 1998. 611-724

**CASS MOTOR MART, LTD.**, require to purchase well-known late-type light cars; send fullest particulars. 5 Warren St., W. 1 (Museum 625) or 245 Brompton Rd., S.W. 3 (Kensington 2194). 611-723

**IF** you are desirous of disposing of your car, we will purchase for cash. Highest prices offered. Specially good prices paid for Standard, A.C.s, etc. J. Smith and Co., Motor Agents Ltd., 52-54 Hampstead Rd., N.W. 1. Museum 5938. 611-164

**THE LIGHT CAR CO.** gives best prices for second-hand cars of any make. 331, 414 Euston Rd., London, N.W. Phone, Museum 3081. 611-118

**F.O.C.H., LTD.**, pay highest price on sight; exchanges arranged. 5 Heath St., Hampstead (near Tubel). 611-693

**G.N.s**, 1920-22 models, wanted for cash; please call. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 611-686

**ROWLAND SMITH** will pay cash on sight for Rovers, Singers, Calcotts, A.C.s, Standards, A.B.C.s, Salmons, Hillmans, or any other modern light cars. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 611-685

**MORGANS** wanted, Grand Prix or Aero models, for cash; please call. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 611-684

**G.W.K.** cars wanted in exchange for new ones. North Essex Motor Co., Saffron Walden. Phone, 16. 611-690

## BOOKS AND PUBLICATIONS.

**"THE MOTOR MANUAL"**, 24th edition. Forming a reliable reference for the expert motorist and an indispensable course of instruction for the beginner. This edition of "The Motor Manual" far surpasses all previous issues in its comprehensive excellence. Numerous additions have been made, both in text and illustration, whilst the whole has been overhauled, carefully revised and brought up to date in every way. It constitutes the most exhaustive and authoritative explanation of everything connected with this handbook, covering in one volume, 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

**"MOTOR ELECTRICAL MANUAL"**, 2nd edition. Dealing comprehensively with the principles, construction, maintenance and use of all modern motoring electrical appliances. Fully illustrated. 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

**"MOTOR REPAIR WORK"**, 3rd edition. A thoroughly practical handbook dealing with the home repair of motor vehicles. The best and latest workshop practice is incorporated, and the whole subject is dealt with very fully, assisted by remarkably clear illustrations. With the assistance of this handbook, the owner-driver having only a limited mechanical ability can carry out satisfactory repairs to his car in his own garage. 1s. 9d. net; post free 1s. 11d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

**"THE PETROL ENGINE"**, A Manual of Motor Mechanics. The secrets of engine tuning for speed, power, and economy told in simple language and fully illustrated. Also the tuning of carburettors of all makes. 2s. net; post free 2s. 3d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

**"MOTOR CYCLING MANUAL"**, 5th edition. This unique work forms an invaluable guide for both the beginner and the experienced motorcyclist. Full descriptions and illustrations of all the working parts enable the construction and functioning of the motorcycle to be quickly grasped, the chapters on driving and maintenance are of lasting utility. 2s. net; 2s. 3d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

**"MOTORCYCLE EFFICIENCY AND HOW TO OBTAIN IT."** 1st edition. 2nd impression. A practical handbook for motorcyclists. Written in the simplest non-technical language, it describes how a working motor can be maintained at its highest pitch of efficiency, and expense, time and labour be economized. 200 pages of practical information; 150 clear illustrations. 2s. 6d. net; post free 2s. 9d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

**"MOTOR REPAIR WORK."** How to carry out your own repairs at home.  
1s. 9d. net. 1s. 11d. post free.



Save at least £20 per annum  
by Garaging your Car at Home!

**FREE**

Send p.c. for profusely illustrated book describing Thornber's Locjoint Weatherboards and Thornber's Garages.

"Housing Your Car" is a profusely illustrated Book describing Thornber's Locjoint Weatherboards, and showing the various pleasing designs in Thornber's Garages. Send for it to-day. Every Owner should have his own Garage. The saving per annum is considerable apart from the convenience of having your car near at hand. Thornber's Garages are roomy and sturdily built from well-seasoned timber, incorporating Thornber's Locjoint Weatherboards. Rain cannot possibly penetrate.



Anyone can erect a Thornber Garage. All sections are assembled at works, and fittings are supplied.

If you are interested in Poultry, send for Thornber's Annual. It is worth 1/- but is sent FREE.

Every Poultry Keeper should possess one of Thornber's Annuals. It gives useful hints and tips, and also specially written articles dealing with incubation and Pig Raising, as well as illustrating and describing the many Thornber Houses. It is worth 1/- but will be sent FREE.

THORNER BROS.,  
11, Mytholmroyd,  
Yorkshire.

**B&D STABILIZERS**

Specially designed for  
Light Cars, e.g. :  
ROVER "8"  
AUSTIN "7"  
JOWETT  
Etc., etc.

EASY TO FIT

STOP BOUNCING and STEADY YOUR CAR

55/-, 63/-, 72/-  
per Axle  
according to  
make of car.

**BENTLEY & DRAPER LTD**  
4 Fenchurch Avenue, London EC3

**CELLULOID**

FIRST QUALITY

**TRANSPARENT**

FOR HOODS, SCREENS, ETC.

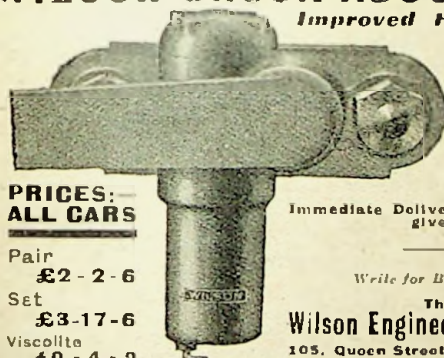
Samples and prices on application.

**GREENHILL & SONS, LTD.**

8, Water Lane, Ludgate Hill, LONDON, E.C.4.

**WILSON SHOCK ABSORBERS**

Improved Hydraulic



PRICES:  
ALL CARS

Pair  
£2-2-6

Set  
£3-17-6

Viscolite  
£0-4-0

Automatic  
Regulation to  
suit passengers  
carried.

Attachment to  
Axle by  
Unobtrusive  
chain.

Immediate Delivery can now be  
given.

Write for Booklet to:

The  
Wilson Engineering Works,  
105, Queen Street, Newton Abbot

**DEEMSTER**

SPARES & OVERHAULS

By arrangement with the Official Receiver of the Ogston Motor Co., we have purchased the goodwill of the Spare Parts and Service Department and have acquired all the original drawings, tools and jigs for Deemster Cars. Full range of Deemster Spare Parts in Stock. Repairs and Overhauls by Ex-Deemster mechanics on the premises.

**E. J. HARRISON,**

6, Queen Anne Mews, Cavendish Sq.,  
W.1.

\*Phone: Langham 2253.

**The King of Polish**

**SUBLIMA**

Georges Ries Process  
(Made in England.)

Stands alone as a  
Scientific Varnish Reviver.

Cleans and polishes permanently automobile bodies, bonnets, mudguards, etc., and gives a perfect, water proof and non-smearing surface.

BE YOUR OWN RENOVATOR.

Sold in bottles 20, 50, 100 and 150. Stocked by leading Stores, Garages, Harrods, Selfridges (Motor Accessories Dept.), Stamford Hill District, Corleu & Sons, Dunsinore Road, etc., or direct from—

**SUBLIMA LIMITED,**  
40-44, Holborn Viaduct, LONDON, E.C.1.  
Telephone: HOLBORN 247.

**CAR COVERS**

Complete

**17/6**

Carriage  
Paid.



MADE OF STRONG TWILL, 2 1/2 yards by 5 1/2 yards. Fitted with tapes for use as picnic tent or ground sheet. When folded, may be used as cushion for dickey seat. EVERY CAR SHOULD HAVE ONE. Send to-day.

**FLEETS CALICO COY.,** Newmarket Lane, MANCHESTER.

"PROFILE ROAD BOOK" A guide to the main roads and gradients throughout England and Wales. 2s. 6d. net. 2s. 7 1/2d. post free.

At:



## EDITORIAL AND BUSINESS NOTICES.

THE LIGHT CAR AND CYCLECAR is published in London every Friday morning.  
 Head Office—7-15 ROSEBURY AVENUE, LONDON, E.C. 1.  
 Telephone—Clerkenwell 6000 (7 lines) Telegrams—Presswork, Holb., London  
 Midland Offices—16, Bennett's Hill (corner New Street), Birmingham Telephone—Central 2572-3 Telegrams—Presswork, Birmingham  
 6, Warwick Row, Coventry. Telephone—Coventry 1775.  
 Telegrams—Presswork, Coventry.  
 Northern Offices—196 Deansgate, Manchester. Telephone—Central 2467. Telegrams—Presswork, Manchester.

**EDITORIAL.**—All Editorial communications and copy must be addressed to "The Editor," and must reach this office not later than first post Tuesday morning. Drawings or MSS. which are not considered suitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for safe keeping or safe return of anything submitted for his consideration.

Accounts for contributions should be sent in, immediately after publication, addressed to "The Manager." Payment will be made during the month following publication. All drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to republish or reproduce can be obtained.

**SUBSCRIPTION.**—THE LIGHT CAR AND CYCLECAR will be mailed regularly at the following rates:—

	12 mo.	6 mo.	3 mo.
United Kingdom and Canada	19s. 0d.	9s. 6d.	4s. 9d.
Abroad	21s. 0d.	10s. 6d.	5s. 3d.

**REMITTANCES.**—Postal orders, cheques, etc. should be crossed and made payable to "Temple Press Limited." All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager."

(Other Business Notices will be found on the first page of this section.)

## OSCO

### RENOVATOR PAINT

Get a tin—To Day!

AND MAKE YOUR OLD HOOD NEW AGAIN.

For Canvas Hoods, Curtains, etc. A coat of this flexible paint and you have a hood thoroughly waterproofed, with all stains removed. Applied like paint, it will not crack or chip off.

MADE IN COLOURS: KHAKI, GRAY, BLACK, NAVY BLUE.

Motorcycle Hood size ... 3/- post free.  
 4 gallon (for 2-3 seater hood) ... 9/-  
 4 gallon (for 4-5 seater hood) ... 11/-

**OSCO GLOSSY LEATHER PAINT.**

For Leather Hoods, Upholstery, etc. Is flexible, washable, and durable. Made in Black, Green and Navy Blue. Easily applied.

Same prices and sizes as above.



OWEN BROS. & CO., Ltd., HULL, Eng.



**SUTCLIFFE'S STRONG MOTOR HOUSES FROM £15-4-0**

If you are wanting a really smart Motor House at a very moderate figure we are in position to deliver carriage piled to your nearest station a delightful House, 12 ft. x 8 ft. x 6 ft. x 8 ft. high for two-seater car, for only £15-4-0. Full satisfaction or money back. Prices from £20-0-0 for better class.

Motor Houses suitable for all makes of cars. Send for our beautifully coloured illustrated book with descriptions and illustrations of really fine range of Motor Sheds and all kinds of portable buildings. Write for Booklet to-day.

**F. & M. SUTCLIFFE, Twenty Six Wood Top, Hedden Bridge, Yorks.** Phone 58

**FREE BOOK**

**AUSTIN 7 OWNERS**

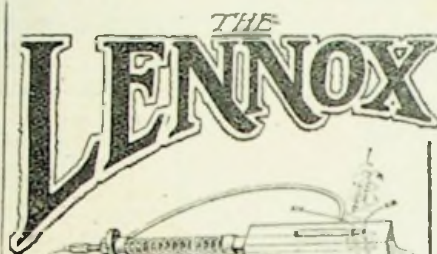


IMPROVE THE APPEARANCE OF YOUR CAR BY FITTING THE

"J.P." ALUMINIUM FOOT MAT.

17/6 IN STOCK. YOUR MONEY RETURNED IF NOT MORE THAN SATISFIED.

JACK PRUEN, Oxford Street, Watton super-Mare.



## AIR INLET AND ATOMISER

The finest extra air device on the market, and the only device that completely atomises the mixture that enters the cylinders.

**RESULTS GUARANTEED**

PRICE 30/- POST FREE

Manufacturers:  
**THE LENNOX ENGINEERING CO.,**  
 21, Low Friar Street - Newcastle-on-Tyne.  
 Midland Distributors:  
**ASHTON ENGINEERING CO., LTD.,**  
 Floodgate Street - Birmingham.

Readers of "The Light Car & Cyclecar" should also read "THE MOTOR," which forms a comprehensive review of the motoring world, and contains many remarkable bargains in larger cars.

TUESDAYS - 4d.

7-15, Rosebery Avenue, London, E.C.1.

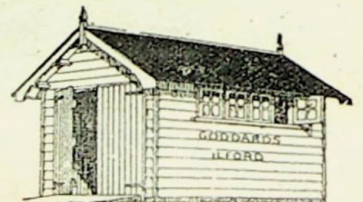
Keep Your Springs Young.

Treat your AUSTIN "7" to a set **27/6** post free.

**Quick Fit** gaiters FOR ALL CARS

W. DICKINS & CO. LTD. Cross Chepping COVENTRY

**GODDARD'S LTD.**



Motor Houses for every car at lowest prices. Quick Delivery.

Catalogues free. Crown Works, Vicarage Lane, ILFORD.

**CYLINDERS REGROUND**

and De Luxe Lightweight Cast Iron Pistons.

**LAYSTALL**  
 EWER ST. SOUTHWARK, S.E.1.



"D" Section

Bring your Cars up to date by having  
**"D" SECTION WINGS.**

**JOSEPH R. BRAMAH & CO.,** 127, DEVONSHIRE STREET, SHEFFIELD.

Also all types of Radiators repaired and renewed.

"THE MOTOR MANUAL." The most comprehensive handbook on motoring obtainable  
 2s. 6d. net. 2s. 9d. post free.



# ACCORDIAN CAR POLISH



is a cleaner that goes right through the various crannies, crevices, oil and mud stains and wipes clean right away, leaving a transparent and varnish like and glossy. Easy to use and does the job better in half the time taken by wax polishes.

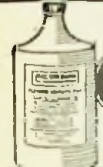
Large Bottles 2/6

From Garages and Dealers, or in case of difficulty, direct and post free from the Sole Manufacturers:

**THE AVONDALE MFG. CO.,**  
Dept. 3, Avondale Works, Chippenham, Wilts.

Accordian Leaflets free on request

Just a coat of



# ACCORDIAN FLEXIBLE LEATHER PAINT

will make worn and shabby Leather and Imitation Leather like new again. It is the ideal preparation for Car Seats and Upholstery, as it will not only add years to the life of the material, but will re-waterproof it at the same time.

Made in Black, Blue, Brown, Green and Red.

Small size 3/- 16 Seater 19/-

From Garages and Dealers, or in case of difficulty, direct and post free from the Sole Manufacturers:

**THE AVONDALE MFG. CO.,**  
Dept. 3, Avondale Works, Chippenham, Wilts.

Accordian Leaflets free on request.

# stops leaky radiators

Don't lay up your car because your radiator is leaking—simply pour in Accordian Radiator Cement, the new scientific liquid which makes a permanent repair in a few minutes and without any trouble.

ACCORDIAN RADIATOR CEMENT is non-injurious to any part of the car and will not affect the water-circulating system. You'll find it worth while to 3/6 invest in a 12 ounce tin for

Accordian Leaflets free on request.

From Dealers and Garages, or, in case of difficulty, direct and post free from the sole manufacturers—

**AVONDALE MANUFACTURING CO.**  
AVONDALE WORKS CHIPPENHAM WILTS

# Take the Tar Off your Car

—with Accordian Tar Remover.

Chemically correct and instantly removes all tar lumps and splashes from bodywork and finishes, without injury to the most delicate finish. Now, in far less time, you get a tin to-day costing only 3/6 and save pounds in painting and varnishing.

From Garages and Dealers, or, in case of difficulty, direct and post free from the sole manufacturers: **THE AVONDALE MFG. CO.,** Dept. 3, Avondale Wks., Chippenham, Wilts.

Accordian Leaflets free on request.

# ACCORDIAN TAR REMOVER

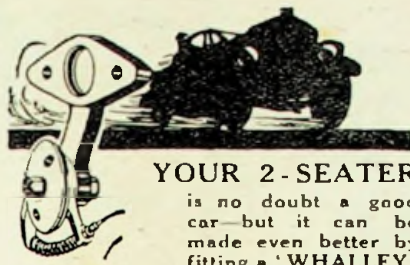


ACCORDIAN Flexible Hood Paint will do this for you, will re-waterproof it, cover up all cracks and stains and make it like new in appearance and serviceability. For Canvas Hoods—five colours—Buff, Khaki, Brown, Grey and Black. For Leather Hoods in Black.

Small size 3/- 16 Seater size 9/6 46 Seater size 19/- State whether for Canvas or Leather when ordering. From Garages and Dealers, or, in case of difficulty, direct and post free from the Sole Manufacturers:

**THE AVONDALE MFG. CO.,**  
Dept. 3, Avondale Works, Chippenham, Wilts.

Accordian Leaflets free on request.



# YOUR 2-SEATER

is no doubt a good car—but it can be made even better by fitting a 'WHALLEY'.

The "WHALLEY" Air Valve has been proved for the last eleven years; it will save from 25 per cent. to 50 per cent. of motor petrol.

# "WHALLEY" PATENT AIR VALVE

is welcomed by motorists seeking fuel economy—it is convenient and simple to fit, embodying none of the difficulties usual with other valves and is essentially an engineering proposition. You can fit it yourself, as no drilling is required, and it does not spoil the appearance of any part of your car. The "WHALLEY" Air Valve enables you to obtain perfect combustion at all speeds. This means engine efficiency and a consequent saving in petrol.

Read our Guarantee: "All orders accepted conditionally that purchase price will be refunded if the device fails to give satisfaction within one month."

ALL POPULAR  
MODELS.  
45/-

What Users Say:

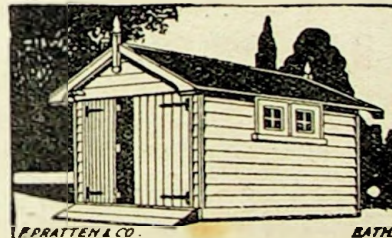
STANDARD CAR—"I may say I am very pleased to send you a cheque for this Air Valve, as I have found it of exceptional use. I find on my standard that if the engine is warm and I am running at about 25 miles an hour, she will take your Valve nicely, and my m.p.g. is well up to 50."

H.R., Manchester

**THE HOLLINGRAKE AUTOMOBILE CO., LTD.,**  
Town Hall Square, Stockport.  
Telephone: 62A Stockport.



# YOUR GARAGE AT HOME



**F. PRATTEN & CO.**  
Length Width. Price.  
11ft. 7ft. 6in. £12 4 0  
13ft. 8ft. 6in. 15 12 0  
15ft. 9ft. 21 0 0  
17ft. 10ft. 27 8 0  
Carriage Paid.  
Out-of-the-way doors: £2 10.  
Send for No. 34 Catalogue of Garages, Buildings, Greenhouses, Summer Houses, etc., etc.  
**F. PRATTEN & Co. Ltd.,** Midsummer Norton, or, BATH.

# LEARN TO DRIVE on the new list of LATEST CARS BRITISH SCHOOL OF MOTORING B S M 3, COVENTRY ST. PICCADILLY CIRCUS, W.1. OPPOSITE PRINCE OF WALES THEATRE.

**1913-21 SINGER 10h.p.**  
**DEEMSTER & CASTLE 3**  
All replacements for all models.

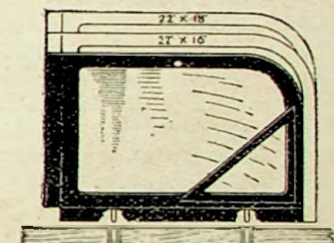
**ELEPHANT MOTORS, LTD.**  
97-101, Newington Causeway, S.E.  
Phone: Hon 3161-2.

# If you want Windscreens get Easting Catalogues!

SIDE SCREENS, REAR  
SCREENS, DICKEY SEAT  
SCREENS AND ALL-  
WEATHER EQUIPMENT  
THAT CAN BE FITTED  
BY CAR OWNER.



4-Panel Rear Screen that is adjustable to practically any formation. Gives ease of manipulation, and can be fitted to any make of car. £5-0-0



Side Screens made in three sizes and two types for straight and curved bodies. £2-5-0 and £2-12-6 per pair.



Dickey Seat Screen, adjustable to Hood formation for wet weather—folds away when not in use. £5-5-0

The "Easting" prices are as low as is consistent with quality.

# EASTING

**WINDSCREENS LTD.,**  
132, Steelhouse Lane,  
BIRMINGHAM.

London Offices:  
29, Foley St., Gt. Portland St.

Northern Factors: J. D. Morrison & Co., Manchester.

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.  
2s. net. 2s. 3d. post free.



# Buy your CLYNO CAR from LOOKERS

**ASK** any Clyno Owner what HE thinks of his Car. He will tell you there never was such light steering, nor so easy a gear change on any car.

**BUT** above all he will tell you how workmanlike his engine is; it sweeps up hills in the grand manner, gives high speeds when you need it, and simply crawls past the traffic Policeman.

**LET** Lookers demonstrate these points to you. You will enjoy the experience. And if you have an old car to sell, or you wish to purchase by monthly cheque—well, then, Lookers is THE firm to deal with.

*For everything a Motorist needs, but always of the best*

**LOOKERS**  
LIMITED  
5-35, HARDMAN ST.  
Liner Buildings, St. Ann's Sq.  
MANCHESTER

## TO SAVE— MONEY ATOMISE!

There is no other method just as good—there are other Air Valves, true—but ONLY ONE ATOMISER—the

### "ARC" ATOMISER Extra Air Inlet.

Fit it to your Carburettor and make a good car as perfect as is possible. The "diffuser ring" does the work—atomising the "petrol spray" and making the perfect mixture so necessary to satisfactory and economical combustion! An Air Brake—a scavenger for the engine—the easy manner in which it is fitted—these are but a few of the advantages granted by The "ARC."

15% to 50% saved on your PETROL, TYRES, BRAKES AND DECARBONISING. The "ARC" is an efficient Air Brake.

Our Guarantee.—Purchase price refunded in full if satisfaction is not obtained within one month. Send for Folder "L" and unique Testimonial Booklet.

**PICKAVANT (Himself), LIMITED**  
27-29, Summer Row, Birmingham.

'Phone: Central 1191.

'Grams: "Himself, B'ham."

PRICE COMPLETE **37/6**

MODELS FOR  
MOST CARS!



## THE MOTOR MANUAL

**2/6 NET.**

Obtainable from all bookellers or direct from the Publishers, 2/9 post free.

For the amateur  
and expert alike.

TEMPLE PRESS LTD.,  
7-15, Rosebery Avenue, London, E.C.1



Makers:  
The M. L.  
Magneo Synd.  
Ltd., Coventry.

Inquiries  
to S. Smith  
& Sons (N.A.)  
Ltd., Crickle  
wood Works,  
London, N.W.3

**MAGNETOS**



## It's a most simple thing

when you know how to do it to make a perfect job of repainting your car; with Robbialac it costs only 5/9. To find out how, write to Robbialac, Dept. "C," Warton Road, Stratford, E.15, for FREE Instructions to Amateurs.



Sold by all Accessory Dealers, Garages, etc.

## WALTON'S



Motor Car Houses

Built on Scientific lines

to give

**SATISFACTION and SERVICE**

Length Feet	Width Feet	Area sq. ft.	Price s. d.
12	8	12	16 0
13	8	13	5 0
14	8	14	15 0
12	9	13	10 0
14	9	17	10 0
14	10	18	10 0
15	9	18	7 0
16	10	19	18 0
16	9	19	5 0
18	10	22	10 0

Sliding out-of-the-way Doors £2-0-0 extra  
Satisfaction guaranteed or your money refunded in full.

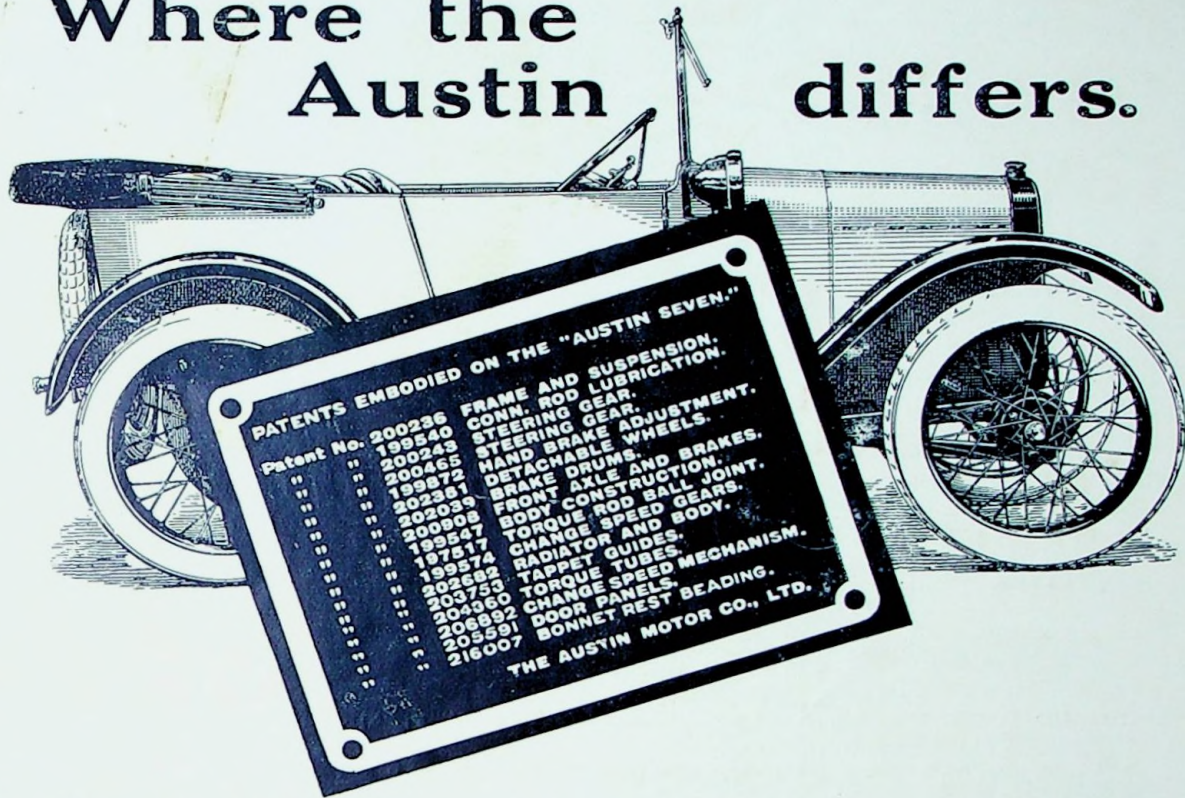
Out of Income Tax Arranged.  
Catalogue post free. Established 1878

**E. C. WALTON & CO.,**  
Muskham Works, Newark.

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net. 2s. 9d. post free.



# Where the Austin differs.



The list of patents carried on the instrument board of the Austin Seven is a record of constructive thought, a harmonious progression of ideas which makes Austin cars what they are, and marks them out from the crowd. The Austin Seven is a member of a very honourable household, and in its fine performance merely fulfils the "noblesse oblige" of its tradition.

**The AUSTIN MOTOR CO., Limited,**  
Longbridge—Near BIRMINGHAM.

LONDON:

479-483, Oxford Street, W.1 (near Marble Arch).

*The*  
**Austin**  
**Seven**



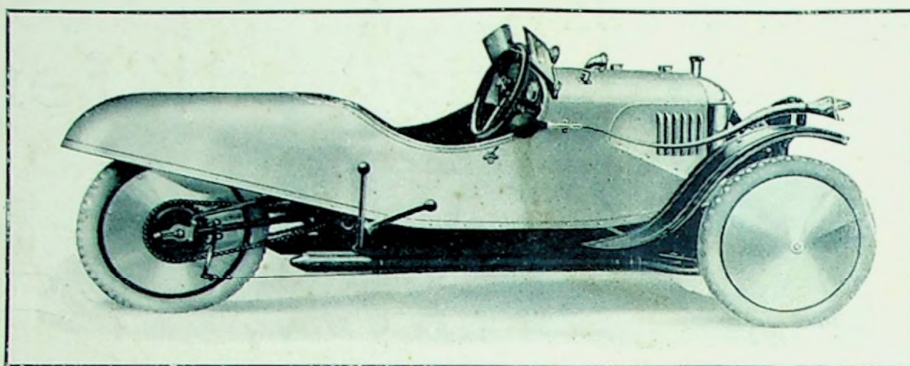
## Features:

Seats two adults, with children.  
4-cylinder engine.  
Water-cooled.  
Detachable head.  
Automatic lubrication.  
Three-speed gearbox.  
Bevel drive.  
Differential.  
*Brakes on all wheels.*  
Electric lighting, horn, and starting.  
Dimmer switch.  
All-weather body.  
Spare wheel and tyre.  
Grease-gun system.

PRICE AT WORKS

**£165**





# The Morgan Runabout

has no rival for combined reliability, economy, speed and efficiency.

## SCOTTISH SIX DAYS TRIAL

1 Silver Cup; 1 Silver Medal.

## SIX DAYS A.C.U. STOCK TRIAL.

3 Gold Medals and Team Prize.

London-Land's End, 4 Gold Medals. London-Holyhead, 2 Gold Medals. London-Edinburgh, 5 Gold Medals. Birmingham-Holyhead, 3 Gold Medals. Land's End-John o' Groats, Cup.

### SPEED.

The MORGAN has not as yet been beaten this year in any hill climb or speed test in which it has competed against cars of 1,100 c.c. The MORGAN holds world's records for 5 miles and 10 miles (1,100 c.c. class).

### GENERAL EFFICIENCY.

1st Westall Cup and 3rd in J.C.C. General Efficiency Trial.

(First in 7 out of 9 efficiency tests.)

"There is no light car or cyclecar to-day which has stood the test of time and which has altered so little in fundamental design as the Morgan. Its charm lies in its extreme simplicity and its continued popularity in its unfailing reliability and faithful service."

—The Light Car and Cyclecar, December 21, 1921.

Prices from £110 to £160. Tax £4.

**MORGAN MOTOR CO., LTD. - MALVERN LINK.**