

ODELL

The Light Car and Cyclecar

Founded 1912
The only Small Car Journal

3^D

Vol. XXX, No 765
Friday, Aug. 5, 1927
*Registered at the GPO
as a Newspaper*



'NEATH SUMMER SKIES.

A charming scene at Elkesley Water Splash in the Dukeries, Nottinghamshire, where picnic sites abound and many light car parties wend their way at this time of the year.

50 Cars in stock for Immediate Delivery under £350

Authorised Agents for

AUSTIN,
CITROEN,
CLYNO,
RHODE,
SINGER,
TROJAN.

15 Cars UNDER £200

BY PAYING

£25 DOWN

you can drive a car
away, fully taxed and
insured. Balance
payable over 12
or 18 months.

Sole London and
Kent Distributors
for

TROJAN CARS

*The Trojan is made by
Leyland Motors, Ltd. Price
complete on solid tyres £125;
on pneumatics £130. There
is also a new 3-door, 4-seater
model, the price of which,
fitted with full pneumatic
equipment, is £145; on
solids £140.*

10·30 h.p. Rhode 4-5-seater

Body designed to give the maximum amount of freedom and comfort. Four very wide doors giving easy access to all seats. The front seat is adjustable bodily for leg room, and again for angle, to suit individual tastes. It is recessed in the back, thus allowing ample leg room for the rear passengers. Pneumatic cushions throughout for greater comfort. Cellulose finish in blue and maroon with harmonising leather cloth upholstery to match. F.W.B. as already fully described. All-weather equipment opening with doors. Two-piece sloping screen, speedometer and mag. ignition.

Overall length 12 ft. Overall width 5 ft. 1 in. Petrol consumption 40/45. Speed 50/55. Oil negligible.

Price.....£198

£45 down. Taxed and Insured
Balance in 12 or 18 monthly instalments.

FREE SERVICE FOR SIX MONTHS.
GOOD PRICES IN PART EXCHANGE

Low Deferred Payment Terms

Our "Service Guarantee" is unique. Write for particulars
of our booklet "Motoring Made Easy."

RHODE DISTRIBUTORS

for London and the Home Counties

OPEN UNTIL 6 P.M. ON SATURDAYS

NORMAND

GARAGE LTD.

NEAR MARBLE ARCH.

489, OXFORD STREET, W.1.

TELEPHONE: GROSVENOR 3256-7.

Also at

92, Gloucester Road, S.W.7, and 7 & 8, Fairmeadow, Maidstone

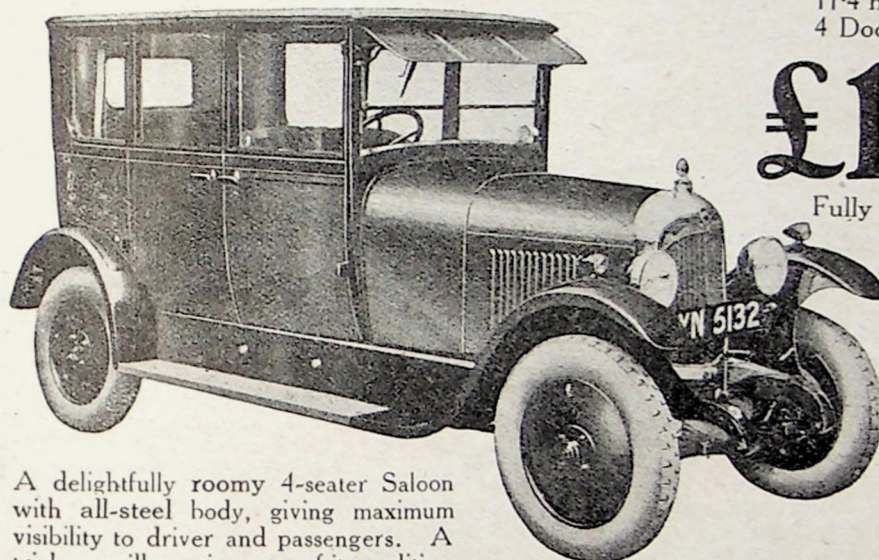
PLEASE REFER TO "THE LIGHT CAR AND CYCLOCAR" IN YOUR LETTERS TO ADVERTISERS.

Luxury Motoring in All But Cost

An 11·4 h.p

CITROËN

4-Door SALOON or 3-Seater COUPÉ



11·4 h.p. Saloon,
4 Doors, F.W.B.

£198

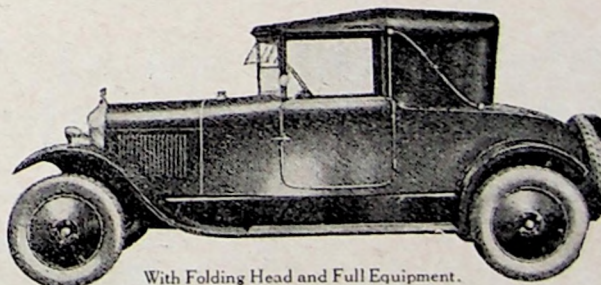
Fully Equipped.

A delightfully roomy 4-seater Saloon with all-steel body, giving maximum visibility to driver and passengers. A trial run will convince you of its qualities.

11·4 h.p. Coupé
Three-seater

£190

The most inexpensive
"quality" Coupé on the
British market to-day.



With Folding Head and Full Equipment.

**DEFERRED TERMS and PART EXCHANGES from ANY ONE
OF THE 500 CITROËN AGENTS**

Send for the Citroën Book 18.

CITROËN CARS LTD.,

CITROËN BUILDING, BROOK GREEN, HAMMERSMITH, LONDON, W.6.
Showrooms: Devonshire House, Piccadilly, W.1. WORKS: SLOUGH, BUCKS.

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

M & C 97

Al

The direct results of 36 years' constant endeavour, continual research in the laboratory, tests in the works, and on the road, are all embodied in the present C.A.V. Battery, which is universally recognised as the ideal standard of battery construction for any make of car, whether British, French, Italian or American.

We honestly believe that in the latest C.A.V. production, the multi-plate battery with **THREADED RUBBER INSULATION**, in our **ALL-MOULDED CONTAINER** we have achieved something definitely better than has ever been offered to the motoring public.

Write for folder 485 L and let us quote for your next replacement.

EXAMPLE SIZE:

Type 6TW9 .. £3-5-0 suitable for Austin 7.


Overall dimensions — Length 7½", width 6½", height 9".
If required, cover and fixing rods can be supplied at extra cost.

Telephone :
CHISWICK 3801.
(Private Branch Exchange.)

& CO. LTD.
LONDON, W. 3.

Telegrams :
"Vanteria, Act. London."

SALES AND SERVICE DEPOTS AT
Belfast, Birmingham, Bristol, Coventry, Dublin, Glasgow, Leeds, Manchester

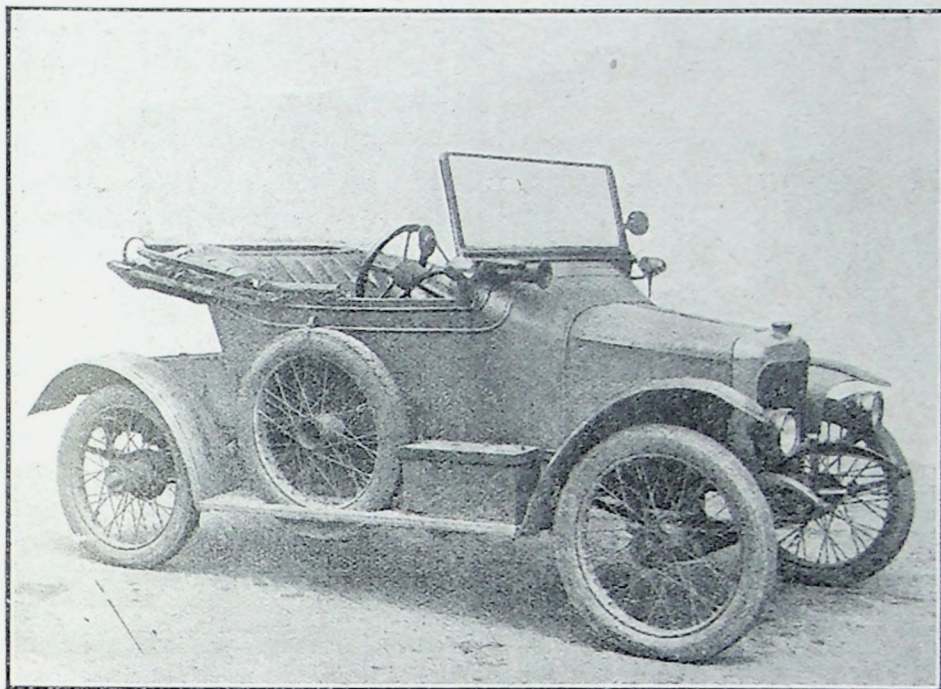
 The Car that
Passed You
so Easily
on the Road:
it might have been a Super Sports —
but more likely it was just an ordinary
car lubricated with

SPEEDOLENE
**THE OIL
OF OILS**

Special series of brochures on request.

SILVERTOWN LUBRICANTS LTD., Minoco Wharf, West Silvertown, London, E.16.

TIME TELLS.



"During the past week I have completed 200,000 miles, running on my 1915 Jowett car (shown above), and take the opportunity of expressing my satisfaction with the wonderful running and lasting properties of your production. During the twelve years this car has been in constant use by myself I have only had two stoppages—one owing to an encounter with a cow, and one due to a fractured ball race. The total cost of replacements has been under £15. The car is still in daily use and likely to increase the mileage considerably."

The above letter amply bears out the statement which was made several years ago by Kuklos of the "Daily News," i.e., that Jowett cars never wear out—they are left to the next of kin.

May we send particulars of this remarkable light car, fitted with the engine with the big pull?

SHORT 2, £139. LONG 2, £150. LIGHT 4, £145
FULL 4, £150. SALOON, £185.

ALL models can be had on our own Hire Purchase Terms.

Dunlop Balloons and Stewart Speedometers standard.

JOWETT CARS LTD., IDLE, BRADFORD

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

With the continued increase in Motor Car production there is also a continued increase in the variety of Car Polishes.

"CHEMICO" CAR POLISH led the way and will hold that lead; during the twenty years of its progressive sales not one single complaint has been made against it. "Chemico" Car Polish does not contain wax. It is wrong to cover the varnish of a car with successive coats of wax to produce a polish.

"Chemico" Car Polish contains NO abrasive. We do not believe in scratching the varnish to produce a polish.

But "Chemico" Car Polish is the speediest polish. It is the cheapest polish—a 2/- bottle will clean and polish a car 30 times. It gives a brilliant and lasting polish and it does preserve the varnish.

"Chemico" Car Polish is sold by all good Motor Garages throughout the Kingdom.

If unable to obtain, please advise us.

For all Cellulose painted cars we have produced a Cleanser and Wax Polish which are unbeatable.


Samples are obtainable at 6d. each, post free.

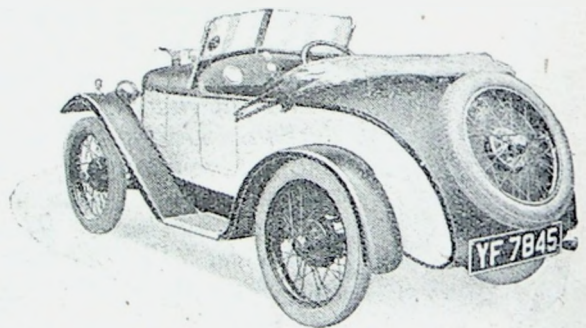
THE COUNTY CHEMICAL Co. Ltd
Chemico Works - - BIRMINGHAM.
Branches: LONDON, GLASGOW, DUBLIN

It is not
enough
to say
"petrol"
say

Pratts

DA 893





TAYLORS

SPECIAL SPORTS AUSTIN 7, £175

HERE is a real Thoroughbred (coachbuilt—not mass produced) at a price only slightly in excess of the mass production article. This snappy 2-seater is built upon the special Austin 7 Sports Chassis and it is an exclusive Taylor design. The body allows ample leg room which can be varied to suit your individual requirements. The luggage accommodation is excellent, ample space being available for three suit cases. An extra low centre of gravity makes speed both safe and enjoyable, and the V shaped windscreen adds to the general attractiveness of the car as a whole. We can give early delivery of this fine little sports car which can be finished to your own choice of colours.

ALL MAKES SUPPLIED FOR CASH, EXCHANGE, OR UPON OUR LIBERAL "NO DEPOSIT" E.P. TERMS.

The following cars give both excellent and economical service:
AUSTINS £145 to £650 CLYNOS £160 to £250
SINGER £148-10 to £350

Motor Cycles or used Cars taken in part payment for New Cars.

H. TAYLOR & Co., Ltd.,
49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7.
Telephone: Kensington 8838/9 and 5840. Telegrams: "Dynametro, Southkese."

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

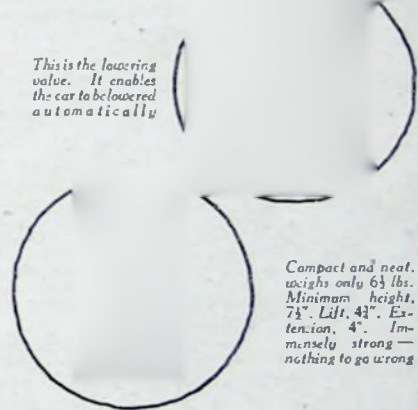


Lift it the easy 'Enots' way

Hydraulic power instead of perspiration

THE key to the amazing ease with which the Enots Jack lifts any car is in the word "Hydraulic." This jack relies on no chains, cogs or back-breaking effort on the part of the user. If you have never used a hydraulic jack, you will be astounded at the ease with which it operates. Using only one hand you can lift a chassis weighing two tons in ten seconds, and you stand right away from the wheels the whole time. You hardly bend your back, you run no risk of smashed fingers. There is only one thing more remarkable than the easy way the Enots Jack lifts a car and that is its *automatic* lowering when the job is done. Just slip the end of the rod on to the lowering valve peg, give a half turn and the car comes gently down. The Enots Jack weighs only 6½ lbs., it will go into any tool box. Price only 50/-, including 2-piece handle where desired for easy stowage. This is the best jack value obtainable.

This is the lowering valve. It enables the car to be lowered automatically



Compact and neat, weighs only 6½ lbs. Minimum height, 7½". Lift, 43". Extension, 4". Immensely strong — nothing to go wrong

ENOTS

From your dealer or from
BENTON & STONE LTD.,
 C. Dept.,
ENOTS WORKS,
BIRMINGHAM.

London Office: Devon House, 173, Great Portland Street, W.1.

HYDRAULIC JACK

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.



MADE IN ENGLAND BY
STEPNEY TYRES LIMITED
LLANELLY, & WALTHAMSTOW, LONDON E 17.

READ THIS REMARKABLE TESTIMONY.

97, Oakfield Road,
Cannon Hill,
Birmingham.

Dear Sirs,

It will no doubt interest you to know that a pair of 27 x 3.75 STEPNEY tyres and tubes which were fitted to my 700 x 80 rear wheels of my 10 h.p. SWIFT Car last October twelve months, have since done 19,500 miles. The car has been almost in daily use and the tyres are still in good condition, quite free from cuts or abrasions and have only punctured once each during the whole time. I have never had such service from back tyres before, and take this opportunity of expressing my appreciation.

Yours faithfully,
(Sgd.) M. L. WILSON.

SATISFIED USERS EVERYWHERE.

Way



OUR USED ARE GUARANTEED

AUSTIN, 1927, 7 h.p. Chummy Model. Immediate delivery	£145
" Several 7 h.p. Chummy Models, Coupes and Sports, from	£95
A.C., 1926, 2-seater, F.W.B.	£185
CITROEN, Several 7 h.p. 2 and 3-seaters, from	£50
CLYNO, 1925, 2 and 4-seaters, from	£85
JOWETT, 1925, 2-seater, with starter	£85
LEA-FRANCIS, 1924, 10 h.p. Chummy	£95
ROVER, 1925, 9/20 h.p. 4-seaters, from	£95
" 1924, 8 h.p., 4-seater, fine order	£45
STANDARD, 1924/5, 7'4 h.p. 2 and 4-seaters, from	£75
WOLSELEY, Several 10 h.p. 2-seaters and Coupes, from	£50

100 OTHER BARGAINS from £50 to £250.

Best Exchange and Deferred Terms in London.

You never take a risk when buying a Used Car from

404, 410-414, EUSTON ROAD
LONDON, N.W.1.

'Phones - - Museum 3081, 2122 and 0140.



your springs, when fitted with Quick Fit Gaiters, are able to function correctly owing to the complete enclosure of the spring which keeps grease or oil in, dirt and water out.

"Quick Fit you will eventually fit."



W. DICKINS & Co., LTD.
CROSS CHEAPING, COVENTRY

Telephone 5176.

Telegrams: "Leather, Coventry."

SECURITY FIRST



TOTAL FUNDS £35,790,927

OWN CHOICE OF REPAIRER

In addition to the unrestricted choice of Repairer, Private Car Policyholders in the "Royal" may give IMMEDIATE instructions for the carrying out of repairs rendered necessary by accident. Every effort is made by the Company to reduce to a minimum the inconvenience incidental to a car being out of commission.

**IT IS NOT WHAT YOU PAY THAT COUNTS,
BUT WHAT YOU GET FOR WHAT YOU PAY**

LIVERPOOL: NORTH JOHN STREET.		APPLICATION FORM.			LONDON: LOMBARD STREET.	
Please advise your terms for insurance under a "Comprehensive" Policy. Third Party Only						
Car, Cycle, Com. Vehicle.	Make.	H.P.	Year of Make.	Value.	Purposes for which used.	
Name.....						
Address.....						
L. Agent.....						

SENECHAL

Three Sports Models to suit every purse:

The "POPULAR" fitted with 972 c.c. engine and 2-seater body - - - **£185**

The "STANDARD" fitted with 1,094 c.c. engine and either 2 or 3-seater body - **£215**

The "DE LUXE" fitted with special chassis (four-speed gearbox, differential, etc.), and English 3-seater body - - - **£295**

All models capable of 70 m.p.h.

DEFERRED PAYMENTS.

A. S. C.

PART EXCHANGES.

THE AUTOMOBILE SERVICE COMPANY, LIMITED,

166, GREAT PORTLAND STREET, LONDON, W.1.

TELEPHONE MUSEUM 6226.



THEN

SOMEBODY LENT HIM

FLUXITE

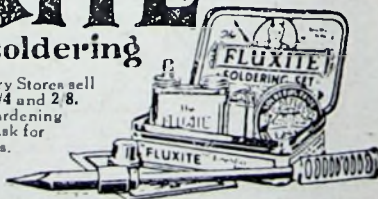
it simplifies soldering

All Hardware and Ironmongery Stores sell FLUXITE in tins, price 8d., 1/4 and 2/8. Another use for Fluxite—Hardening Tools and Case Hardening. Ask for leaflet on improved methods.

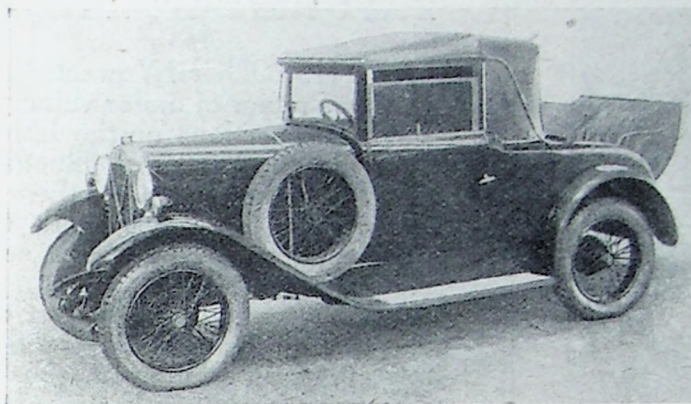
FLUXITE LTD.

(Dept. 420), Rotherhithe, S.E.6

**FLUXITE
SOLDERING
SET—complete
7/6**



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



10/20 h.p. Salmson Coupé

£225

The Age of "Nippiness"

The World to-day demands high efficiency.

Reliability and speed are the most sought-after factors in any business.

So it is with motoring.

Salmson Cars represent the World's demand for a reliable and speedy light car.

There is a model to suit every taste and pocket, from the Sports 2-seater to the luxury of the Weymann Saloon.



Catalogues and full particulars from
GORDON WATNEY & CO., LTD., 31, BROOK ST., BOND ST., W.1.

'Phone—Mayfair 0267.

SOLE CONCESSIONAIRES FOR UNITED KINGDOM AND BRITISH DOMINIONS:

S.M.S. Ltd., Church Wharf, Chiswick Mall, W.4

'Phone—Chiswick 3531.

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



2/6
NET.

*Cf all principal bookstalls and booksellers
or direct from the publishers: 2/9 post free.*

TEMPLE PRESS LTD.
5-15, Rosebery Avenue, London, E.C.1

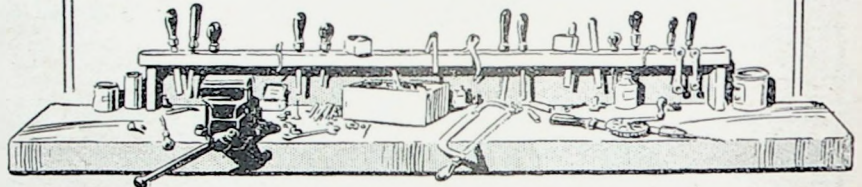
Wholesale Agents: E. J. LARBY, LTD.,
30, Paternoster Row, E.C.4.

All about Repairs

A THOROUGHLY practical guide to the repair of motor vehicles.

There are sections on the lathe and its uses, descriptions and illustrations of tools, and how to use them, various mechanical processes and workshop practice, how to construct a serviceable motor house cheaply, the fitting up of a repair shop and the provision of its tool outfit, and many new practical hints relating to car equipment.

The book is written throughout in non-technical language and practically every necessary tool and operation is shown in illustration.



Touring Essentials

"EASYFIT" BUMPERS

will make your motoring safer, whether touring or otherwise. Congested roads and garages make this fitment a necessity and may save you many pounds' worth of damage. For a small sum you can have protection front and rear. The *Adjustable* Bumpers are exceptionally strong, of spring steel throughout heavily nickel-plated front bars, black fittings. No drilling.

From **50/-** complete.

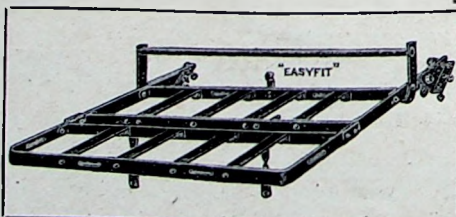
Rigid type for other cars from **30/-**
Front or Rear.

"EASYFIT" LUGGAGE RACKS

Over 50,000 sold. Better value unobtainable.
From **25/-** Lighter pattern for Jowett and
Austin Seven, **20/-** Singer Junior, **30/-**

Write for List.

Frank Ashby
& Sons, Ltd.
Stirchley,
Birmingham



Mr. GLIDEALONG— FLIES ALONG

on STANDARD MOTOR OIL. His life depends on the running of his engine; the running of his engine depends on the oil, but he is not afraid to trust himself to 'NULSEC' STANDARD MOTOR OIL, because he knows it retains its viscosity under the most trying conditions. Flying men are continually using it. This is what one pilot reports:—

"Engine much easier to start up after standing overnight. After a day's flying the oil retains its body to a wonderful degree. The pulling power of the oil is superior to others previously used. 'NULSEC' is the last word in lubrication for aeroplanes."

A postcard to the manufacturers will bring along the chart specifying the right grade of oil for your particular make of car.

THE
W. BLACKWELL OIL CO.,
VICTORIA OIL WORKS,
ASTON, BIRMINGHAM.



All that glitters is not Gold

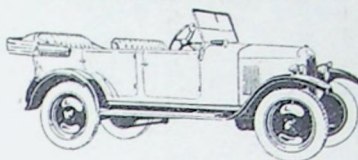
—but a car bought from the Service Company is a safe investment. Our cars are recognised makes, famed for their reliability and sound value for money.

Remember, that in buying a car from the Service Company you also actually purchase service. We encourage you to come and see the service department as often as you want to. Nothing is too trivial for them. Small faults often become big faults if they are not attended to at once. That is why you need never feel shy about seeking our technical advice about anything you can't quite understand or master yourself.

When you buy from the Service Company you are entitled to make use of this wonderful free service as much as you want. It makes just one more reason why you should make a point of buying from the firm that really does take an interest in their customers.

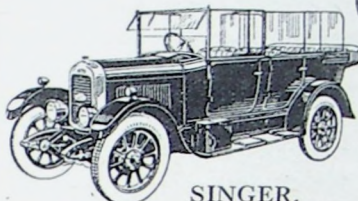
Come and have a look at our showrooms and get full particulars of our deferred payment scheme . . . the scheme that makes buying so easy you never feel it.

FREE! Write to-day for a copy of our novel catalogue, "The Diary of a Car Tester."



ROVER.

4-Seater Tourer .. £225
£45 down.
12 payments of £15 15 0
18 " " 10 15 0
24 " " 8 5 0



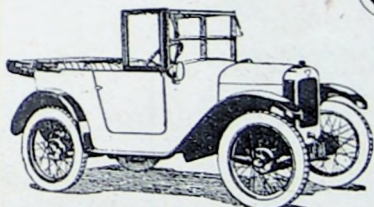
SINGER.

4-Seater Senior .. £220
£44 down.
12 payments of £15 8 0
18 " " 10 10 2
24 " " 8 1 4



JOWETT.

2-Seater .. £150
£30 down.
12 payments of £10 10 0
18 " " 7 3 4
24 " " 5 10 0

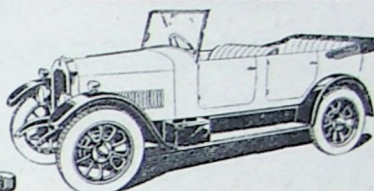


AUSTIN "7."

7 h.p. Chummy .. £145
£29 down.
12 payments of £10 3 0
18 " " 6 18 6
24 " " 5 6 4

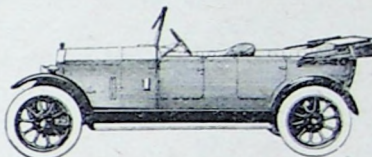
NO DEPOSIT SCHEME.

We can supply any new car. First monthly instalment secures delivery.



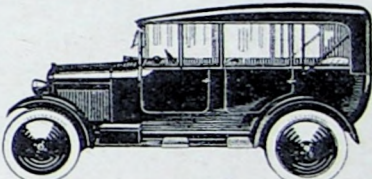
SWIFT.

4-Seater Touring .. £210
£42 down.
12 payments of £14 14 0
18 " " 10 0 8
24 " " 7 14 0



WOLSELEY.

4-Seater Touring .. £215
£43 down.
12 payments of £15 1 0
18 " " 10 5 5
24 " " 7 17 8



SINGER.

Junior 8 h.p. .. £148 10 0
£29 down.
12 payments of £10 10 0
18 " " 7 3 4
24 " " 5 10 0

USED CARS.

Should you be wanting a second-hand car, we have a number of overhauled demonstration and used models that can be bought for cash or easy payments. Every one is a genuine bargain and is backed by our reputation.

The Service Company Ltd.

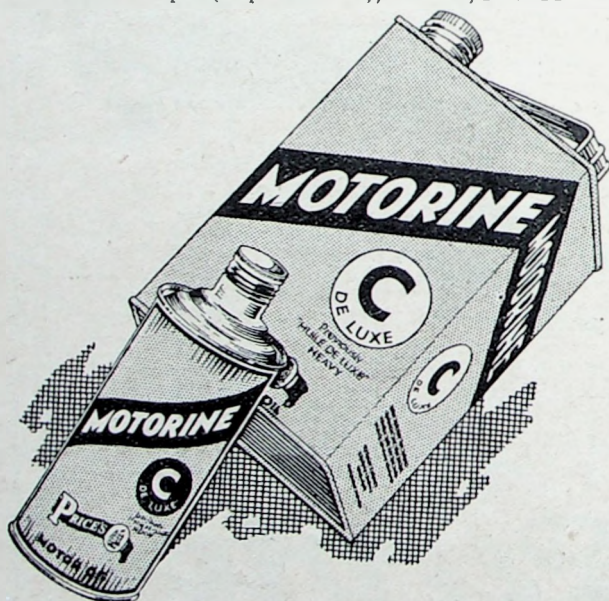
273-274, High Holborn, London, W.C.1.

Telephone: Holborn 0666 (3 lines). Telegrams: "Admittedly, London."

The Car Mart Ltd.
says
"Let a second-hand car do its first-rate best"

Every second-hand car is thoroughly inspected by competent engineers before it leaves The Car Mart's showrooms. And, in order that it may continue to do its "first-rate best," they fill up the engine with Motorine. Motorine is the oil they urge their customers to use.

Send for the free book "The Car" (or, if you're a motor cyclist, "The Motor Cycle") to Price's, the Oil People (Dept. EE.17), London, S.W.11



MOTORINE
very special oil

Price's Patent Candle Company
Limited, London, S.W.11



10

B4

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.

Chekko

Brake and Clutch Linings

Have you got it?

Have you got that enviable confidence in your brakes that you can sit back at the wheel and really enjoy your motoring, free from worry in all hazardous situations, in busy or awkward traffic, at cross-roads, and on steep hills?

Thousands of motorists have this confidence, which is engendered by the use of Chekko—the **only** Brake Lining that is guaranteed never to fail through weakness caused by scorching or burn-out. No cotton or anything inflammable is mixed with the asbestos used in Chekko—hence the guarantee.

For your own safety—and as Chekko lasts longest—for your own pocket also—**insist** on Chekko, from your garage, from any of your stockists, or direct from—

CRESSWELL'S ASBESTOS CO., LTD.

WELLINGTON MILLS, BRADFORD.
Phone: 950 Bradford. Grams: CHEKKO, Bradford.

London Stores: 27, Percy Street, Tottenham Court Road, W.1.
Birmingham Address: Empire House, Great Charles Street.
Manchester Stockists: Manchester Machinists Co., Ltd., 30, Queen Street.
Belfast: Phone: 3829 Central.
Liverpool Stockists: Leo Swain & Co., Ltd., 10, Colquhoun Street.
Stockist for Scotland: Andrew R. Findlay, 17, Robertson Street, Glasgow.
Stockists for Ireland: E. W. Gwynne & Co., 18, Crumac Street, Belfast.

ELEPHANT SERVICE

Always insist on ELEPHANT replacements.

PARTS IN STOCK FOR

A.C. AUTOCRAT, CALTHORPE, CALCOTT, CASTLE 3, ENFIELD, ERIC CAMPBELL, HAMMOND, HORSTMAN, LAGONDA, MARSEAL, MERCURY, METEORITE, SINGER, STELLITE, SWIFT, WARREN-LAMBERT, DUPLEX, LITTLE GREG, etc., etc.

WE ARE ACTUAL MANUFACTURERS.

BELSIZE-BRADSHAW SERVICE

Sole Makers of all parts for these cars. Send for Instruction and Improvement Book 2/6

DEEMSTER SERVICE

All parts for all models with improvements at lower prices than Deemster official prices.

WORM WHEEL SERVICE

All makes from stock in special Phosphor-Bronze. Special Worm Wheels made in three days.

Gear Cutters, Machinists, Founders & Engineers.

Elephant Motors Ltd.

ELEPHANT HOUSE,

97-101, Newington Causeway, London, S.E.1.

Phone—Hop 7076-7-8. Grams—"Multimart, Sedist, London."

Special Features of this week's issue

The Motor

Tues., Aug. 2nd.

* NEXT WEEK!

AMERICAN SPEEDWAY
RACING.

ALL ABOUT FABRIC
BODIES.

BEAUTIFUL NORTH WALES

HOW TO REACH THE DEW
PONDS OF THE SOUTH
DOWNS.

SOME NOVEL AMERICAN
"NOTIONS."

WHEN IT'S GOOD TO BE A WOMAN.

MAKING A STANDARD MODEL DISTINCTIVE.

How, by the Addition of Certain Extras and Slight Modifications, the
Appearance of a Car Can be Altered.

FREED THE GEARS BEFORE ENGAGEMENT.

Many Promising Devices Now Undergoing Trials which Render Gear
Changing an Easy Matter. Some Free-wheel Transmission Systems.

NEWLY DISCOVERED HOLIDAY CENTRES.

Touring Resorts Which Have Sprung Up in a Night. Where the French
Motorist Gets Value for the Franc.

AN "OBSERVATION" SALOON.

Rear Passengers Sit with Backs to the Driver.

THE DRAYTON SUPERCHARGED TWO-STROKE.

An Interesting Engine Designed on Original Lines.

A NEW 30 H.P. 12-CYLINDER DAIMLER.

First Description of a Smaller "Double-six" to be included in the 1928
Programme.

THE VARIOUS METHODS OF PLUG TESTING.

Simple Ways of Detecting a Faulty Sparking Plug.

DEVELOPMENT OF WESTINGHOUSE SERVO
BRAKE.

Mechanism to be Manufactured in England. A Test of the Device on
the Road.

THE VEHICLES LIGHTING BILL AMENDED.

Objectionable New Clauses Exempting Agricultural Vehicles.

THE BOULOGNE-LE-TOUQUET AUTOMOBILE
WEEK.

Entries for Races and Speed Trials Close Next Monday.
Interesting Competition for Coachbuilders. The Baillot Cup Handicap.

SURBITON M.C. LONDON-BARNSTAPLE TRIAL.

A Surprise Unobserved Hill Causes Many Failures. Beggar's Roost
Takes its Usual Toll.

THE SPANISH 12-HOUR RACE.

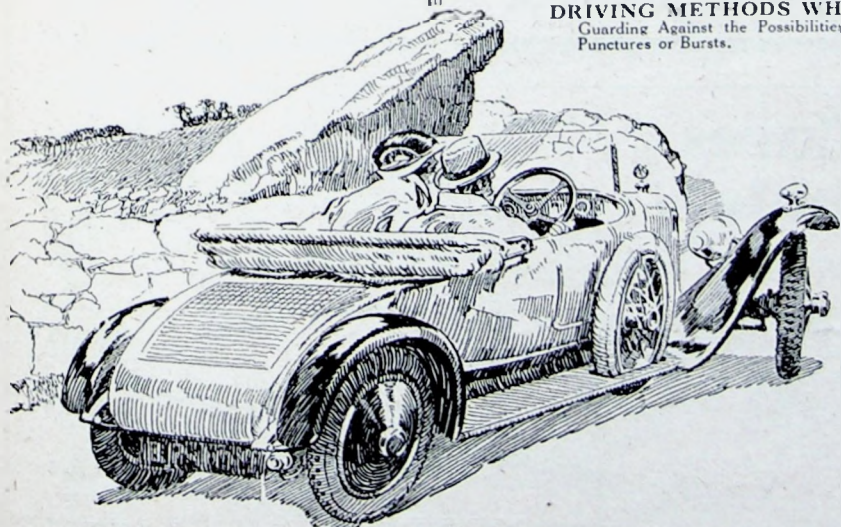
Only Seven Out of 37 Finish in a Gruelling Contest for Touring Cars.
Delage Wins Grand Prix for Racing Cars.

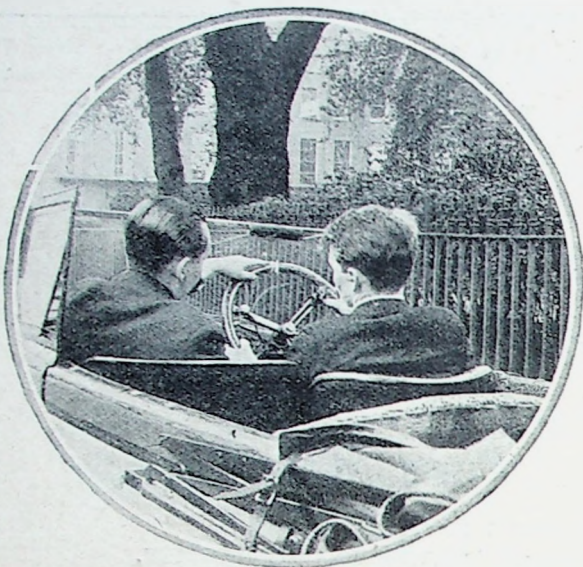
DRIVING METHODS WHEN TYRES FAIL.

Guarding Against the Possibilities of Accident Arising Through Tyre
Punctures or Bursts.

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Rosebery Ave.,
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"HOW TO DRIVE A CAR."

A Motoring Tutor for 2/6!

THERE'S no better driving tutor than the well-known T.P. Manual, "How to Drive a Car," by the Editor of "The Motor."

This handbook gives in simple language a clear explanation of the principles of correct driving, and tells how to deal with the numerous road problems that need accurate judgment and instant decision.

All the finer points of car control are made clear by numerous illustrations.

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Kills Wheel Wobble at its Source.

Guaranteed to
PREVENT WOBBLE IN NEW CARS. MINIMISE
ROAD SHOCKS ON STEERING WHEEL. ELIMIN-
ATE WOBBLE IN OLD CARS. REDUCE WEAR
ON ALL STEERING PARTS. POSITIVELY
EFFECT A PERMANENT CURE.

When ordering, please state Make, H.P., and year of Car, also distance between axle and track rod.

Sole Manufacturers:
BEBINGTON MOTOR ENGINEERING Co., Ltd.,
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More than Pleased!

(A Splendid Testimonial.) May 25/27.

Messrs. Bebbington Motor Co., Bebbington.

Dear Sirs.—A short while ago you supplied us with

your GEE'S Wheel Wobble Eliminator.

This was fitted to a 25/50 H.P. Talbot Saloon

weighing over 2 tons which suffered badly from

this annoying trouble at speeds in excess of

30 m.p.h. We are pleased to inform you that your

dealer has completely cured the defect, and we are more than

pleased with the result. It is quite a refreshing change to

meet with a gadget which really does what is claimed.

Reproduced by permission from
"The Motor."

FIT MITCHELL 'HOTSPARKS'

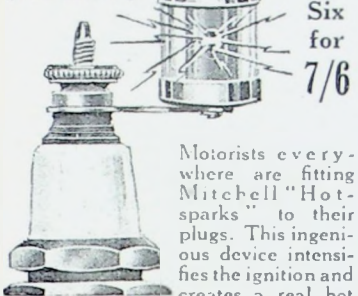
and obtain greater Power and Speed.

The remedy for oily plugs.

Set of Four

5/-

(Two for 3/-)



Six
for
7/6

Motorists everywhere are fitting Mitchell "Hot-sparks" to their plugs. This ingenious device intensifies the ignition and creates a real hot explosive spark at the plug points. By fitting a set to your plugs you will obtain the following advantages:—

Earlier and more perfect combustion; greater power and speed; more rapid acceleration; definite saving in petrol; less liability of plugs to soot and oil up; less liability of misfiring; more perfect running at all speeds; visible and easy method of diagnosing ignition troubles; easier starting, etc., etc.

Don't delay, but write for a set now and get the best out of your engine.

Also obtainable at Gamages, Dunhills, Benethtinks, Selfridges and elsewhere.

FIND THAT KNOCK!



The Mitchell "NOCFINDER"

locates Knocks, Pounds, Rasps, Drumming Squeaks, etc., and thus enables engine troubles to be rapidly diagnosed by SOUND, as clearly as though all the moving parts were visible and could be seen carrying out their various functions. Every click made by the opening and closing of a valve can be clearly heard and the sound of the push-rod striking the valve-stem can be easily distinguished. Money will be refunded if not completely satisfied.



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Descriptive Leaflet sent
on request.
Stocked by Gamages,
Dunhills, etc.

Address all
orders to:—
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THE LONDON MOTOR SUPPLIES CO.,
TWICKENHAM - MIDDLESEX.

The MITCHELL PLUG TESTER will solve your Ignition Troubles.

Every motorist should possess a "Mitchell" Plug and Ignition Tester. No "earth" has to be made. It is simply applied to the plug tops, or run over the wiring, and bright orange flashes in the inspection window tell you just what is happening. It will detect the following troubles:—

Plug not sparking.
Points too close.
Points dirty or foul.
Spark gap too wide.
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Plug sparking internally.
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FREE TRIAL.

Send P.O. or Cheque to-day for 8/6 and you will receive the complete outfit per return of post. Try it for a week, and if you are not perfectly satisfied your money will be refunded in full.

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Special attention
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Special demonstrations
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Dunhills, Selfridges,
Army and Nave Stores,
and other well-known
establishments.

WHY USE THE STARTING HANDLE

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To start up for fear of draining your battery with the self-starter, when, subject to the engine and carburetter being normal, the Delco-Remy Coil Ignition will give a spark with the first push of the starter button in any weather and however slowly the engine rotates.

Human muscle should no more be needed to start a car than to move a car forward by pushing the wheels round.

Fit Delco-Remy Coil Ignition, use your self-starter and forget your starting handle.

Write for free booklet entitled "Specifications DO Count."

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— Engineers —

Head Office and Works: 111, GROSVENOR ROAD, LONDON, S.W.1
Telephones—Franklin 6446, 6447 6443, 6449 (4 lines). Telegrams—'Delremhyat, Churtor, London.'

R.N.R.

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

21,000 miles to its credit— but still does 340 miles in 11 hours!

A Hampshire owner, who tells us that his Austin Seven, since he bought it in January 1925, has covered close on 21,000 miles, writes: "I think you may be interested to hear of a recent performance on the part of my car. I left Gosport at 6.16 p.m., dined at Newbury and reached Banbury, where I stopped for the night, at 10.33 p.m. The following morning I started at 8.17 and, stopping for lunch on the way, reached Riding Mill, Northumberland, at 4.32 p.m. My total time on the road was just under 12 hours, running time about 11 hours, and distance 341½ miles."

The above experience illustrates the wonderful efficiency of the Austin Seven, even after years of arduous service, and its capacity for high average speeds over really long distances. Compare it with any other means of travel and you will find the "Seven" by far the cheapest. A penny a mile covers all running costs.

Austin Seven

Write now for Latest Booklet.

The AUSTIN MOTOR Co., Ltd.,
LONGBRIDGE, BIRMINGHAM.

London Showrooms:
479-483, OXFORD ST., W.1. (Nr. Marble Arch).

145

AT WORKS

Saloon, £165



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



IN THE SCOTTISH SIX DAYS' TRIAL.

The Edinburgh and District M.C.'s classic event, which ended last Saturday, attracted four car and four cyclecar entries in addition to ninety motorcycles. The star performer was G. C. Harris (Morgan), who is seen on Blackford, last of the observed hills. He retained a clean sheet throughout and won a premier award. See report in this issue.

NOTES, NEWS & GOSSIP *of the* WEEK

Cyclecar Grand Prix.

Enthusiastic supporters of the idea of a cyclecar Grand Prix are not asking *whether* it will take place, but *when* it will take place. Interesting developments are pending.

Austins in Borneo.

Austin Sevens are making excellent headway in Borneo in face of competition with large American cars. Road surfaces are good in that country and the number of motorists is rapidly increasing.

This Week.

The Boulogne Motor Week provides enthusiasts in this country with a unique opportunity for witnessing road-racing near at home. In this issue we give a preliminary programme of the various events, from which it will be observed that some excellent sport is promised. Amongst other interesting features are the concluding instalment of "Valves and Valve Gear," and an article entitled "Cars with Bad Influences," in which the writer throws quite a fresh light on causes of bad driving on the part of men who usually take the utmost care.

No. 765. VOL. XXX.

ON OTHER PAGES

On the Tapis	270
Road Tests of 1927 Models:	
The 10 h.p. Trojan	272
Cars with Bad Influences	274
Valves and Valve Gear (concluded)	276
The Boulogne Week Programme	280
Rich Mixture	282
Topics of the Day	285
Cyclecar Comments	286
The World of Sport	287
Our Readers' Opinions	290
Ideas for Owners	294

LIGHTING-UP TIMES (Rear Lamps) for Saturday, August 6th.

London .. 9.8	Birmingham 9.18
Newcastle .. 9.29	Liverpool .. 9.26
Edinburgh .. 9.39	Bristol .. 9.18
Moon—First Quarter, August 5th.	

French Petrol Prices.

Motorists who intend to tour in France this summer should know that the present price of "essence" in that country varies from 11.75 francs to 13.25 francs per bidon, a bidon being a little over a gallon. The difference is due chiefly to taxes imposed by local authorities.

Brooklands Meeting Postponed.

Owing to the bad weather on Bank Holiday, racing at Brooklands was impossible, and soon after one o'clock the loud-speakers announced that the meeting would be postponed until Saturday, September 17th.

Sporting Car Race.

Sixteen entries, including five Alvises, three Lea-Francis, Bugatti, Frazer-Nash, Aston-Martin and Salmons, have been obtained for the J.C.C. second sporting car race which takes place at Brooklands on Saturday, August 13th. The race is of four hours' duration, starting at 2 p.m.

Next Week.

Picnicking continues to be one of the most pleasant aids to light car touring, but the whole success of an alfresco meal depends upon the experience of those who organize it and the care with which the menu and so forth are prepared. Next week's issue will contain a special article on picnicking, calculated to help beginners and to give even old hands one or two useful wrinkles. Where does the Thames actually rise? This is a question which will be answered in a breezy little contribution.

An Oxford By-pass?

As a result of continued traffic congestion in Oxford the Ministry of Transport is to be approached with a view to preparing a scheme for the construction of a by-pass north of Oxford, from Headington to Eynsham.

Carlisle's Tramways.

Application for authority to introduce a by-law making it an offence for cars to pass stationary trams when passengers are boarding or alighting, is being made to the Ministry of Transport by the Carlisle Corporation.

Road Experiments.

A five-mile stretch of roadway has just been completed in Ventura County, California, which will be used exclusively for experimenting with various methods of road surfacing. The stretch is divided into quarter-of-a-mile sections, each being surfaced with a different type of concrete.

New I.O.W. Ferry Boat.

Owing to continued increase of traffic between Portsmouth and Fishbourne, near Cowes, the Southern Railway Co. has added to the service a new motor vessel capable of conveying 16 cars. The deck is arranged so that cars may drive straight on at one terminus and straight off at the other.

Free Parking at Dolgelly.

The Dolgelly Trades' Association recently canvassed local traders to find out if they were in favour of the existing free-parking scheme for cars, or if they would prefer the urban council to make a charge for street parking. As might be expected, the traders were all in favour of free parking, for shopkeepers depend largely on motor traffic.

Tramcar Windscreen Wipers.

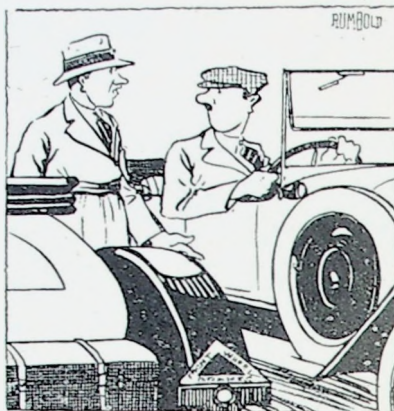
Tramcars in certain German towns are fitted with large glass screens to shield the drivers. Car-type windscreen



A decorative "one-way street" sign erected in London. It is surmounted by an orange-coloured lantern.

wipers are now being provided to overcome the difficulties that have long beset the drivers in wet weather.

B10



WEEKLY WISDOM.

Thou meetest a man in trouble. Give ear unto his lamentations and succour him, then will he bless thee and all thy house.

Toujours le Camp.

To encourage car camping a new Paris club has been formed under the title of the Auto Camping Club de France.

A Popular Light Car.

During the past five years one Alvis enthusiast has had no fewer than three cars of that make, whilst amongst his family there are now actually eight Alvises in service. This probably constitutes a record for one make of car in one family.

"A Little Learning—"

Describing a motorecyclist's recent feat of diving into the Thames on his machine, which was fitted in an aeroplane float, three London evening papers said that he was prevented from sinking "by means of a special float chamber"!

New Midland Road.

The Birmingham - Wolverhampton road is now nearly completed, and it will be opened by the Prince of Wales on November 2nd. Many engineering difficulties have had to be overcome in the construction of the new highway, and in its ten-mile stretch three railway bridges and two canal bridges have been erected. The width of the road is 40 ft., but this may be increased to nearly 80 ft. if subsequently found necessary.

A.A. Annual Meeting.

At the annual meeting of the Automobile Association, which was held last week, Mr. Chas. McWhirter, chairman of the Executive Committee, pointed out that the A.A. had never wavered from its well-founded belief in a petrol tax in lieu of a horse-power tax. "It is difficult," he remarked, "to understand the opposition to this form of taxation" which would increase the use of motor-cars, operate fairly upon all motorists, and secure all-the-year-round-use of cars, thus adding to the gross revenue.

Commenting on the A.A. petition to Parliament, Mr. McWhirter said it was signed by over 300,000 people, and that evidence of its having created an impression was noticeable. The total membership of the Association at the time of the preparation of the report and accounts was 344,483.

Exit the Level-crossings.

A scheme is nearly complete which will remove from the main road passing through South Wales two level-crossings and three obsolete bridges. The arrangements embrace the construction of a new stretch of road.

Swiss Automobile Road.

With the object of ensuring that the proposed special road for motorcars from Hamburg to Italy shall cross Swiss territory certain citizens of Basle have formed themselves into an association for the purpose of rousing public interest in the matter.

"Scotland for the Motorist."

Issued under the auspices of the Automobile Association, "Scotland for the Motorist" (Cassell and Co., 7s. 6d. net) has been brought up to date and will be of more value than ever to tourists. Many itineraries have been included, all maps and plans have been revised and others added, as well as a series of artistic photographs. The revision has been carried out with special regard to the requirements of motorists on tour.



This striking notice urging their employees to shop imperially is displayed in the works of the Rover Co., Ltd.

R.A.C. Guides for I.O.M.

The R.A.C. has despatched 11 road guides to the Isle of Man for two months to assist in traffic regulation and control during the holiday season.

British Grand Prix Entries.

Captain Malcolm Campbell, who put up such an excellent performance in last year's Grand Prix, has again entered a Bugatti for the race. Mr. G. E. T. Eyston who had entered a Halford-Special, has requested permission to substitute a Bugatti. The race takes place on Saturday, October 1st, at Brooklands.

San Sebastian.

The only light car to finish in the International twelve-hour race at San Sebastian was a 1,100 c.c. E.H.P. driven by Bouriat and Boussienne. The race was won by Rost and Lehoux in a 2-litre Georges Irat, which covered over 752 miles in the time limit. Bouriat and Boussienne in the E.H.P. covered nearly 700 miles at an average speed of 57.75 m.p.h. Fifteen cars started, seven being in the light car classes.

A Guildford By-pass.

Plans have been taken in hand by the authorities concerned for a by-pass road at Guildford, from the London road to the Hog's Back.

Copnor Road Closed.

Copnor Road, Portsmouth, from the "Coach and Horses" to Laburnam Grove, is being resurfaced, and caution is needed whilst the road-breakers are at work.

Fewer Trams at Burton.

Road users in the Burton-on-Trent district will be pleased to know that the tramway route from the High Street to the Branstone Road terminus is to be abandoned. A bus service has been instituted on that section and the track is to be removed.

For Scottish Tourists.

A new map, recently published by J. Bartholomew and Son, Ltd., Edinburgh, at 4s. 6d., mounted on cloth, should be invaluable to Scottish tourists. It is a useful size, can be easily read and folds up into a small space.

For Motorcyclists.

An exhibition of historic motorcycles is being organized by the R.A.C. in connection with the Motor Cycle Show at Olympia in November next. The Club is anxious that the exhibition should be as representative as possible and owners of motorcycles of very early make or of unique design are asked to write, giving full particulars, to the Secretary, R.A.C., Historical Exhibit, 83, Pall Mall, London, S.W. The Club will be responsible for all carriage charges and insurance.

Starter Saves Situation.

Traversing an already deeply flooded road near Birmingham the car in which a motorist was cautiously pursuing his way was nearly swept off the highway owing to the sudden collapse of a retaining wall which let loose a flood of water which had been held up on the other side. The engine stopped and the water rose rapidly to the level of the seats in the car; as even more serious developments appeared to be pending, the driver engaged second gear and pressed the switch of the M.C.L. starting equipment, which successfully extricated the vehicle after propelling it for 80 ft. Incidentally the starting motor had been awash for an hour at the conclusion of this involuntary test.

Southampton-Exeter Trial.

Entries may now be sent in for the Southampton-Exeter Trial to be held on September 3rd. The trial is organized by the South-Western Centre of the J.C.C., and entry forms may be obtained from Mr. T. G. Hayter, 11, Union Bank Chambers, High Street, Southampton.



Mr. R. F. Brown (right) superintending the laying of his patented white line at Clacton-on-Sea. The line is made up of cubes of hard clay with centre cubes of glass.

Madresfield Speed Trials.

West country motorists will be interested to know that the speed trials at Madresfield Court are to be revived this year, and an open permit has been granted by the R.A.C. for this event organized by the Worcester Motor Club.

Smaller Juggernauts.

Motorists who intend to tour in the Isle of Wight this summer will be pleased to hear that the Ministry of Transport has placed a severe restriction on the size of chais-a-bancs for use on certain roads.

For Foreign Tourists.

The R.A.C. has received a copy of the instructions issued by the Ministry of Communications to motorists crossing unprotected and open level-crossings in Italy. Copies of these instructions are issued to any members or associate-members proposing to tour in Italy.

Ham Common.

The clerk to the Ham Urban District Council wishes it to be known that motorists are forbidden to drive their cars on Ham Common, Kingston-on-Thames.

The Speed Limit.

The Royal Automobile Club is being called upon to defend an increasing number of summonses for exceeding the speed limit in the north of England, the areas principally affected being districts around Liverpool and in the north of Cheshire.

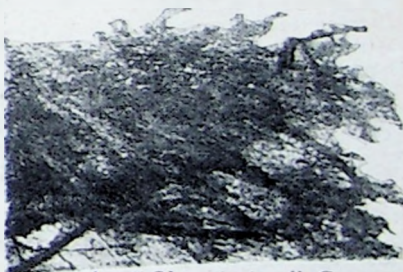
For Foreign Tourists.

A new district guide—"Les Alpes de Savoie et du Dauphine, les Routes des Alpes"—has been published by the Michelin Tyre Co., Ltd. The guide can be obtained at a cost of 7s. 6d. from the Touring Department of the R.A.C.

The rate for the shipment of cars to Spain has been reduced as follows:—Cars up to 24 cwt. £10, over 24 cwt. £15.



impressive monument, which stands at the end of the magnificent avenue at Castle Howard, forms a landmark for miles around and is plainly from the York-Malton road; erected to the memory of a member of the 1st family. (2) An imposing gate. (3) A contrast in light and shade—the fine old beech trees in the park and a charming spot at Castle Howard.



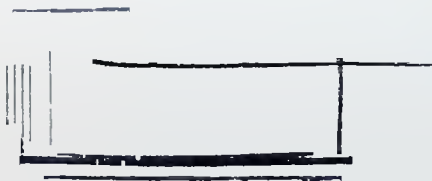
An "Observation" Car.

An interesting new type of bodywork has lately been put upon the market. It is called the "observation" car. The chief aim of the design is to afford the passengers an uninterrupted field of vision, and this has been achieved by reversing the seating arrangements, so that the driver and passengers sit back to back.

Two types of this novel kind of bodywork are made. In the saloon type the windows are carried right round the rear quarters, while the roof is a large window.

In the open type the body is finished off cruiser fashion, and entrance is made by two doors opening and closing simultaneously. A rear screen protects the head and shoulders and a hood covers the driver and passengers in wet weather, but does not interfere with the range of vision.

The observation body can be built on any light car chassis, and particulars and quotations can be had from Mr. P. Barry, c/o Eustace Watkins, Ltd., 91 New Bond Street, London, W.1.



A SPORTING JUNIOR.

This two-seater sports body on a Singer Junior chassis is being marketed by Messrs. J. Parsons and Co., Cardiff. The complete car sells for £185. A door can be fitted if required.

THE EDITOR DEALS WITH PLANS AND
POSSIBILITIES IN THE WORLD OF
LIGHT CARS.

THERE can be no disputing the fact that since the possibility of a cyclecar Grand Prix was mooted in this journal there has been a decided revival of interest in races of this description. The difficulties of organization, however—if they rested in the hands of a hastily formed committee—might prove great, and for this reason some of its supporters hope that the revival will be given a good send-off by the inclusion of a special class for three-wheeled cyclecars in the 200 NEW R.S.W. 1. Every one will think any the less of

Owing to continued increase of traffic between Portsmouth and Fishbourne, near Cowes, the Southern Railway Co. has added to the service a new motor vessel capable of conveying 16 cars. The deck is arranged so that cars may drive straight on at one terminus and straight off at the other.

Free Parking at Dolgelly.

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Tramcar Windscreen Wipers.

Tramcars in certain German towns are fitted with large glass screens to shield the drivers. Car-type windscreen

wheeled vehicles, more consents

The Club has by three-wheelers believe that the ear towards any the promise of a en be possible to s a separate race fternoon for the

at the retirement racing car driver e three 1,500 c.c. egrave generally ars raced in this o drivers were that the équipe hands of French- umour which, to entirely without e J.C.C.'s "200" speak for them-

and selves, but it is anticipated that the Talbots will figure in both. The Delage team have been entered for the latter event and the Talbot team will surely not miss the opportunity of trying to get their own back after their bad luck in the French Grand Prix.

There are grounds for believing that, in the comparatively near future, superchargers will be the rage amongst the owners of sports cars—and possibly semi-sports cars in addition. In France the use of supercharged engines for fast touring is advancing by leaps and bounds. Designers already have solved most of the problems which present themselves when forced induction is employed for road work, and supercharged cars which have actually come under our notice have proved to be docile and economical, whilst having a performance which would be impossible to obtain with atmospheric induction.

The proper place for a supercharger—or so the experts seem to think—is at the front of the engine, and this means some redesigning of the chassis. With the likelihood which we have already mentioned of half-elliptic springs gaining favour and supercharged engines becoming a sine qua non, the possibility is extended of many sports chassis being almost wholly redesigned before long. When they are we expect to see them much lower than at present. A low-built car is very stable and, if properly designed, it is an absolute delight to drive. We should like to see the demand for a low frame level extended to touring cars. The low-built car is certainly the car of the future, and those who are first in the field with practical designs should reap a rich reward.

This year's six-hour Endurance Race was in the nature of an experiment, for the Essex Motor Club officials were naturally in some doubt as to whether an attempt to reproduce at Brooklands the conditions of the 24-hour race at Le Mans and to condense them into the comparatively short period of six hours would be successful. The entry list and the amount of enthusiasm which the race caused speak for themselves, and we understand that an even greater effort will be made next year to popularize the event. It is, in fact, more than probable that a number of well-known foreign drivers and cars will compete. The awards provide a difficulty, as the prevailing fashion is to offer substantial sums in cash; there is plenty of time, however, to go into questions like this. The date fixed for the event, by the way, appeared to be rather early, but proved to be no drawback, so the race will be run again in the "merry month."

A Fine Old York-hire Mansion Lying in a Beautiful Wooded Makes an Excellent Venue

(1) This impressive monument, which stands at the beginning of the magnificent avenue at Castle Howard, forms a landmark for miles around and can be seen plainly from the York-Malton road; it was erected to the memory of a member of the Howard family. (2) An imposing gate to the park. (3) A contrast in light and shade—one of the fine old beech trees in the park and (4) Another charming spot at Castle Howard.

THE fine wooded park and magnificent mansion of Castle Howard lie a little to the north of the York-Malton road and tourists exploring the neighbourhood will find it well worth while to visit this remarkable eighteenth-century mansion or, at least, to take the road which leads through the park. Visitors proceeding from York should turn to the left soon after passing the level-crossing at Barton Hill: the road is somewhat narrow and of the "switch-back" variety but is in fairly good condition. A stiff but not really diffi-

cult climb leads up to the obelisk which is shown in one of the accompanying photographs and which forms a well-known local landmark, being visible for many miles. It was built in memory of one of the Howard family.

The obelisk marks the beginning of a magnificent avenue in which, incidentally, cars may be left by those visiting the castle itself. A charge of 1s. is made for admission to the castle, which boasts of an exceedingly fine collection of old masters and antiques and some valuable Greek statuary. The building

itself was erected by Vanbrugh early in the eighteenth century.

There is a picturesque and expansive lake in the park, and a turn to the right shortly after this leads to the village of Coneysthorpe and thence to Malton. This road commands fine views of the Vale of Pickering and the moors to the left and the Yorkshire Wolds on the right. The whole district is most attractive from a motorist's point of view and, with Castle Howard as an objective, a very pleasant day can be spent.

Road Tests of 1927 Models.

The 10 H.P. TROJAN

CONVINCING PERFORMANCE OF ONE OF THE WELL-KNOWN LEYLAND PRODUCTS WHICH, AT THE TIME OF OUR TEST, ALREADY HAD 18,000 MILES TO ITS CREDIT.

YOU cannot "test" the Trojan in the generally accepted manner. With a conventional car you can ascertain the performance obtainable on the various gears and compare its behaviour with that of other contemporary designs; but the Trojan cannot be compared with any other car, for its design and conception throughout are entirely original. Its capabilities, however, although dissimilar from those of other cars in about the same class so far as price is concerned, need no qualification.

DISTINCTIVE IN APPEARANCE AND DESIGN.

The car has a particularly solid and convincing appearance. The lower photo. reveals the handy rear locker which is illuminated by the rear light.

A standard Trojan—if the model we recently used for a week was a representative model, and we have no reason to believe it was not—will do from 36 m.p.h. to 38 m.p.h. on full throttle indefinitely. It will go almost anywhere in top gear, and it will take its full load of four passengers up Beggars' Roost in a most convincing manner. There are many light cars which can better 38 m.p.h., but there are few, indeed, which could be driven from one end of London to the other along the the busiest roads at mid-day without once changing gear, and there are still fewer which could tackle a freak hill like Beggars' Roost without giving qualms to the driver.

In other directions, too, the Trojan can make even quite expensive light cars show up most unfavourably. The springing, for example, positively absorbs all road shocks and vibration. At 1 m.p.h. across a field, at 10 m.p.h. along vilely-surfaced cobbled streets, at 20 m.p.h. along main roads and at full speed in by-ways, the driver and passengers experience a sensation positively akin to floating. Sometimes when traversing wavy roads at highish speeds a pitching motion is noticeable, but this never becomes unpleasant nor is it accompanied by the least sensation of jarring. A better-sprung car it would certainly be hard to find.

Economy a Strong Point.

Exploring other directions in which the Trojan obviously scores over conventional cars, one discovers that it would be hard, if not impossible, to beat it from the point of view of economy. The standard model with either the single door or three door body will carry four adult passengers with ease and could, at a pinch, take six. Thus loaded, the car which we tried averaged 38 m.p.g. of petrol-oil mixture over give-and-take roads, including a fair amount of town

work. Tyre wear, too, appears to be at an equally frugal rate, for the set of five Dunlop balloon tyres on this car had been in use for rather more than 8,000 miles and were still in sound condition.

The cost of motoring after fuel, tyre and oil bills have been met is intimately associated with the cost of repairs. With the Trojan this item amounts to nothing for the first 5,000 miles, as the makers have a special guarantee scheme which relieves the owner of paying for any mechanical derangement that may occur until that mileage has been covered.

Very Straightforward Design.

Assuming that at 5,001 miles trouble was then encountered, we have no hesitation in saying that it could be remedied at much lower cost than would be the case for a car of conventional design. This is because the parts of which the Trojan is built are straightforward and embody as few components as possible. The back axle, for example, consists of a single tube in place of the usual differential and bevel gearing, live shafts, thrust and journal races and similar complications. In place of a propeller shaft there is a simple chain, and in lieu of a clutch and gearbox a straightforward two-speed epicyclic mechanism which is easily dismantled, readily assembled, and embodies easily-replaceable parts of a very inexpensive type.

The engine, having only two sparking plugs, no valves, no valve gear, no water pump, magneto or other elaborate parts, calls for remarkably little attention, and does not need particularly skilled workmanship if the need for an overhaul arises.

As it is economical in running costs and repair bills, so is the Trojan inexpensive on the score of maintenance. Bright work is non-existent, the wheels are of the disc type and can be cleaned in a moment, whilst the hard, serviceable finish used for the

body can be washed down by an owner-driver with a sponge and a pail of water.

The Trojan is a peculiar car to drive—peculiarly easy for novices and peculiarly fascinating for those who are used to other cars. Entering the driver's seat, one primes the engine with a little pump conveniently placed on the dashboard and switches the ignition to the "on" position (which simultaneously opens the petrol tap). The next move is to give two steady pulls on the starting lever, which is similar to an ordinary hand-brake lever, but has, of course, no ratchet and travels rather farther.

The second pull almost invariably starts the engine, and all that is necessary then is to grasp another lever—which is identical with the ordinary type of hand-brake lever—push it forward, which engages first gear, and, once a little way is on, pull it back through a gate and push it forward again when top gear is engaged and can be used continuously except for restarting on a gradient or climbing freak hills. A clutch pedal is provided and can be used in the ordinary manner when in top gear.

When first gear is engaged, freeing the clutch returns the gear lever to neutral, and if the driver wishes the drive again to be taken up on first gear, he must return the lever to the forward position.

The Brakes.

The foot brake, which acts upon the back wheels, is reasonably powerful and can be supplemented in emergencies by pulling the gear lever back into the reverse slot of the gate. This causes the reverse gear brake band which normally takes up the drive to provide a very powerful braking effect. A hand brake is fitted, but it is designed primarily for holding the car when at rest. On the car we tried its action was too harsh and its method of application too unnatural for one to feel inclined to make use of it when the delightful braking effect obtained by making judicious use of the foot brake and, in emergencies, the reverse gear were available.

Trojan steering, in our view, although not inaccurate or possessing any specific fault, does not come up to the standard attained by other features of the car. The driver is given a comfortable seat, delightful suspension, straightforward, easily operated, well-placed

controls, and surrounded by these evidences of forethought for his well-being, he is disappointed to find that the steering is rather heavy and addicted to "lashing" on pot-holed roads. For this, no doubt, the differential-less back axle is largely to blame and the cause—many would agree—amply justifies the effect.

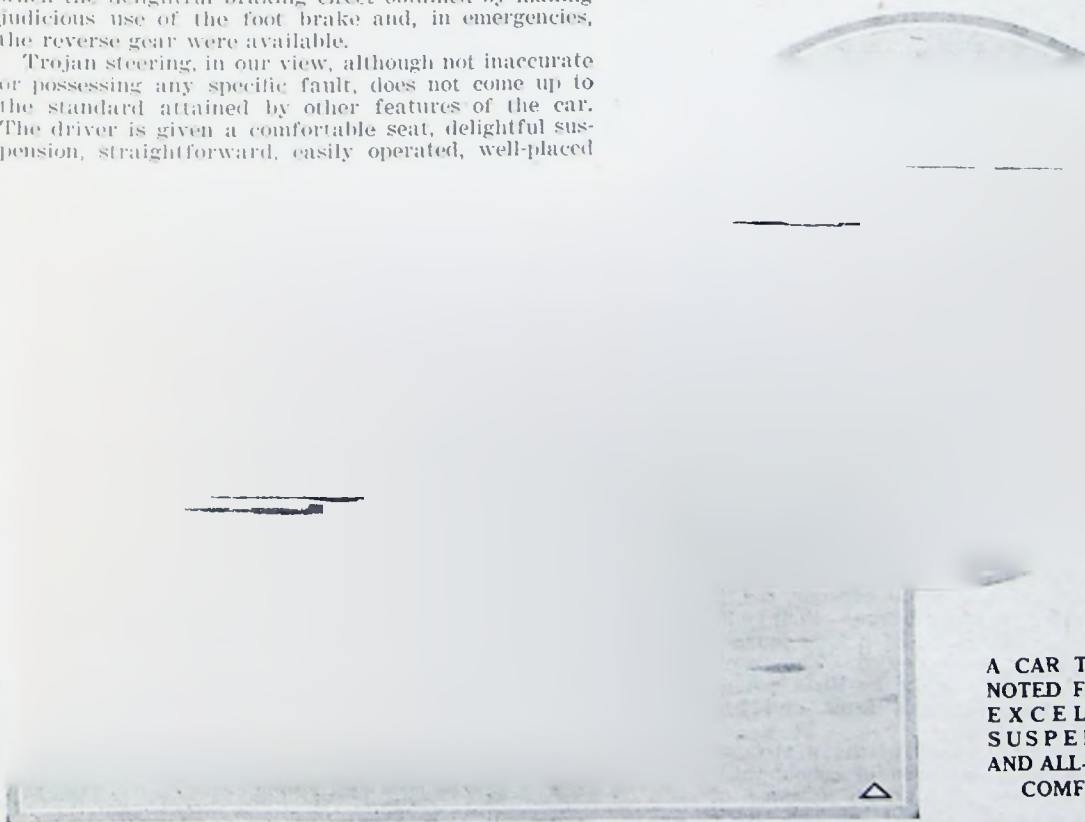
That Trojans last well cannot be denied. The car we tested had covered more than 18,000 miles, but its general condition gave no indication of the fact that in its lifetime of about a year it had covered a distance equal to about two-thirds the circumference of the globe. The doors were tight and rattle-free, the wings were rigid, the paintwork was quite fresh and the upholstery showed no signs of wear and tear.

Skidding Impossible.

The effective hood and side curtains, which were found to afford all the protection required, showed few signs of wear and tear and proved to be easily erected and taken down. Their value was demonstrated on one run which we took in the car when rain was falling heavily for more than three hours but did not succeed in penetrating to the interior of the car. On the same run it was noticed that the Trojan with pneumatic tyres literally will not skid. We tried to make it do so, but without success.

Mechanically, the car seemed to be in splendid fettle. The hub bearings were free from shake, the steering joints were not worn, and the engine and epicyclic gearing were in excellent condition. The reduction gear, however, was rather noisy, but the replacement of the worn parts would be an easy and inexpensive business.

The Trojan has three big selling points, simplicity, economy and reliability. They have all three been proved on many occasions, and they can be depended upon to take care of the future of this unconventional but thoroughly practical car.



A CAR THAT IS
NOTED FOR ITS
EXCELLENT
SUSPENSION
AND ALL-ROUND
COMFORT.

The larger photograph shows how a rather novel test of the suspension was carried out. The passenger in the back seat held an egg in a spoon whilst the car was driven all out over a road with a second-class surface. No accident occurred! The deep well for the legs of rear-seat passengers—which gives almost armchair comfort—is seen in the other photo.

Do some cars affect the road manners of their drivers? The question is a controversial one, but the writer of the following believes that they do, and makes out a strong case in support of his contention.

been previously.

When overhauling a tram just about to stop, for instance, he would accelerate and blow his horn so as to get past before the passengers previously, he and waited for same thing happened a question whether he of another car should he could possibly would do so to

To avoid the trouble of pulling the wheels over to full lock a driver of a car with stiff steering is tempted to take corners in a wide sweep.

ANYONE who has taken the trouble to study road manners and driving methods will have noticed that, broadly speaking, different drivers of any particular make of car betray the same vices, the same idiosyncrasies and the same virtues. Why is this? Some would offer the simple explanation that one make of car appeals to one class of person, and that it is not to be wondered at, therefore, that they behave in a similar manner on the road.

There is a good deal of truth in this, but it does not cover all. The average driver of a "hot stuff" sports car is almost sure to be fond of a good "blind"—he would not buy a sports car if he were not; similarly, the owner of a slow, family model may reasonably be expected to be a potterer; but why should drivers of some makes of car behave as veritable road hogs in certain circumstances, although they are courteous enough as a rule? Is it that their cars have some little faults in design which prompt them to forget the convenience of others at certain times? The writer feels that this is the true explanation.

Squeaking brakes furnish a very good example. A driver who is at all sensitive mechanically hates to have a loud squeal inform all and sundry that he is slowing up. He may not know whether there is really any justification at the present day for squeaky brakes, but he is inclined to feel ashamed of his car. A man who is at all nervous, too, is apt to be troubled by noisy brakes—they make him fidgety, and at the end of a long journey he feels "nervy" and depressed. The result is that most motorists make as little use as possible of brakes with this fault, and bad manners often follow.

The writer recently came across a striking case of this sort. A motorist of considerable experience, who was always the essence of courtesy, recently purchased a car with squeaky brakes. They annoyed him intensely, and about a month after he had taken delivery of the car he realized that he was

using his brakes.

Here is a definite instance of the design of a car affecting the road manners of its driver, and although they may not realize it there are probably many other people who have developed bad manners through the same cause.

Quite a common sight at week-ends or holiday times, when our main roads are crowded, is that of a fast lorry or char-à-bancs, and just behind it but slightly more to the off side of the road another car waiting to pass. The conditions may remain unchanged for a mile or two; in nine cases out of ten the car waiting to pass will be found to be one which has rather poor acceleration, and in his anxiety to pass, its driver has pulled out slightly to get a better view of the road ahead and does not realize that he is holding up a string of perhaps half a dozen faster cars.

If it were possible to find the primary cause of every accident it would probably be discovered that quite a number were the result of "gear fear," due to



Squeaky brakes annoy a driver and he is inclined to use them as little as possible. In consequence ordinary road courtesies are often forgotten.

gear change of one of the cars involved being difficult. If a driver dreads making a change, the natural result is that he keeps in top gear as much as possible. When cross-roads are approached he may perhaps slow up as much as he can without dropping into second gear, but the chances are that even if the crossing is a dangerous one he will go no slower.

Hills, too, he will want to rush so as to get up in top. In the country, of course, this does not usually matter; but once the habit is bred it is difficult to shake off, and gradients in towns will often be rushed as well, even though traffic is rather thick. Should any other vehicle be descending when the driver wants to pass a car ahead, there will be a very strong temptation for him to rush through and force the approaching vehicle to slow up or even stop. This, of course, is dangerous as well as bad manners, for unless the descending vehicle has good brakes an accident may easily result.

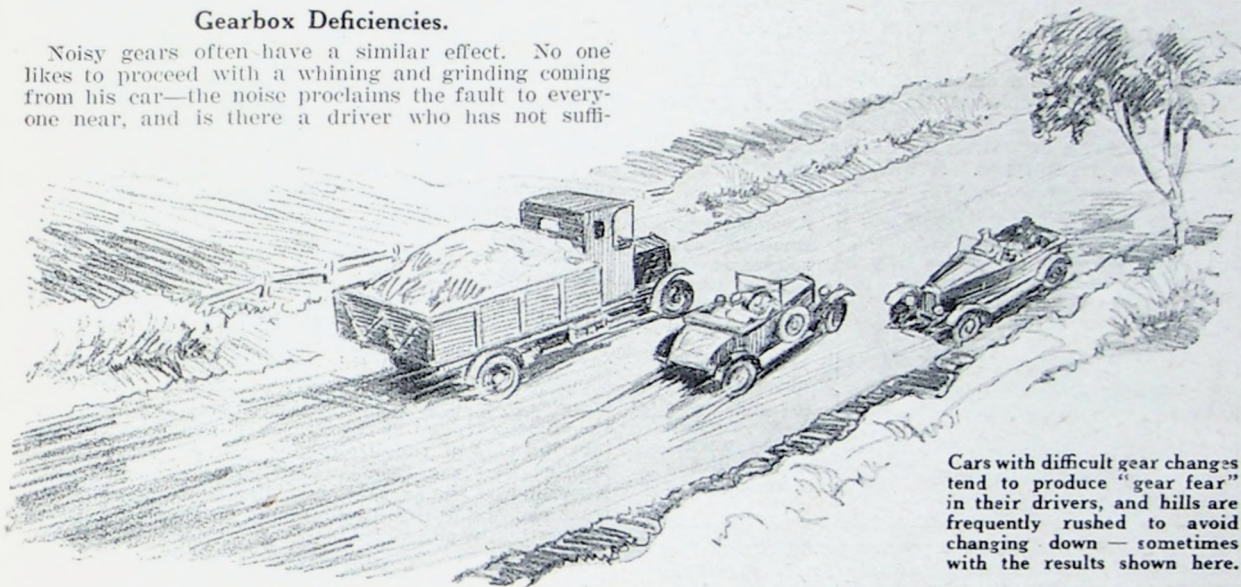
Gearbox Deficiencies.

Noisy gears often have a similar effect. No one likes to proceed with a whining and grinding coming from his car—the noise proclaims the fault to everyone near, and is there a driver who has not suffi-

probability the driver of the offending car does not realize that he is inconveniencing others simply because he cannot see the tip of his near side front wing, and is a good deal farther from the side of the road than he imagines.

Any reader who requires further proof of this has only to watch a number of cars passing through a fairly narrow opening, such as a gate. In the majority of cases he will notice that the off side of the car will be fairly close to the gatepost, whilst on the near side there may perhaps be a margin of three feet.

A car with a poor steering lock will often cause a good deal of obstruction in narrow streets. When about to take a turn to the left the driver will probably pull over to the off side, so as to avoid placing his car on the wrong side of the road after rounding the corner. Even if clear signals are given this is a decidedly dangerous practice, and much more obstruction is caused to following traffic than if the



Cars with difficult gear changes tend to produce "gear fear" in their drivers, and hills are frequently rushed to avoid changing down — sometimes with the results shown here.

cient pride in his car to make him hate its deficiencies being shown up in this way? In consequence, top gear is used as much as possible and the conditions are much the same as in the case of cars with difficult gear changes, but with an additional danger. If the intermediate gears are annoying, the natural thing to do is to use them for as short a time as possible, so that when starting away from rest there is a temptation to accelerate violently in order to get into top quickly.

Apart from the extra wear and tear on the engine, transmission and tyres, with which we are not concerned here, this practice is often dangerous to pedestrians. After being held up at a cross-road, for instance, the driver who shoots away the moment the policeman's controlling hand drops may take by surprise pedestrians who are crossing the road, and even if nothing worse occurs, the people who are crossing will probably have to hurry unduly.

In a similar category to cars with difficult gear changes come those which will not run slowly in top gear. Hills and cross-roads are rushed to avoid a change down, whilst sharp corners are often taken two or three miles an hour faster than they otherwise would be.

Another point which often has a considerable effect on the behaviour of a driver is his range of vision when at the wheel. On narrow roads it is quite common to see a car proceeding well out from the near side and passing approaching vehicles in the same position, forcing the drivers of the latter to scrub their near side of the road with their wheels. In all

car had merely drawn into the near side and turned sharply. Stiff steering often has a similar effect.

There is yet another point in connection with the influence of a car on its owner; but whereas most of those already mentioned are tied up with definite faults in design or construction, we are now concerned with the effect of a driver's pride of possession. The writer refers to the habit of "scrapping."

The Worst Offenders.

Owners of smart sports cars are the worst offenders. Most readers will have noticed that should they pass or attempt to pass a sports model its driver will very frequently put his foot down hard and roar away, and this applies particularly if the man attempting to pass is piloting a family car which is known to be rather slow. The sports-car driver feels that the reputation of his car as a hot-stuff proposition will be lost if he allows a small family model to pass him. A little sane thought will make him realize that this is far from the case, but his instinct at the moment is to show the other man his rear number plate, and as a rule he obeys it.

The influence of pride is hard to overcome and will continue to control the actions of a small minority of motorists until practically everyone owns a motor vehicle of some sort, but with car manufacturers rests the opportunity to cure much of the inconsiderate and dangerous driving one encounters on the roads to-day. Let them take the matter seriously and eliminate any mechanical defects which tend to produce road hogging.

H.C.

B17

Interesting Sidelights on

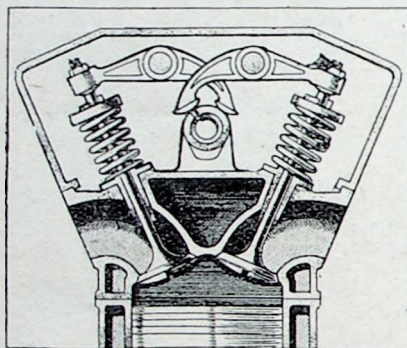
VALVES AND VALVE GEAR

WITH SPECIAL REFERENCE TO
THE DIFFICULTIES THEY PRESENT
IN THE DESIGN OF SMALL ENGINES.

Considerable interest was created by an article in our issue dated July 22nd on the problems which designers of small engines have to solve. The subject was dealt with generally, however, and in the accompanying article, which is concluded this week, valves and their influence on design are discussed in detail.

DESPITE the claims of both the side-valve and the push-rod engines, it is noteworthy that where money is a minor consideration the overhead camshaft is usually employed, the fact being that it is indisputably the most efficient arrangement.

It is, however, expensive, and, in most cases, proves noisier than rival types. It interferes also with the



A compact o.h.-camshaft arrangement, very suitable where inclined valves are used. Oil is fed into the hollow camshaft under pressure, the cam faces being supplied from small holes drilled in the shaft.

accessibility of the engine to such a great extent that dismantling in some cases is a matter even beyond the resources of a garage; it is essentially a factory job.

It is interesting to note that, contrary to the usual practice with side-valve engines, many of the latest six and eight-cylinder overhead-camshaft units have their timing gears arranged at the rear end of the crankshaft. The reason for this becomes apparent when we bear in mind the length of a straight-eight camshaft and crankshaft. Both of these shafts are subjected to complicated torsional loads, which tend to twist and untwist them alternately. At the rear end of the crankshaft the flywheel and drive have a steady influence, which is reflected in the evenness of the camshaft drive.

An examination of the section of the head of an engine employing two overhead camshafts makes the reason for its high efficiency abundantly clear. The machined-all-over combustion chamber is of ideal shape and the centrally disposed sparking plug is in the position where it can give the quickest and most efficient ignition. Reciprocating weight in the valve mechanism has been reduced to a minimum—despite the fact that very large valves are used—the ports are almost straight, and the easiest possible path exists for the gases.

Now let us examine the design from a manufacturing and maintenance point of view. The use of two camshafts, with their lengthy and complicated drive, spells expense. It is evident that decarbonization involves two separate retiming operations, and even the replacing of a valve spring necessitates removing a camshaft. In some of the designs one has to remove the camshaft to adjust a valve.

Lubrication presents a problem, for while it is easy to oil the cams by forcing oil through the hollow cam-

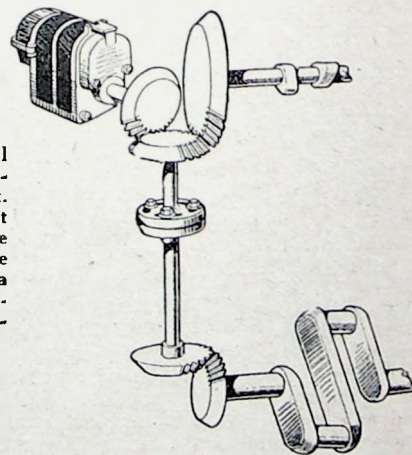
shaft, some difficulty may be experienced in keeping the excess lubricant out of the valve guides. On one or two engines a light finger is interposed between the camshaft and the valve. This finger is mounted on a movable pivot and the clearance can be adjusted by moving the pivot up and down.

The expense and complication of the two overhead camshafts have induced makers to build engines using a single camshaft placed on the centre line of the cylinders.

The valves are actuated through the medium of rockers, which may act either above the cams or below them. Oiling is performed by pumping lubricant through either the hollow camshaft or the pivot shafts and then through drilled oilways in the rockers to the cam-face pads. With this arrangement the cost and complication are considerably reduced, but the addition of rockers adds a little more reciprocating weight to the valve gear, and as the plugs are invariably screwed into the side of the head, they are not in the ideal position that the twin-camshaft arrangement allows. Nevertheless, the success of this type of engine on the track shows that the disadvantages cited are theoretical rather than practical.

Driving a Single o.h. Camshaft.

The driving of an overhead camshaft presents a number of possible arrangements. The simplest and most obvious one is a train of gears, but as the centres must vary minutely as the cylinder block expands, this

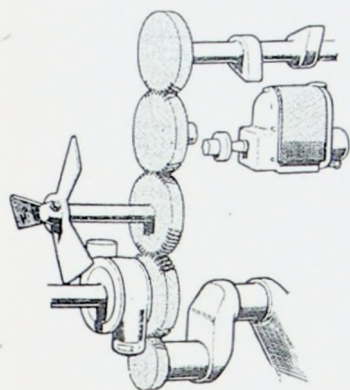


Showing the general layout of an all-bevel arrangement. The vertical shaft runs at engine speed. To make disassembly easy a coupling is introduced about half-way up the shaft.

system generally spells noise. Worm drive has the advantage of silence, and it is possible to extend the vertical shaft so that an oil pump can be driven off the bottom end and the magneto off the top. Decarbonizing is followed by a rather terrifying retiming job—for worm gears are difficult in this respect. It can, however, be greatly simplified if a coupling is made in the

vertical shaft and if suitable timing marks are engraved on the flywheel and camshaft wheel. In place of the worms, spiral bevels can be used, and if the vertical shaft is arranged to run at half crankshaft speed and the top bevel is fitted to a one-way coupling, the retiming is, of course, simplified.

Chain drive presents possibilities, and designers usually arrange for the chain to run at half engine speed and so reduce the stresses in it to a considerable



A train of gears shown semi-diagrammatically. This method has certain obvious advantages but may be noisy in practice.

extent. Two forms of chain-tensioning device are used; one is a jockey pulley and the other a spring blade pressed on the slack side of the chain. In practice the latter works astonishingly well.

Chain gear usually presents the disadvantage that complete retiming is necessary after decarbonization. Often this means removing the front of the engine, which, in turn, involves the removal of the radiator. The 1,500 c.c. A.C. "Six" and the latest Vulpine units have a ledge built on to the rear of the cylinder block. When decarbonizing, one is instructed to slide the chain-wheel off the end of the camshaft on to the ledge. The coupling on the camshaft is such that the wheel will reassemble only in one way, and, providing that one is careful and does not knock the wheel off the ledge, retiming is simple.

Ingenious Eccentric Drive.

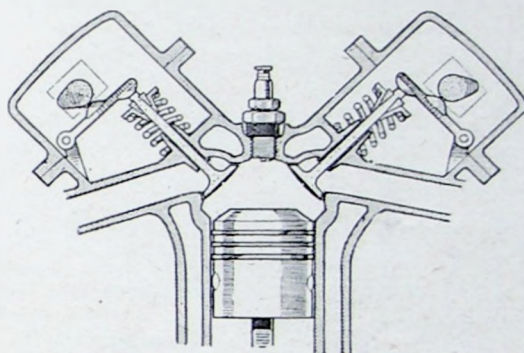
No review of overhead-valve mechanism would be complete without a mention of the connecting-rod drive adopted on the six-cylinder Bentley. A half-speed shaft is driven by helical-tooth gear off the rear end of the crankshaft. Three eccentrics are cut on this shaft and three more on the rear end of the camshaft. They are connected together by three suitable rods and

the usual "straps." Allowance for expansion has been ingeniously arranged by holding the upper bearing of each connecting rod between four powerful helical springs. The water pump is driven off the front end of the camshaft to steady it.

A curious form of valve-actuating mechanism is used on the larger Rover car. In this case there is a single camshaft, which actuates the inlet valves through the medium of rockers and the exhaust valves through horizontal push-rods. The advantages of the gear are that the excellent combustion head shape and the centrally disposed sparking plug which are usually associated with two camshafts are obtainable, the valves are accessible and the valve adjustment is particularly simple.

The Riley Nine.

The new Riley Nine also uses the spherical cylinder head and the centrally disposed sparking plug, but in this case the makers have placed the two camshafts in the crankcase—one on each side of the cylinder block. At first sight it may appear that the design defeats its own ends and that the reciprocating weight of the



With twin o.h. camshafts the valves can be set at 90 degrees to one another. This gives an almost hemispherical combustion chamber.

push-rods must militate against high speed. In practice, however, this is not so, for the crankcase comes well up the cylinder walls and the camshafts are arranged nearer the cylinder heads than usual; the push-rods are, consequently, very light. The position of the plug ensures rapid acceleration and freedom from pinking, and the whole of the unit is very accessible. The design plans to give something better than can be obtained with the usual push-rod arrangement, while retaining simplicity of maintenance. H.J.

AFTER THE TWILIGHT.

THE sun sets; hidden by horizontal belts of low-lying clouds, which loom black against the orange sky and allow barely sufficient light to contrast the gleaming road with the sparse woodland through which we are passing.

As yet there is that eerie clearness that foretells of night mist, and this accentuates the nakedness of the trees, which mysteriously loom up, only to slide swiftly astern.

The long, gleaming ribbon of roadway, snaking away to the middle distance, and speckled here and there by red and white lights seemingly suspended in space, races faster and faster towards us and spreads beneath our wheels into a surprisingly wide way.

The mind floats half forgetful of its occupation and almost subconsciously keeps the car upon its course.

Darkness gathers and narrows the world into a black emptiness; the road winding now only as a black ribbon upon a blacker ground, and the lights, previously insignificant, stand out brilliantly, the red always distant and the white constantly rushing towards us

and passing swiftly upon our right with a soft rush.

One hand drops automatically, and a white pencil of light shoots ahead and makes artificial day for a short distance, and, on each side, a line between light and dark shortens and lengthens upon the undulating hedges.

Suddenly, to the half-dreaming mind, the eyes tell that the red lights ahead are hastening towards us and are closing with each other. Instantly the mind becomes alert for action and the hum which has seemed all-pervading changes its note and falls to a lower drone. The red tail lights, one by one, are becoming eclipsed, and then the last takes up its place behind another car, illuminated now into a sharply defined shape.

The drone becomes lower and lower and resolves into a mumble, which itself eventually changes key as the engine is relieved of its load. "Cluck" the gears into neutral, and the car glides to rest behind the other, to wait, throbbing, for the line of traffic which crosses the way.

E.A.T.
B19

POPULAR MOTORING SUPERSTITIONS.

THERE ARE MEN, AND WOMEN, WHO WILL CHEERFULLY WALK UNDER A LADDER BUT WHO CHERISH THE MOST FOOLISH SUPERSTITIONS AT THE WHEEL.

MEN motorists, it is far more superstitious than women motorists. I know one man who will go miles out of his way rather than drive along a certain road near his home. He can give no intelligent reason for his dislike of the road, which is all a good road should be, being smooth, wide, straight, and sheltered and shaded by stately trees. He simply says he hates it and that it is his belief that the road justly reciprocates his hatred.

And this man's wife drives in terror of running down and killing a bird. A few years ago she ran over and killed a robin, and she believes she has been unlucky ever since. No dress or hat, she declares, that she has bought has suited her and she has not had a "rag to wear." She much prefers to run the car into a ditch or hedge than take the risk of killing another bird.

Another man won't drive during the day. He finds much enjoyment in driving at night, but during the day . . . "No, thank you," he growls. He has never met with a calamity at night, but during the day it has been different. He has had a few daylight crashes; so never again.

I am also acquainted with a woman who has a horror of seeing a squirrel. She explains that, when a small child, she tried to tame a wild squirrel, and one day it flew at her and bit her face; but, strangely enough, it was not until she began to drive a car, 20 years afterwards, that the episode affected her.

Then one unhappy day a squirrel ran across the road in front of the car, and at once there appeared before her eyes the squirrel of her childhood jumping at and tearing her face. It made her feel so faint that she had to stop and get a friend to drive her home.

Ever since, whenever she has seen a squirrel when driving she has lost her nerve and has had to hand the wheel over to a companion.

A certain stockbroker vows that he is never comfortable when driving unless wearing a particularly

The writer quotes the case of a stockbroker who insists upon wearing a heavy coat even in mid-summer—for protection against injury.

heavy motoring coat. Without the coat he has the feeling that he and the car are coming to grief. "The coat," he said the other day, "is too heavy for the summer; still, I cannot get along without it. I simply must wear it. I have tried leaving the thing at home, but it has been no good. After driving a few miles, a mysterious something or other has compelled me to go back home and get it."

He is, on the other hand, a well-known author who dislikes wearing an overcoat at all. Even on the coldest winter days he will drive without one if he can escape from his home without his wife seeing him. "I have never cared about wearing an overcoat at any time," he tells me. "In the car I detest one. I have the feeling that if anything were to happen I couldn't jump clear of the vehicle. I feel, so to speak, too much boxed in!"

Many men and women will not drive cars of certain colours. Some of these regard black as unlucky; to others grey and silver are the unlucky colours and to others green, yellow and any shade of red. Dark blue seems to be regarded as the luckiest colour. Incidentally, it is also one of the neatest.

The racing motorist is not particularly superstitious, and perhaps it is fortunate that it is so. There is one, however, who clings to the belief that he cannot win races unless his wife is amongst the onlookers, so insists on her accompanying him to the meetings. Probably she is the only person present who does not watch the racing. She confesses to looking in some other direction or hiding or shutting her eyes.

But the average racing motorist, like the first-class cricketer, golfer and lawn-tennis player, does not care for his wife to be present when he performs. "I told you so," I heard one remark the other week to his better half, as they were leaving Brooklands. "If you had been content to stay away I should have won by yards. Your presence thoroughly unnerved me!"

J.C.B.N.

A TALE OF TWISTED THREADS.

THE evil hour had long been deferred, and now the reckoning was near at hand. The little car skimmed with joyous insouciance over hill and dale, a piquant contrast to its driver, who, to judge by the set expression on his face, was immersed in thoughts that were by no means pleasant.

The surrounding country gradually became more barren and uncultivated, until eventually the car, with a sighing of brakes, came to a halt in a lonely quarter of the moors.

B20

The man gazed around, then, as if satisfied that he had stopped at the proper place, engaged bottom gear and ran the car off the road on to the open, sun-baked plateau that adjoined.

It was a wild, desolate spot, far from the ken of living things, save for a few shaggy sheep and goats disconsolately wandering, finding but little satisfaction for their yearning maws in the meagre browse which Nature had provided for their nourishment.

The man, who wore a long, brown coat, got out of the

car and gloomily waited, his hands thrust deep in capacious pockets.

What was the purpose of this mysterious and apparently momentous appointment? Was it to culminate in vengeance—in retribution?

Without any warning, a strange, unkempt figure shambled towards the car.

With a vindictive exclamation, the man in the brown coat slowly divested himself of his encumbering garment . . .

From the commencement it was an unequal struggle. He of the brown coat was small and slightly built, and although imbued with heart and courage, his lack of physique proved of great disadvantage.

He lay helplessly on his back.

"You brute!" he panted, perspiration pouring from

his skin. "You brute!" Again and again he put forth what strength he had, but it availed nothing.

Mocking laughter sounded in his ears, driving him to desperation. Was this to be the ignominious end to all his plans and scheming?

Once more that maddening guffaw. A stifling sense of oppression assailed him. . . . He was choking . . . an agonizing numbness gripped his chest and limbs. . .

With a final effort and by dint of painful, stealthy ingenuity, he attacked the unprotected head of his obdurate adversary with the powerful weapon he had provided himself with as a last resource against defeat.

He felt something warm and liquid trickling between his fingers. . . .

At last the plug was removed, the crankcase drained, and the interested shepherd of the hills deprived of any further entertainment.

ANTHONY BEVERLEY.

WHEN PASSING THROUGH.

HAVING been very interested in an article "Missed By Most of Us," which appeared in *The Light Car and Cyclecar* some weeks ago, I made a resolution that I for one would improve my powers of observation during my holiday tour, in the hope of adding further enjoyment to the holiday.

I did. I was making for North Wales by Manchester, Chester and Flint. When approaching Northwich, midway between Manchester and Chester, I remembered that a school chum of whom I had lost sight had hailed from that town. A sudden inspiration and a desire to renew the acquaintance resulted in my making inquiries.

Yes, he still lived there; and, fortunately, I found him at home. The meeting was mutually one of great pleasure, and for me it also led to another interest. I was persuaded to stay the night, and during the course of conversation I inquired if the town held any special charm or feature.

I had a notion that subsidences occurred sometimes, and I had noticed on my way through the town the rakish angle of some of the buildings. I asked my host to show me the peculiarities of his native town at close quarters. He readily agreed and in the morning we explored.

We tackled the main street first. Here the unsuspecting motorist little realizes that the roadway is at a different height from what it was a short time ago. Most of the buildings, erected on the composite principal are raised when necessary, but others are either taken down or abandoned and left to die a lingering death by slow submersion.

The pumping of brine underground in some districts is responsible for subsidence, and to keep this quaint, old place from disappearing altogether, its citizens calmly endure inconvenience and expense while the work is carried on.

The native takes it all as a matter of course. He walks nonchalantly over the road which yesterday was in its normal state but to-day is possessed of a casual drop of a foot or so and has a few unfriendly looking cracks in its surface. He regards undisturbedly the dwellings thereon, some of which stand—I should more truthfully say, lean—in all directions. Not only does he thus pass them by; he actually lives in them.

My host took me to the latest occurrence. "Here

is an amusing sight," he remarked imperturbably.

It was indeed amusing; it was also amazing. I stepped warily across the road and instinctively held my breath; for there I saw what was once a row of cottages. The cottages were still there, but the row was by way of becoming detached. It had, so to speak, fallen out with itself and had decided to go in diverse directions.

The sight fascinated me, but I had an uncomfortable feeling that the earth might open and swallow me up. One cottage was deserted; it looked forlorn and without hope, but the one adjoining it, separated at intervals by a 4-in. crack, held on to life tenaciously. It had lost several window panes in the struggle, but these had been duly replaced by wood, and the inside of the 4-in. crack had, I heard, been pasted over with wallpaper.

Its own weight seemed more than it could bear, but with the support of stout props externally, and the moral support of its tenants, who steadfastly refused to leave a sinking ship, it looked on an indifferent world with self-conscious defiance.

There is a good-sized stretch of water known as Witton Brook; its bed is sunken ground. At the bottom, amongst other things, reposes a public house, once called the "Witch and Devil." It is said that the building could at one time boast of three storeys. As the house sank gradually lower, the bar was removed from the ground floor to the first floor. It went steadily down, and in

time seekers of refreshment had perforce to descend several steps to reach their goal. At last it became necessary to remove again, so the bar found a home in the attic, the floor of which had become on a level with the road.

This was not to be for long, however, for Mother Earth, with relentless grip, gently but firmly took the "Witch and Devil" to her bosom. Water rose up and came to her assistance, until, finally, there was nothing to be seen but the lake, looking peacefully innocent and giving no indication of what reposed beneath its glittering surface.

These and other things I saw which, had it not been for the story of "the wise man at the inn," mentioned in "Missed By Most of Us," would have remained unnoticed when passing through.

M.R.

21



"The native takes it all as a matter of course . . . The cottages were still there, but the row was by way of becoming detached."



THE BOULOGNE PROGRAMME.

ENCOURAGING NUMBER OF BRITISH ENTRIES—UNIQUE OPPORTUNITY TO WITNESS "NEAR-AT-HOME" ROAD RACING.



THOSE who are proposing to enter for the Boulogne Le Touquet Automobile Week should come to a decision without delay, for entries close definitely next Monday, August 5th.

This year the Boulogne Meeting promises to be as great a success as it has been in previous years. The famous Boillot Cup race, which takes place on September 11th, will be run under more acceptable conditions. An eliminating race of 10 laps for cars between 750 c.c. and 1,500 c.c. and 9 laps for cars with engines of less than 750 c.c. will show the handicappers what each individual car can do. Thus in the final three-lap handicap a close finish is certain, while the smallest car has as good a chance as the largest in the race.

The International Light Car Grand Prix which has been fixed for Saturday, September 10th, on the famous Boulogne circuit, now allows of a lower minimum weight for 1,500 c.c. cars. The total distance is approximately 27½ miles, i.e., 12 laps of the Boulogne circuit.

Among the many prizes may be mentioned the Pickett, Early and Knowling Blackman Challenge Cups, besides the cups awarded outright by the Bulletin de l'Automobile and the Société des Huiles Yaccolines. In the "Boillot Cup," the chief awards are the Georges Boillot Cup, which is presented outright to the driver of the winning car, and the magnificent challenge trophy

presented by *The Motor*, and known as *The Motor Trophy*, which is awarded to the manufacturers of the winning car. There are also a great number of cash prizes, medals and other cups.

On September 6th there will be a great automobile rally, finishing at Le Touquet, while on the 7th, 8th and 9th there will be a coachwork competition and various speed trials, hill-climbs and motor gymkhanas, both at Le Touquet and Boulogne. Full particulars can be obtained from Mr. Sydney G. Cummings, the president of the Essex Motor Club, whose address is 101, Fulham Road, London, S.W.3. Mr. Cummings is accepting entries on this side of the Channel for the meeting. The regulations, by the way, are available printed in English.

The Entries.

Entries already received for the Light Car Grand Prix include Capt. A. Frazer Nash (Frazer-Nash), four Salmsons, one of which will be driven by George Newman, a La Licorne driven by Michel Dore, a Bugatti driven by G. E. T. Eyston, while Capt. J. C. Douglas is an almost certain starter. In the Georges Boillot Cup Race there is every likelihood that a team of three supercharged Lea-Francis cars will take part, while Major C. M. Harvey is expected to enter an Alvis. It is also hoped that an O.M. will be driven in this event by R. M. Oats. Among larger cars a 3-litre Austro-

Daimler has definitely been entered by J. Taylor, a 2,262 c.c. Bugatti by Capt. Malcolm Campbell, and a 6,800 c.c. supercharged Mercedes to be driven by the Baron von Wentzel.

The Chenard-Walcker concern which last year won the Boillot Cup and *The Motor Trophy* have definitely decided that they will not take part this year.

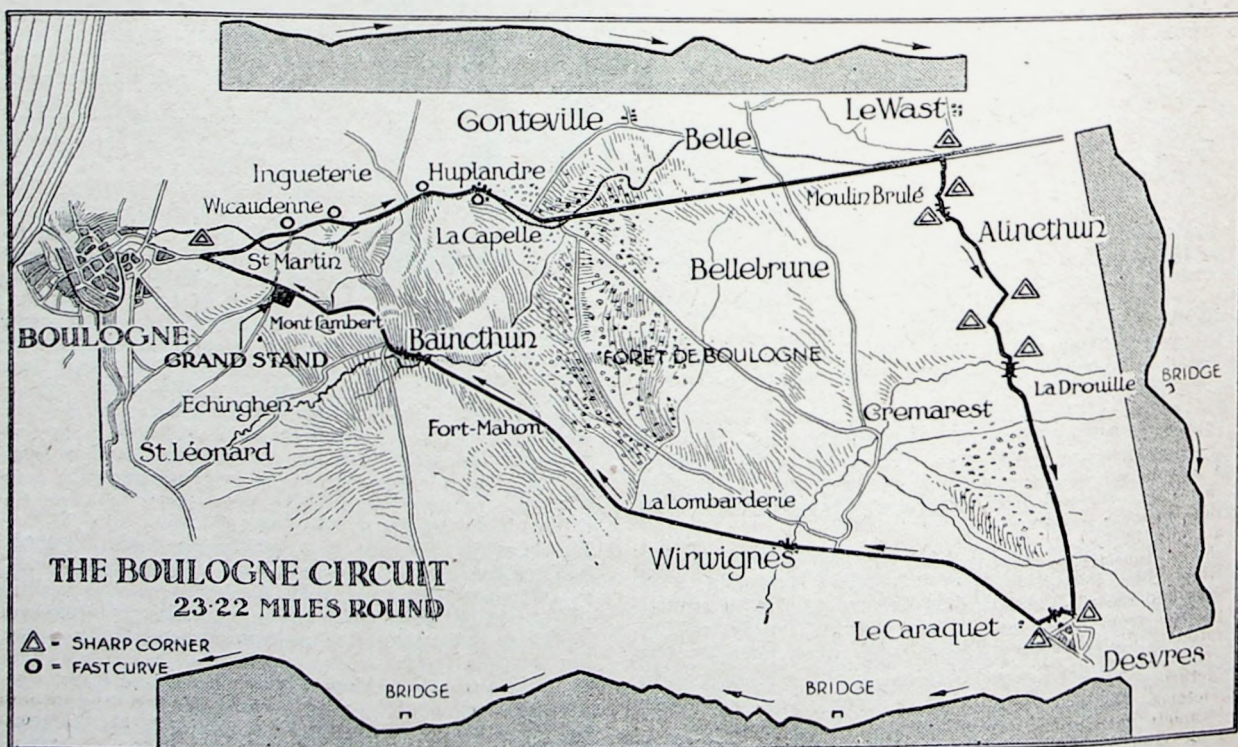
Among the entries for the speed trials are A. G. F. Nash, R. Plunkett Greene and Eric Burt, all with Frazer-Nash cars, Mrs. R. B. Scott (Bugatti), a Lea-Francis, the Hon. Victor Bruce and Mrs. Bruce (A.C.s), and Michel Dore (La Licorne).

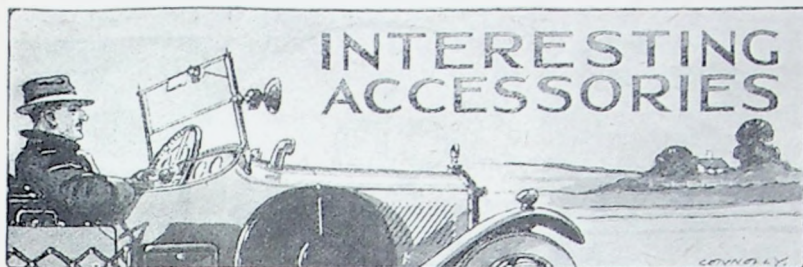
As some intending competitors have been a little puzzled about the question of insurance, it is pointed out that this may be effected at the weighing-in from M. Jean Soubitez, 14, Grande Rue, Boulogne-sur-Mer, as it is essential that insurance is effected with a French company.

The Boulogne circuit is one of the few long road racing courses still in use on the Continent. Measuring 23.22 miles round, it has at least nine sharp corners and several fast bends on which caution is required. The maximum gradient at any part of the course is 1 in 10, the longest hill being about a mile long and leading from Bainethun by Mont Lambert to the grandstand.

Competitors are informed that the Southern Railway Co. is allowing a reduction of 50 per cent. on the return fare for cars which have taken part in the speed trials or races at Boulogne, while special arrangements are being made to cope with the large numbers of British visitors who are sure to go over to Le Touquet and Boulogne-sur-Mer to witness the various events.

There are many excellent hotels both at Boulogne and Le Touquet, but in order not to be disappointed accommodation should be reserved in plenty of time beforehand.





For Protecting the Clothes.

WHEN roadside repairs or adjustments have to be made it is often difficult to avoid soiling the sleeves of one's coat. Dunhills, Ltd., 359-361, Euston Road, London, N.W.1, have appreciated this difficulty and placed on the market serviceable armlets which can be carried in the car and quickly slipped on when necessary. They are light, strong and waterproof, being made of good quality Indian rubber. The price of these armlets for either ladies or gentlemen is 8s. 6d., and a handy case for carrying them is provided. They come well up the arm and, in conjunction with a pair of old gloves, should do much to remove the unpleasantness of wayside adjustments.

New Clear Hooter.

CLEAR Hooters, Ltd., Lombard Street, Birmingham, have produced a new model known as the M.11 (for engine fitting) and the M.11.D for dash fitting. Complete with cable and push button it sells for 30s. It is claimed for the new model that it absorbs only 1 amp. on a 12-volt circuit, this being due largely to the care which has

been taken in making the diaphragm as flexible as possible. The new model is well finished, strong and attractive in appearance, and is guaranteed for 12 months. It can be obtained from factors and garages, or direct from the makers. When ordering, the voltage should be stated.

The new model Clear Hooter, a special feature of which is low current consumption.

been taken in making the diaphragm as flexible as possible. The new model is well finished, strong and attractive in appearance, and is guaranteed for 12 months. It can be obtained from factors and garages, or direct from the makers. When ordering, the voltage should be stated.

For Measuring Petrol Consumption.

OWNERS who take a keen interest in petrol consumption or who use their cars for business purposes, and thus desire to know accurately the amount of petrol used for journeys, should investigate the claims of the Rippingille Petrometer, which measures and records the quantity of petrol passing from the tank to the carburettor. This instrument, which is manufactured by the B. and R. Manufacturing Co., Winchester House, Victoria Square, Birmingham, sells complete with bracket for £3 10s., with a nickel-plated finish, whilst £3 7s. 6d.

New Brooks Trunk Fasteners.

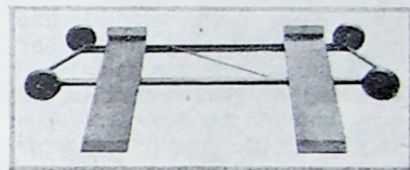
J. B. BROOKS AND CO., LTD., Criterion Works, Great Charles Street, Birmingham, have just introduced a new type of metal holder for their Industria motor trunks. This holder takes the form of a threaded rod having, at one end, a clip—not unlike the spring clip of a watch chain—which fits on to the staple on the trunk; on the other end is a clutch which engages with the luggage grid, tension on the rod being obtained by a wing nut. In the case of Brooks trunks previously supplied with straps there is no need to fix fresh staples, as the existing ones will serve. The price of a set of four holders complete is 12s. 6d., whilst, for trunks which have not suitable staples fitted, a set of four holders, together with four staples, backing plates and rivets, is obtainable for 19s. 6d.

The grid clutches, incidentally, are made to fit grids up to $\frac{1}{4}$ in. in thickness, but ample metal is provided so that by filing it is possible to adapt them for grids up to $\frac{3}{8}$ in. thick. J. B. Brooks and Co., Ltd., point out

that these new holders are more satisfactory than leather straps, as they are stronger and easier to use, whilst they cannot be cut by thieves.

Ingenious Garage Appliance.

MOTORISTS whose garages are awkwardly placed will be interested in the Wangler—an ingenious device for manoeuvring a car in a confined space. As an accompanying illustration shows, the Wangler consists of a steel trolley which has pivoted wheels and carries rocking hard-wood ramps. With the aid of this device it is quite a simple matter to slew a car round at right angles, for it is necessary only to drive the front or rear wheels up the ramps, when one end of the car can be pushed bodily sideways into the desired position. The

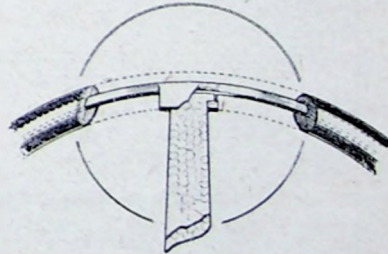


The Wangler—an ingenious device for manoeuvring cars in a confined space.

wheels of the Wangler are of ample size to ensure easy running on any road or floor. One model is made at present; it is suitable for cars having a track of up to 4 ft. 8 ins. and a wheelbase of between 8 ft. and 9 ft. 6 ins., the weight of the car not to exceed 25 cwt. The device is made by Joseph Bradbury and Sons, Ltd., New Street Works, Braintree, Essex, and the price is £4 2s. 6d.

Flexible Steering Wheel.

AN improved model of the well-known Sportif flexible steering wheel is now being placed on the market. In the new model the ends of the spokes are T-shaped and slide in steel cages in the rim of the wheel—a modification which is claimed to give these wheels greater shock-absorbing



A sketch showing the construction of the latest Sportif flexible steering wheel.

(See accompanying paragraph.)

properties than previous models, without sacrificing strength. Sportif steering wheels are marketed by the Patent Motor Products Co., 20, Store Street, London, W.C.1, and are obtainable in four sizes, ranging from 15 $\frac{1}{2}$ ins. in diameter to 20 ins., the prices varying from 40s. to 50s. Models can be obtained in the following finishings: black, red, blue, light mahogany, tortoiseshell and maple.



Where Ancient and Modern Meet.

WHILST on a jaunt from the Midlands to the West, I was impressed by the manner in which ancient and modern had met on the sites of some of our wireless stations. Daventry is situated on the summit of Borough Hill, which was one of the most extensive Roman encampments in the country. Passing over the Wiltshire Downs, with Avebury and other prehistoric remains, one sees the wireless station near Devizes, and farther along the same road—A361—the Isle of Athelney, with its legend of Alfred and the cakes, is dominated by the wireless station overlooking the battlefield of Sedgemoor. Perhaps there are other examples.

A Clever Repair.

WHEN a considerable distance from home on a recent Sunday evening, a friend of mine had the misfortune to break an inlet-valve spring. He is an old hand and no novice in the art of jury-rigging, but, owing to the nature of the fracture, the dodge of bringing the two flat ends of the spring together or placing a washer between the broken parts would not work. However, he refused to admit defeat.

Sitting down, pipe in mouth, he cast his mind carefully over the whole car in search of a spring that he might utilize for his purpose. Dusk fell and found him still thinking, and he was just about to switch on his lights when inspiration came. Removing the front and the lens of a headlamp he took out a strong spring that tensions the focussing arrangement, and to his joy discovered that by a little manipulation it could be made to serve. By driving discreetly he reached home without a further stop.

It Pays to Know.

THIS incident illustrates the value of having a thorough knowledge of every part about a car—an accomplishment which, I fear, many owners to-day sadly lack. It is a tribute to the reliability of the modern car that owners can get along very well with only a superficial acquaintance with its mechanism, but there come times, even with the best cars, when a closer study brings a concrete reward not only in a saving of time but also of money.

Take, for instance, the spring controlling the rocker arm of the contact-breaker. Here is a comparatively delicate bit of mechanism which may work perfectly throughout the life of the car

or may break at an unexpected moment. (Last year I experienced the trouble when taking a brand-new car from the agents!) I have met owners hung up absolutely helpless on the road through this cause, and yet with the majority of magnetos it is a simple matter to remedy the trouble sufficiently to reach a garage where a proper repair can be made.

When Trouble Comes.

THEN, again, I have known owners rig up a repair for a contact-breaker spring with a rubber band and then, finding the nearest garage closed, risk a further breakdown by carrying on to another town; when all the time the local watchmaker, if run to earth, would probably effect a cure that would last.

Before to-day I have knocked up a chemist and with a sorrowful tale played on his feelings until he has come down and supplied me—at a price—with petrol; but enough! If the Editor cannot rout out one of his old-timers, sitting lost in a haze of tobacco smoke and hoary reflections, to tell readers how we used to get home in days long gone, I am blessed if I, pushing my pen on a warm evening when I might be on the road, will do it for him! [It shall be done!—ED.]

An Ideal Holiday Spot.

THERE are few places that entirely satisfy the requirements of the average car owner who is seeking a quiet holiday. If the scenery is grand, bathing may be difficult; if the beach is good the surrounding country may be flat and uninteresting. Where beach, bathing and scenery are found in happy combination the place may be too well patronized, while if one chooses a spot far from the madding crowd accommodation may not be all that one could desire. In the middle of July I spent a few days on that beautiful and comparatively little-known section of coast between Barnstaple and Ilfracombe, and I really think I can claim to have discovered the ideal holiday place.

Eight miles from Barnstaple is Saunton Sands; a tiny place, but one presenting every element for rest and recreation. Here there are miles of firm, clean sands, absolutely safe for bathing at any state of the tide; abundant sandhills, affording complete privacy when undressing for a dip; cliffs which give shelter from northerly winds, and glorious views over the estuary of the Taw, with Westward Ho! Northam and other places

inseparably associated with Kingsley's famous novel. There is a good hotel, with ample accommodation, and golfers are catered for with excellent links. Saunton is entirely unspoiled by bungalows, beach huts and the like, yet social amenities are to be found there to the full. I can thoroughly recommend it.

Kerbs on New Roads.

DESPITE the unanimous opposition of road users and the condemnation of coroners' juries, high kerbs are still being placed along new or reconstructed sections of road, the authorities responsible being apparently blind or indifferent to the dangers caused. It is interesting to speculate, however, what these kerbs will look like a few years hence when the effect of heavy lorries crushing against them becomes apparent. Possibly, on busy roads, the kerbs will in time be altogether levelled. When the Great North Road was reconstructed after the war, kerbs were utilized, but sunk flush with the surface, and in my journeys along this highway I have failed to see that it has suffered in any way through the system being utilized.

When We Bump.

WHY is it that when a slight mishap occurs on the road the man who imagines he has a grievance invariably proceeds to hand out advice to the other party about taking lessons or learning the rules of the road before venturing upon it? With traffic becoming so complicated there are times when a bump becomes almost as inevitable as two pedestrians meeting at a corner. In the latter case the colliding parties do not start drawing comparisons as to who had been longest out of the nursery; they mutually apologize and pass on.

So, too, at a well-conducted regatta. Spectators in boats and punts accidentally bump one another, but it is all taken good-humouredly and without display of feeling. Yet let two motorists so much as meet at an awkward spot and one is sure to be transformed from a peaceful citizen into a raving Yahoo, almost threatening the other with violence. Such scenes are very painful and make a bad impression.

A Case in Point.

I SPEAK feelingly on the matter, being the victim of such an experience myself. I was going along a main road looking for a side turning which I wished to take. Before reaching the signpost I looked in the rear mirror and saw that the road was clear. I had just put out my hand when I saw that a large saloon car, travelling at very high speed, had come up on my right. Simultaneously, I noticed two cyclists emerging from the lane.

In the circumstances, I stopped where I was. Next moment there was a violent screeching of brakes and I was bumped into from the back. It appears that the other driver, seeing my signal, had made a dive for the left of the road to pass behind me and then could not get past.

"Expert" Views.

NOW little harm was done. The off-side dumb-iron of the car made a slight dent in my rear number plate and itself escaped entirely without damage. Yet, despite my having a feminine passenger the driver began to abuse me, delivering offensive advice about having more practice before coming on to a main road. Concerning what would have happened had I turned across his bows, and he had kept on, he was



AMID THE _____ Dovedale is famed no less for its scenic beauty than for its associations with Izaak Walton. DERBY DALES. Byron, Moore and Tennyson, too, visited the spot and praised its charm.

oblivious, and he scouted a suggestion that there was some obligation on the driver behind at such a spot, saying that he was entitled to travel at any speed he liked along a main road. He passed on with a remark to my companion that she was risking a smash-up when driving with me. Actually there was plenty of space on the grass beside the road on the left into which he could have safely turned his wheels, but this "expert" apparently had not noticed it.

Interesting Questions.

THIS occurrence and others of a similar character that I have noticed on the road lead me to raise the question, which I hope readers will take up, as to the relative responsibilities of drivers overtaken and overtaking. Whatever evolution may produce in the future, we none of us as yet have telescopic eyes nor can we see round a corner. We are enjoined to make the signal of an intention to turn well in advance; but having made it and then discovered that the manœuvre is not advisable or impossible, are we to carry it out despite probable consequences because there may be someone behind who is going to pass on the left?

Again, conditions arise when one requires both hands and feet for dealing with an emergency ahead. Are we, then, to be reviled because in suddenly applying the brakes we did not remove a hand from the steering-wheel in order to acquaint drivers behind?

The Driver Behind.

MUST the driver behind have it his own way every time? After all, he is looking ahead, and it is reasonable to suppose that he is driving with some view of the road beyond the car in front; if not he should keep farther back.

My own opinion is that this "spoon feeding" of the driver behind is getting beyond a joke. A signal of an intention to turn right should be made in every circumstance; it is criminal not to do so; but for a following driver to assume that the turn will necessarily be carried out is to suppose a prescience on the part of the other man which, unfortunately, no one yet possesses.

The driver who comes along expecting to have his path smoothed for him to pass every other vehicle is becoming a danger to us all.

When Filling Up.

CALLING for petrol at a pump near Tewkesbury recently, I jokingly observed to the operator that it was a pity no one had invented a method of obviating the loop in the pipe. "There is a way," was the reply. "Keep far enough away from the pump." My informant then said that if motorists stopped their cars a few yards away from the pump instead of coming to a halt—as the majority do—with the bonnet beneath it, they would always be sure of receiving proper measure and getting quick delivery.

Please Do Not Point.

MANY years ago I was taught that it was rude to point, and the advent of the age of motor-ing—to use a "journallese" expression—has made it a dangerous habit, as well as one contrary to the best conventions, for there is always the risk of passengers who point to wayside objects having their signals mistaken for genuine road signals. I saw recently a minor accident due to this cause, when a sports car ran into the near side of a large four-seater, owing to the driver of the latter car pointing, whilst driving along the centre of a broad road, to an object on his right and then trying to turn off down a road on the near side.



THE CHARM OF
THE THATCH.

— To town dwellers, the old thatched cottages which are to be found in all parts of the country have a special attraction. These examples are to be found at East Lulworth, near Bournemouth.

MIDLAND OFFICES:
BIRMINGHAM: 16, Bennett's Hill,
Phone: Central 2372-3.

COVENTRY: 6, Warwick Row,
Phone: Coventry 4775.

NORTHERN OFFICES:
MANCHESTER: 274, Deansgate,
Phone: Central 5433-4.

The Light Car and Cyclecar

Conducted by
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"THE LIGHT CAR AND CYCLECAR" WAS
FOUNDED IN 1912 TO CATER FOR THE
NEEDS OF USERS AND POTENTIAL
PURCHASERS OF LIGHT CARS AND
CYCLECARS, AND IT HAS CONSIST-
ENTLY ENCOURAGED THE
DEVELOPMENT OF THE ECONOMICAL
MOTORING MOVEMENT FOR OVER
FOURTEEN YEARS.

NO CAR WITH AN ENGINE CAPACITY
EXCEEDING 1,500 C.C. (1½ LITRES) COMES
WITHIN THE SCOPE OF THIS JOURNAL.
THAT CAPACITY BEING GENERALLY
RECOGNISED AND ACCEPTED AS THE
LIMIT FOR A LIGHT CAR ENGINE.

New Lighting Regulations.

THE Road Transport Lighting Bill, which, as we mentioned last week, is likely to reach the Statute Book at the end of this year, and which passed through Standing Committee last week, calls for criticism. Its proposed new regulations with regard to vehicle lighting will not, in our opinion, meet with the approval of the majority of road users. It is suggested, for example, that bicycles and motorcycles shall be allowed to use red reflectors at the rear instead of red lamps, that horse-drawn vehicles need have no rear lamp provided that the forward lamps show a red light to the rear, and that farm carts shall be exempted from carrying more than one light.

We cannot believe that any lighting regulations will be satisfactory, or will tend to make the roads safer, unless they compel uniformity of lighting in the case of every type of vehicle on the road. We cannot see why special privileges should be accorded to any class, nor does there seem the slightest justification for allowing a wagon of hay to carry only one lamp when a gigantic tank lorry filled with highly explosive motor spirit must carry three. It seems that Westminster is quite unable to appreciate that, just because some vehicles have always used lamps of a primitive type in the past, they must continue to do so in the future. Would it be asking too much of cyclists, motorcyclists and users of horse-drawn vehicles to revise their ideas and equip themselves with up-to-date lighting apparatus providing the same safeguards that are necessary on motorcars and lorries?

Cellulose Finishes.

IN our issue dated December 3rd last we dealt editorially with the claims made for cellulose lacquer, basing our remarks on two staff cars to which the then comparatively new finish had been applied, and which had been in use for five months. Fulfilling our promise to return to this subject at a later date, we now propose to give a further report, approximately 12 months having elapsed since delivery was taken of the cars in question. Actually, we have very little to add to what we have already said, except, perhaps, that we are more than ever convinced of the enduring qualities of cellulose and of its entire suitability for

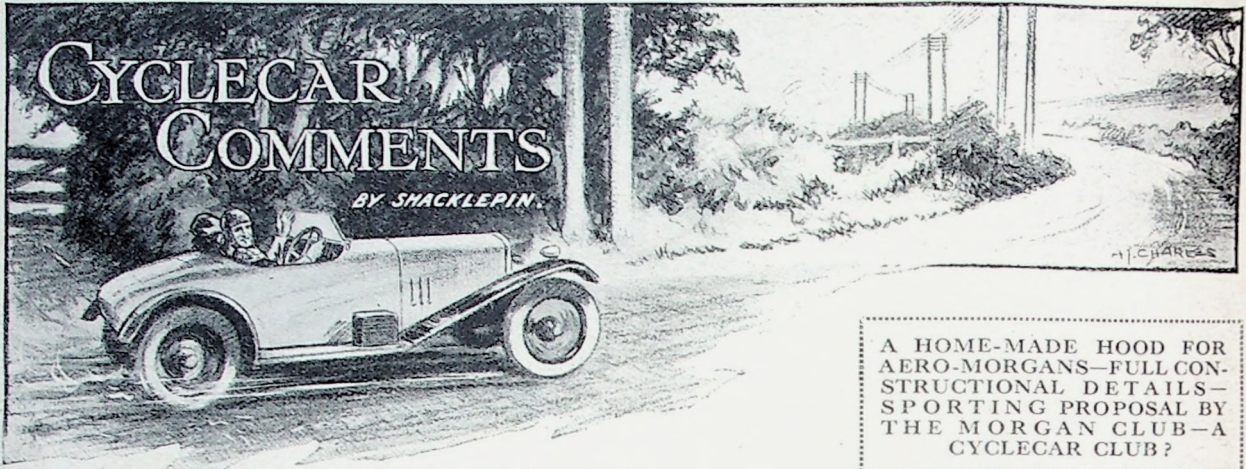
motorcar bodywork. Two small points call for comment. The first is that the cellulose finishes in question are affected by heat to a very small extent, this being reflected by the slightly dull appearance of the bonnet of one of the cars; and the second that on one of the disc wheels and one of the wings of the same car there is a tendency for the cellulose to flake off. In both cases, however, the fault is local and is probably attributable to carelessness

in preparing the small areas which have been affected. The claims made for dry cleaning are justified, and there is no evidence of scratching; petrol has been used frequently for cleaning down, but the best results have been obtained by using one of the approved body cleaners and polishes. After vigorous treatment in this way cellulose regains its pristine appearance; in fact, it shows signs of improvement rather than deterioration. In the light of our experience, we think we are justified in putting forward a strong plea for the more general adoption of lacquers of this kind.

Our New Roads.

THREE years ago there was a big outcry against a new section of the Great North Road between Eaton Socon and Wansford which, when completed, proved to be so slippery in wet weather that serious accidents caused by skidding cars became almost daily occurrences. Recently another new section has been completed, this time from slightly north of Hatfield to Welwyn. This section is some four or five miles in length, it appears to have been "improved" regardless of cost, and it is now so dangerous that cars crawl along it in wet weather, and the bends have been literally fringed with danger signs erected by the Automobile Association, presumably with the sanction of the authorities responsible for the construction of the road.

Is not this a perfectly amazing state of affairs? Huge sums of money are spent on widening and modernizing the most important of our national highways, and when the work is completed motorists, through their own organization, cheerfully pay for the erection of danger signs, which were not needed before, whilst local drivers protest that travelling at anything more than a snail's pace when the wonderful new highway is not dry is positively courting disaster.



A HOME-MADE HOOD FOR
AERO-MORGANS—FULL CON-
STRUCTIONAL DETAILS—
SPORTING PROPOSAL BY
THE MORGAN CLUB—A
CYCLECAR CLUB?

A FRIEND of mine who is a keen Morgan owner has recently designed and made what I consider is a very practical and ingenious hood for his Aero model. With his permission I was able to obtain a photograph of it and to pass on details of its construction for the benefit of other owners.

It consists in the main of three pieces—the material, one hooped steel hoodstick and one wide V-shaped front cross-member. The hood which I saw was cut out of khaki waterproof material and was fitted with an oblong back light, whilst all along the forward and rear edges were press-studs. The main hoop was made from a strip of inch-wide steel about $\frac{1}{2}$ in. thick bent into the shape of a U.

The two extremities had riveted on the outside two pegs, which, when the hood was erected, fitted into sockets corresponding in position with the orthodox hood bolts on standard Aeros. In this case, however, the sockets were inside the car and sunk into the upholstery.

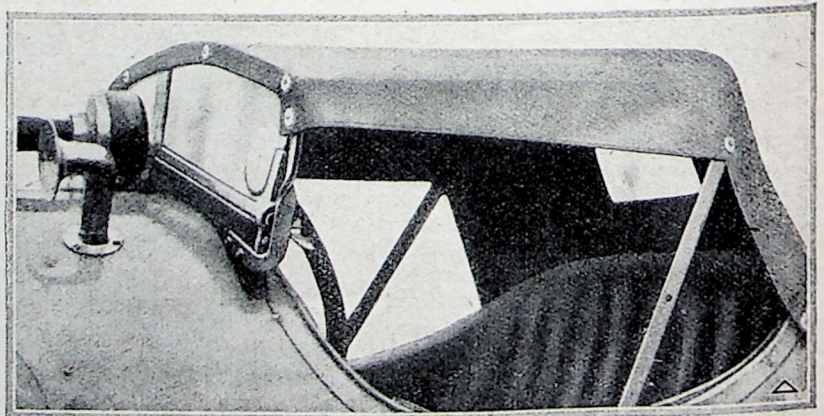
The forward cross-member was mounted on small brackets which were bolted on to the wooden screen support; the member itself was made of a $\frac{1}{2}$ -in. strip of steel and was fixed to the top ends of these brackets by means of wing nuts. The member was also bent to conform with the lines of the screens when the latter were in a vertical position. The hood was held in position by press-studs on the bodywork a few inches to the rear of the back squab and also on the forward crosspiece, while there was one press-stud on each side of the hooped member.

As can be seen from the illustration, the top of the hood is almost horizontal and in line with the top of the screens, while from the hoodstick it slopes downwards and rearwards to the bodywork. There is plenty of side space for signalling, while entry is effected by unclipping two of the press-buttons

from the windscreen end and folding the hood back a little.

The fabric folds up and fits in the tool locker behind the squab, whilst the hoodstick is so shaped that the legs of the U piece lie one along each side of the seat, while the rest of the metal is accommodated behind the squab. The short cross-strip is held in clips under the propeller-shaft casing. Only the brackets on the screen and the press-studs give any evidence of the fact that the car has a hood when the latter is not erected. This struck me as a very good feature, as the pleasing lines of the Aero model are not interfered with in any way.

In practice it is entirely satisfactory. There is, of course, not much headroom, but this is not an ill-effect, for if, during rain, the screens become blurred, they can be lowered a little to enable the driver to see more clearly. My friend informs me that he has just made an improvement by continuing the hood material down on the near side to form a side curtain, whilst on the off side there is a similar arrangement, but space is left for the driver to signal.



NEAT AND
EFFECTIVE.

— This photograph shows clearly the general appearance of the home-made Aero-Morgan hood which is described on this page.

Overheard at Walton Heath.

"Yes, I've quite decided to buy a Used Car for the summer, although I shall probably exchange it for a new one at the Motor Show."

"But surely it must be a risky matter for you to buy a second-hand car when you know practically nothing about cars at all?"

"In the ordinary way I quite agree it would be, but so many of my friends have told me enthusiastically of the bargains they have secured and the extraordinarily generous treatment they have received both before and after purchase, that I feel quite confident that I shall have no difficulty whatever in getting a car to suit me, and also a satisfactory arrangement so that I need not pay out the whole amount in a lump sum."

"Well, if I could feel as certain that I could get a reliable Used Car as you apparently do, I should not hesitate a moment about buying one. Where do you get this wonderful treatment?"

"Oh, Newnham's, of course. My friends all tell me the same. They point out that Newnham's have been established well over thirty years, and I suppose that must exercise some influence over their business methods and principles, don't you think so? Then, of course, they give a definite **THREE MONTHS' GUARANTEE** with every car they sell costing over a hundred pounds. Shall we get their latest list and then go along together to see them?"

"Yes, rather, just as soon as you like."

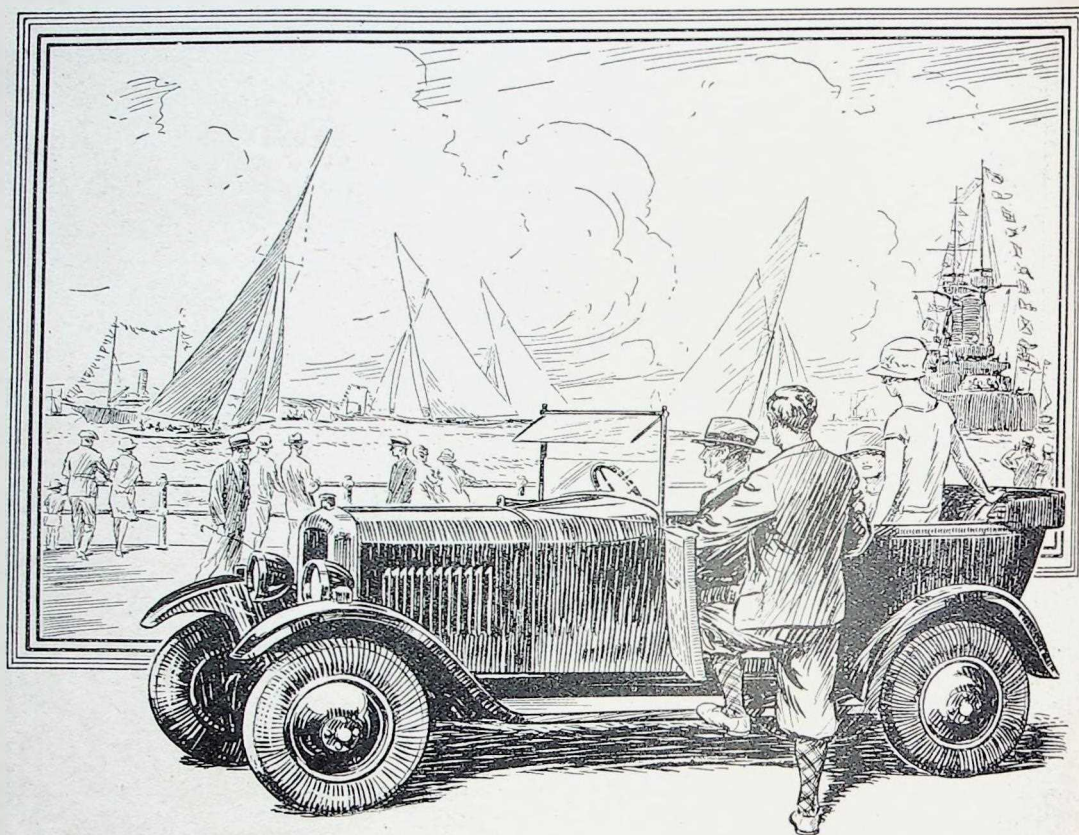


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STALWARTS OF THE SCOTTISH "SIX DAYS'."

ROVER, MATHIS AND MORGANS PUT UP GOOD PERFORMANCES—UNEXPECTED HILL IN THE "BARNSTAPLE"—BROOKLANDS MEETING ABANDONED—THE MOST EXCITING SPANISH GRAND PRIX EVER.



SCOTTISH SIX DAYS' TRIAL.

AS we reported last week, only four cars were entered for the Scottish Six Days' Trial, which finished in Edinburgh last Saturday night. One of these—an Alvis—did not start, leaving P. D. Walker's *Lea-Francis*, H. C. Sheehan's 1925 *Rover Nine* two-seater and E. Ringwood's 1915 *c.g.* *Mathis* Weymann saloon.

We stated last week that only one car survived the first day—namely, Ringwood's *Mathis*—but, actually, this car and the *Rover* finished the whole trial and were awarded bronze medals. The performances of both cars over the most difficult Scottish trials course on record were really excellent, and reflected the greatest credit both upon the drivers and their machines.

The *Rover* had very bad luck on Monday, arriving at the depot in the evening extremely late owing to getting bogged so badly that it was a very long time before the driver and his passenger could get under way again. It was this delay which led to the car being reported as having retired.

In spite of the roughness of the course the *Rover* lost no marks for having defective parts at the conclusion of the trial, whilst the *Mathis* lost only one. The *Lea-Francis* was withdrawn on the first day of the trial owing to the illness of the passenger.

It is probable that the *Mathis* would have come through with a much higher award had it not been for the misfortune of a large hole being made in the sump, which came in contact with a large rock protruding from the road. This was on the first day of the trial, and led to several engine seizures. Fortunately, the *Mathis* engine has bronze bearings, which did not "run," but, even so, oil leakage was the cause of a great deal of delay and at least two hill failures.

The driver, E. F. Ringwood, will be remembered as a prominent G.N. driver



In the "Scottish," Sheehan (*Rover*) tackling a colonial section.

in 200-Mile races and at Boulogne meetings, in several of which he has taken part.

Turning to the performances of the four Morgans which were entered, these created a very favourable impression. The greatest credit is due to G. C. Harris, who lost no marks from start to finish, and won a silver cup in spite of having to run up a bank in the middle of the week to avoid another car, with the result that his own machine turned turtle on top of himself and his passenger, and damaged his right wrist rather badly.

Frank Spouse (Morgan) gained a silver medal for a very convincing performance indeed and clean climbs of all the hills save one on which he ascribed his failure to "rank bad driving." J. M. Watson's Morgan was withdrawn on Wednesday, when the point of

anchorage of the rear forks proved unable to withstand the extremely rough going, whilst H. J. Vidler's Morgan was withdrawn on the first day owing to a stub axle breaking.

It is worthy of note that the 18 sidecar competitors gained only three silver cups, whilst three of them retired.

A "BARNSTAPLE" SURPRISE.

LIGHT cars were very well represented in the Surbiton Motor Club's London-Barnstaple run, which started from Kingston last Friday evening. The weather could hardly be described as good, although there was no rain during the run down to Bridgwater for breakfast. However, during the "dirty work" in the morning rain fell heavily, and on the crest of the moors around Porlock and Windy Post there was a very strong, cold wind.

Three three-wheelers and 27 cars took part, and only four failed to sign the check-in sheet at the finish. The night was practically uneventful. The supper check was taken at Andover, and breakfast was served at Bridgwater.

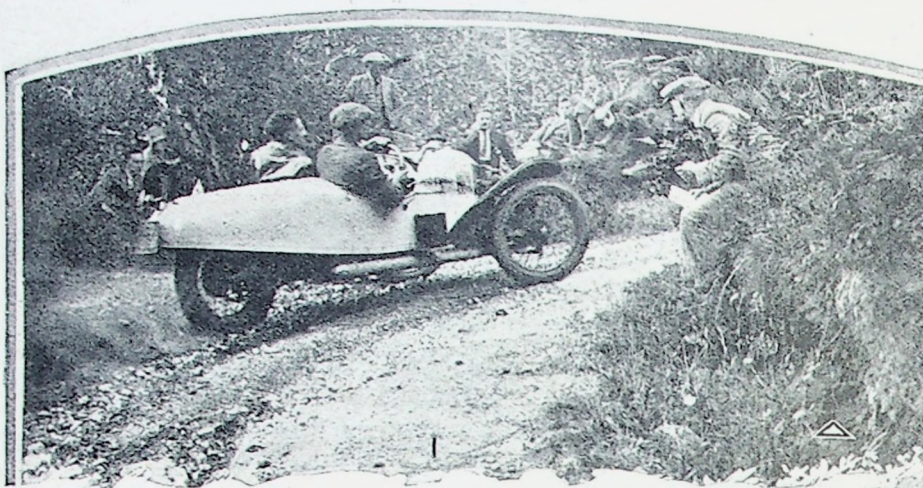
The first sign of the bad weather to follow appeared just before Porlock, in the form of a sharp shower. It was not, however, heavy enough to have any effect on the surface of Porlock Hill, which was in quite good condition, and few failures were registered on this section. The run from the top of Porlock through to Lynton required careful negotiation, for it had to be covered non-stop and there was a time check at Barbrook Mill between Lynton and Beggars' Roost. The competitors' fears of a greasy Lynton were justified. The first failure was an *Aero-Morgan* driven by F. A. Boggis, and wheelspin was his trouble. The two other Morgans, however, were able to make clean climbs, but T. M. Z. Wright's Austin Seven came to a stop.

So far, the majority had a clean sheet, but the "Roost," as usual, took its toll. All three Morgans failed, and all the drivers attributed their stops to violent wheelspin. H. E. Hammetton (8-18 h.p. Talbot) was overgeared, and D. West (Fiat Nine) seemed to lack power. The last four competitors failed in a group; they were M. W. B. May (10-23 h.p. Talbot), S. V. Seyd (Salmon), W. Joyce and Peter Jackson (A.C.s).

From the "Roost" the usual route was followed to Simonsbath, and a very dreary ride it was, for the moors were bleak and cold and the lanes muddy and damp. However, an enlivenment came shortly after Simonsbath in the form of Kipscombe Hill. This unobserved "terror" was unmarked on the card, so that the competitors came upon it without warning. It consisted of a sharp slope of about 50 yards, a very sharp left hairpin (1 in 4), and 100 yards of slimy clay surface, followed by a right-hand hairpin (1 in 5). The



A GRUELLING — An excellent photographic impression of Tornapress (Six Days' Trial). Spouse (Morgan) is seen making the ascent.

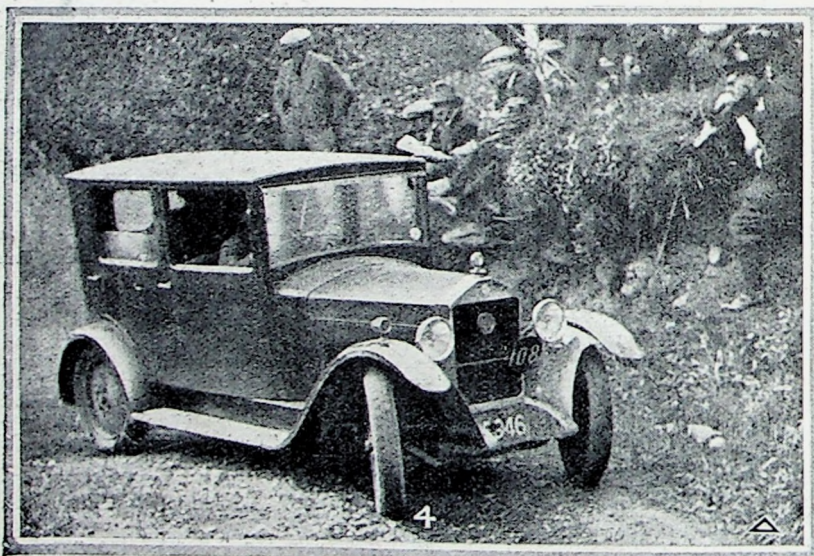


first car man to reach it was F. A. Boggis, who rounded the first hair-pin only to discover his way blocked by a sidecar combination stranded across the track. He and his passenger assisted the motorcycle and were then unable to get away in their own machine on account of wheelspin. The Morgan skidded round on the grease and completely closed the narrow track.

Almost immediately cars began to queue up on the lower slopes, while several actually drove up as far as the hair-pin. The Morgan was pushed to one side, while a gang of helpers, led by J. A. Driskell, a travelling marshal, worked hard assisting the cars up this hill. Nearly all of them failed to make the climb under their own power, most

touring" was necessary for most of the travellers to make up the time they had lost on their climb of Kipscombe. The last man checked in at Barnstaple just before lunch amid fine weather and a cheering crowd.

The following light car drivers checked in at the finish:—F. A. Boggis (Aero-Morgan), G. A. Pollard (Aero-Morgan), L. Parsons (Aero-Morgan), Miss J. E. Weekes (A.C.), H. Jefferis (Frazer-Nash), C. L. Clayton (Amilcar), H. E. Hammelton (Talbot), C. Cornish (Frazer-Nash), R. M. Andrews (Lea-Francis), H. S. Stevens (Lea-Francis), J. A. Driskell (D.F.P.), K. H. Daniel (Avis), D. West (Fiat), M. W. B. May (Talbot), S. V. Seyd (Salmonson), W. Joyee (A.C.).



In the "Scottish." (1) Frank Spouse (Morgan) (5) H. C. Sheehan (Rover) tackling the road. A scene in the paddock at 1 o'clock when (Morgan) getting off the mark in the Penryn (3) Glimpses of the "Barnstaple." C. L. Clayton (7) D. West (Fiat 9), who was one of several

of them being troubled with wheelspin, while in several cases clutches were at fault. The only drivers to make clean, unassisted climbs were H. Jefferis (Frazer-Nash), C. L. Clayton (Amilcar), J. A. Driskell (D.F.P.), D. West (Fiat) and Jackson (A.C.).

From the top of Kipscombe into Barnstaple was only a matter of a few miles, and main roads at that, so "fast

"WEEPING BROOKLANDS."

THE Brooklands August Bank Holiday "meeting" was an unqualified success—that is if one indulgently overlooks the entire absence of any racing and the very unwelcome presence of Jupiter Pluvius and all his subjects—for everybody met everybody else and conversations of the long and

earnest order were uninterrupted for once by the clang of the starting bell. "All-weather" picnics were the order of the day, and who could deny that it was very snug to munch sandwiches within the protecting walls of a saloon or even in the more modest weather-proof tourer?

Instead of beginning at 1 p.m. the meeting was cancelled at that hour—or a few minutes afterwards; but when the loud-speakers announced that the meeting would be postponed until September 17th few in the members' enclosure took any notice, whilst nobody in the public enclosure budged an inch, because there was nobody to budge!

THE SPANISH GRAND PRIX.

AFTER a wildly exciting race, by far the fastest ever run on the San Sebastian course, the Spanish Grand Prix was won by Robert Benoist, driving a Delage car. Seven cars took part in the contest, three Delages, three Bugattis, and a Maseratti, driven by Palassio. The official result was:—1st, Benoist (Delage), 5 hrs. 20 mins. 45 secs., average speed, 129.59 k.p.h.; 2nd, Conelli (Bugatti), 5 hrs. 23 mins. 2 secs.; 3rd, Bourlier (Delage), 5 hrs. 28 mins. 12 secs.

From the start, when Benoist shot forward from the group of cars like a projectile, it was evident that the race would be a fast one.

and Materassi passed him. In the 26th lap Materassi stopped to change a wheel and got away only 20 secs. ahead of Benoist. By the next lap the latter was overhauling the Bugatti and the two cars passed the tribunes at 100 m.p.h. with only a few yards separating them.

Conelli and Bourlier were at this time close upon the heels of the leaders.

To those with racing experience it became obvious that something must happen soon. Either there would be a crash or else one or other car would crack up under the fearful strain. In the 31st lap the crash came; it happened at one of those gentle bends which are infinitely more dangerous in a road

and (4) E. F. Ringwood (Mathis) on Balnacree. iff on Bean Hill. (2) "Weeping Brooklands." meeting was timed to start! (6) D. J. Rees seed trials—note the position of the passenger. making a good ascent of Beggars' Roost, and tititors to fail on this, notorious West Country att.

102

During a temporary lull in the down-pour someone suggested a private sweepstakes, so, just as an anachronism, Kaye Don took his "Sunbeam" round to see if the track was in fit condition. He reported that, judging by observations from his periscope, the water was quite calm, except near the fork, in latitude so and so and longitude something else. A few bold spirits thereupon donned diving suits, bailed out the cockpits, weighed anchor and lined up in battleship formation. Then it rained again and as everyone had said all they had to say to everybody else, the "meeting" was declared over and we all went home.

At the 10th lap Benoist had a lead of about 4 mins. over Materassi (Bugatti), owing to the fact that the latter had to replenish tanks and radiator. Benoist himself stopped in the 18th lap to change plugs and got away from the pits only just before Materassi came along. As a result, Benoist's lead was reduced to 35 secs. After three more laps he again stopped for plug changing

race than sharp corners. Materassi scraped along a low stone wall at about 90 m.p.h. The aluminium wheels crumbled like wafers, but the car remained upright and the driver, by a miracle, was only bruised. The excitement was over, as Benoist had no difficulty in maintaining his lead over Conelli and Bourlier for the last few laps.

E33

We welcome letters for publication in these columns, but take no responsibility for the opinions expressed. No anonymous communications will be accepted, but writers may use an *nom de plume*. To ensure publication in the next issue letters should be addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C. 1, and should reach us on Monday. We reserve the right to make any alterations or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.

WHAT OF THE SMALL "TWO-CYLINDER"?

Advantages of Twin-cylinder Engines for Small Cars.

The Rover Eight.

I was very pleased to read your editorial and article on the two-cylinder light car in your issue of July 22nd and sincerely hope that it may have the effect of inducing the Rover Co., Ltd., to reintroduce their famous Rover Eight—one of the finest and most reliable economy vehicles ever put on the road. I speak from experience, as the one I now run is my second Rover Eight. If the Rover concern could be persuaded to reintroduce this model with water-cooled cylinders (the detachable heads, of course, being retained) no finer vehicle could be desired by the man who must needs study economy.

ROVER EIGHT.

Two-cylinder Car Cost.

Undoubtedly the cost of the small two-cylinder car the specification of which was outlined in your recent article "What of the Small 'Two-cylinder'?" must not be below the £100 limit, and I am glad to see that you affirm my opinion that public fancy now no longer is held spell-bound by the prospect of the "hundred pounder." At the same time a two-cylinder car is designed for economy, and low initial cost is the first big step in reducing the total cost of motoring. I am of the opinion that a good small two-cylinder car could be marketed at a price not greater than £120—excluding delivery charges, and so forth, which have recently occupied the minds of some correspondents.

Economy the Keynote.

A. WINTERSGILL.

Keep to Car Practice.

I see that in your recent article on the future of the small two-cylinder engine a Jowett car is portrayed above the caption: "The proof of the pudding . . . !" From my experience of these wonderful little cars I feel sure I am right in saying that their success is due entirely to their being designed on car lines —although fitted with a two-cylinder engine—and not in the manner of a motorcycle.

Success Assured.

It is a fact generally realized that the British public does not readily "bite" a thing which is at all unconventional, and I am afraid that the future of the two-cylinder engine will be rosy only if the chassis in which it is to be fitted does not smatter too much of the motor-cycle. The real car enthusiast will not object to the slight unconventionality of a twin-cylinder power unit—possessing, as it does, undoubted advantages in the way of economy, lightness and simplicity—but no power unit on earth will induce him to open his cheque book and purchase a car fitted with a "twin" if the chassis and bodywork are not in keeping with normal practice.

B34

ANTI-CYCLE.

Why Not Three-cylinders?

I was very pleased to see *The Light Car and Cyclecar* endeavouring to reinstate the small two-cylinder car in the public favour which it once enjoyed, and the article "What of the Small Two-cylinder?" interested me intensely. But whilst I thoroughly agree with the writer when he deplores the lingering death of the "twin," I

A Compromise.

myself am inclined to think that this is inevitable whilst "small fours" can be obtained so cheaply; there is something about the smooth torque and steady pull of a "four" which appeals to a buyer when he contrasts the two types. There are, I know, two-cylinder cars which have earned a wonderfully good name for themselves as reliable and trouble-free vehicles, while others have gained an enviable reputation for speed, but it seems difficult to combine these two qualities in a twin.

Therefore I suggest "Why not 'threes'?" The Lafitte three-cylinder air-cooled engine is, I believe, a well-built unit which runs with hardly a trace of vibration, while the torque on these cars is remarkable for its smoothness. The Lafitte is not intended to be a fast car, but its little engine will do an easy 45 m.p.h., so I see no reason why an o.h.v. radial "three" should not give very good speeds without the rather harsh running associated with many of the twin-cylinder cars of the past.

MICHAEL HOUSTON.

A Plea for Reintroducing—

Your article on two-cylinder cars naturally interested me, as I have a 1924 Rover Eight in daily use for business and pleasure purposes. The prejudice of other car owners is, in my opinion, due primarily to the noise of the average

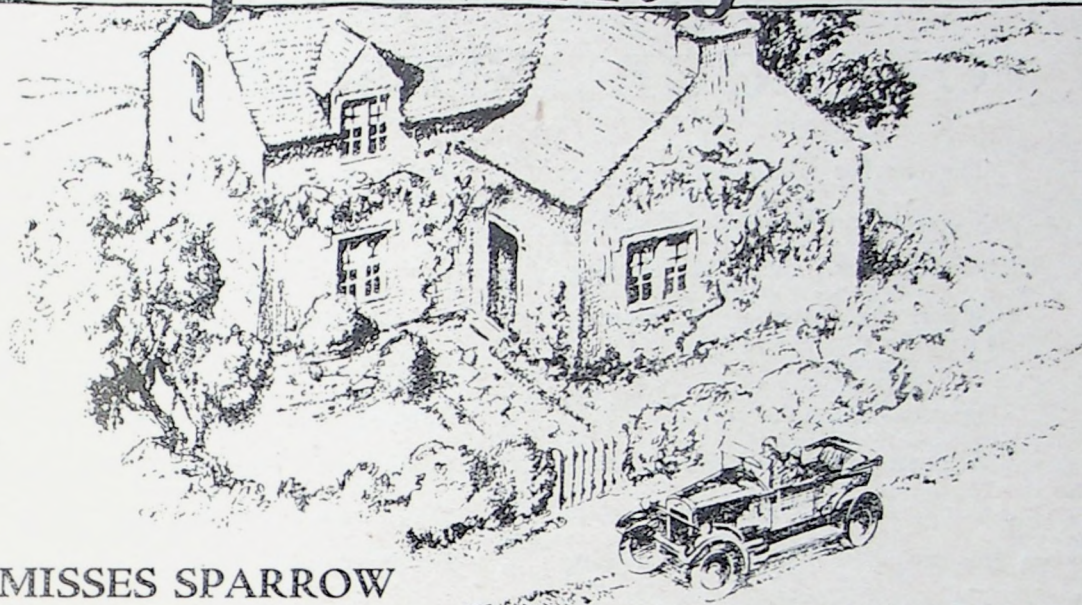
—a Popular "Eight."

air-cooled twin-cylinder engine. On a motorcycle, the wind, rushing past, carries all mechanical noise away, but in a car, especially with the hood up, the noise is carried right into the body. If it were possible to build shields behind the engine to carry the noise away at the sides of the body, I consider there would be a big change in public opinion. The second cause of prejudice is overheating; the public will not be convinced that an air-cooled car can be driven as hard as a water-cooled model. Personally, I think a fan more efficient than air cowls. The third point concerns starting. The difficulty of starting an 8.9 h.p. twin in frosty weather is quite mythical.

Now, my Rover cost (I believe) £145 in March, 1924. With the general drop in prices, could not an even better car of this type be produced for about £120 to-day? The improvements wanted are (1) higher seats, (2) a two-panel windscreen, (3) a higher hood, and (4) a more powerful battery, so that an electric starter could, if desired, be used on all occasions.

J. P. WHITAKER, P.C.V.

TROJAN *happy families*



No. 4

The MISSES SPARROW of WISTARIA COTTAGE

ALL the countryside knows and loves the Misses Sparrow—two maiden ladies devoted to one another. Nothing has ever been known to come between them—except perhaps their Trojan, which they both love driving—and there's only one steering wheel! But they compromise by taking alternate days.

Miss Pamela always tells her friends that she never dared ride a pedal cycle—they were so dangerous—but she loves dodging traffic in the Trojan—she doesn't wonder the makers call it the simplest car in the world.

They don't yet know where the engine is after 4000 miles of running!

[All Trojan cars carry the makers' free maintenance undertaking for the first 5000 miles.]

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B35

IS
THE CAR
ON YOUR CONSCIENCE?

The car has added a lot to your pleasures but it has added also to your labours. There's the cleaning. When you have a free morning now, you owe it to the car. A big job too—and a damp one!

At least it was till Karpol came along. Karpol—made by Reckitts for car-proud men—makes cleaning a car quite a light job. It makes it a dry process instead of a wet one. *It dispenses with the use of water.* Listen! Go down to the garage with a tin of Karpol and two old soft cloths. Choose one area of the dusty car and,

with one of your cloths, apply a little Karpol. Use it sparingly and don't be afraid to put it on the dirt and the dust. You won't scratch the paint.

Then—still using the same cloth—polish lightly. The dirt and dust will vanish and the shine will come. Finish off with your second cloth

and then stand back and admire the result. Very soon you will have finished the car

You haven't scratched the paint. Karpol is specially made by Reckitts to save and preserve and revivify the paint.



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OUR READERS' OPINIONS (contd.).

Are Screen Wipers a Failure?

The remarks on automatic windscreen wipers made by "Focus" in your issue of July 15th suggest that these are not a complete success. I much prefer to dope the whole width of the screen with a mixture of glycerine and methylated spirit in equal parts. A pad soaked with this mixture can be carried in a small tin and applied when rain threatens or starts to fall. The windscreen is kept clear enough to see through in all conditions, and driving is safer than it is when the driver has to depend on the narrow view provided by a screen wiper. E.M.B.

Restricted Vision.

Quaint Inn Names.

Several times when quoting the names of old inns your correspondents have mentioned "The Beetle and Wedge." I have, however, not yet seen the explanation given, although I thought the derivation of the name to be common knowledge; it is, at any rate, to a countryman. The "wedge" is a wrought-iron wedge used for splitting logs, and the beetle a common name for the large, long-handled mallet, made of hard wood, such as cherry, bound with iron bands and used for driving the wedge home. There is nothing really unusual, therefore, in connecting a "beetle" with a "wedge." COUNTRYMAN.

A Warning to Drivers.

As a frequent reader and admirer of *The Light Car and Cyclecar*, may I request a little space to give a word of warning to my fellow-motorists in connection with accidents?

Petty Meanness.

A woman recently drove her car into mine while the latter was stationary and not in an irregular position. Of her own accord she stated immediately after the accident that she was a novice at the wheel and that she had made an error of judgment.

She promised to pay for the damage to my car, which would not prove costly, and asked me particularly not to put the matter in the hands of her insurance company, as she wanted to preserve a good reputation as a driver. I naturally felt that the only course I could adopt in the circumstances was to take her word for it and not insist that witnesses should be sought and a constable called.

When I applied later for payment her father was most insulting over the telephone, and, subsequently, did not even have the manners to answer an extremely courteous letter which I sent him.

Running Costs of Three-wheelers.

A Reply to "Mouth-Organ."

"Mouth-Organ's" questions interest me greatly and I am looking forward to the answers. From my experience of running four Morgans in the last few years I answer his questions with the facts given below. It must be understood that I prefer to exchange my Morgans for new ones before they are very old, and

Three-wheeler Economy.

10,000 miles is the longest distance I have covered in one model. Chains have never given any trouble, and after 10,000 miles were in quite good order, but naturally a little more noisy than when new. I keep my clutch well greased and use it as gently as possible, but cannot get a back tyre to do 5,000 miles.

So far as petrol consumption is concerned I am getting a little more than 50 m.p.g. (using Shell No. 1) with my present bus, but it is tuned for economy and 50 m.p.h. is the very limit of speed. It quickly gets up to 40 m.p.h., however, and will hold this speed on most main-road hills and is quite as fast as I want. My oil consumption is 2,500 m.p.g., including everything (i.e., chains, chassis, clutch and so forth). I use Castrol XL.

Excepting smashes and once changing the sliding stub-axles—a job which cost £1—my repairs have cost a matter of shillings only; one exhaust lifter wire renewed, two cylinder-head gaskets bought, one brake band relined, were the largest items.

I have never had a breakdown on the road and only one puncture. I am quite satisfied with the Morgan, my only

I should be very grateful if you could give this letter publicity as a warning to motorists to procure witnesses for themselves immediately after an accident happens, whatever the circumstances may be and however gentle the maidens in distress. TRUSTFUL.

"The Light Car and Cyclecar."

Recent correspondence in your excellent weekly *The Light Car and Cyclecar* has been re the appeal or otherwise of your various articles, and I would like to say first of all that I do not think the journal, as it is, could be improved in any way, unless we have two or three issues a week instead of only one, for it is hard to have too much of a good thing.

An Appreciation.

A feature I personally should like to see included is one that I used to see in your associated journal *Cycling*, some years ago when I was not in a position to run a car. This was known as "Worth Cycling to See," and consisted of small paragraphs (in some cases illustrated) describing

"The Light Car & Cyclecar"
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Rates.

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objects, buildings and districts of scenic, architectural, historical or antiquarian interest, which could be used for the venue of a run.

It frequently happens that one wishes to have a short run, and cannot quite decide on an objective, but a feature of this kind would supply the deficiency, and would also call to mind some interesting feature which might be overlooked when passing through a district. I used to cut out the paragraphs in question, paste them in a book and index them. I found them of great use, but unfortunately the book has been lost. However, I feel sure others besides myself would find this feature useful. SEEAR EMM.

complaint being its hunger for back tyres. Can anyone recommend a tyre which will stand up to 5,000 miles' running on the rear wheel? PF9373.

A Comparison.

I was very interested to see the letter signed "Mouth-Organ" in *The Light Car and Cyclecar* of July 22nd. I own a sporting three-wheeler, and have a friend who owns one of the lightest four-wheelers. We

Four-wheelers Favoured.

both drive our machines very fast and cover long distances. My friend has literally made no replacements after about 13,000 miles. I have covered approximately the same distance, and I honestly shudder to think what the running cost has been. Chain, stub-axles, bevels, the rear spindle, dogs and several parts of the steering gear have all had to be replaced.

I am forced to the conclusion that, although the three-wheeler is extremely fast, the chassis parts cannot always stand up to being driven really hard over long distances. This, at least, is the case with my own model. A.F.L.

* * It is only fair to point out that sports three-wheelers are capable of much higher speeds than most four-wheelers priced at anything near the same figure. The result is that their owners often drive faster than would be possible with a four-wheeler in the same class and thus subject chassis parts to very much greater strains. It is, therefore, rather difficult to obtain fair comparisons.—ED.

OUR READERS' OPINIONS (contd.).

Cyclecar Racing—A Honeful Move.

The Position Discussed.

I agree with "Grand Prix" that "flying kiloms." mean little, except perhaps that the modern three-wheeler can hold the road perfectly at speeds which seemed incredible a few years ago. But the speed of cyclecars has increased for longer distances. The Morgan record for the hour, for instance, is 91½ miles and for 7 hrs. is over 60 m.p.h. This means endurance as well as speed. "Grand Prix" mistakes me if he thinks that I am "inclined to the belief that the breed (of three-wheelers) has reached sufficiently high a standard." I would not say that of any "breed," and I fully appreciate the value of racing as a means of improvement—although not the only means.

The Morgan Co. has always believed in, and supported, competition in every form. From the time that Mr. H. F. S. Morgan won the first English cyclecar race and Mr. McMinnies the first Grand Prix, the Morgan has competed in practically every speed trial of importance open to three-wheelers. The M.C.C. high-speed trial at Brooklands is still open, and, although not a race, it is competitive, for the number of laps covered in the hour is given. Last time Morgans were second, third, fifth and sixth of all light cars. It was unfortunate that no other three-wheelers competed.

"Shacklepin" has dealt adequately with the "challenge question." Mr. Beart challenged M. Siran to race a supercharged d'Yrsan against a non-supercharged Morgan at Monthéry (not, as M. Siran's last letter would suggest, at Brooklands) over a course of at least 50 miles, afterwards, as M. Siran would not accept the challenge for the longer distance, reducing the distance to 10 miles. M. Siran refused, but invited Mr. Beart to enter for the French Cyclecar Grand Prix. Obviously, this was impossible, and Mr. Beart might well reply to this invitation in M. Siran's own words: (except for a change of names): "M. Siran, having failed to accept the challenge that I made, cannot expect me to come and race with him at Monthéry!"

I fully recognize the great help which *The Light Car and Cyclecar* has given throughout to the three-wheeler. If, largely through the influence of your paper and "Shacklepin," cyclecar racing is resumed, you may be sure that

Morgans will not be wanting. One thing, however, I feel pretty sure that Mr. H. F. S. Morgan will not do. He will not build special racing cars which bear only a remote resemblance to the standard Morgan. If a sports Morgan, costing about £160, can be made (by such an expert as Mr. Beart) to cover 90-odd miles in the hour, a super-sports Morgan costing two or three times that sum could do very much more—but it will not be built. The three-wheeler must depend for its popularity on economy as well as speed, and must develop on both those lines.

H. GEORGE MORGAN.

Morgan Club Developments.

I think I ought to state, in order that your enthusiastic cyclecar readers may be *au fait* with the progress made, that a week ago "Grand Prix" and myself, both engaged with the same common object in view, got into touch with each other, with the result that a few well-known cyclecar enthusiasts recently met to discuss what could be done. Without going into further explanations at this stage, I think it will suffice if I mention that the following resolutions were down to be submitted to an extraordinary general meeting of the Morgan Club arranged for Thursday, August 4th:—

Resolution No. 1:—

"That this club, now known as the Morgan Club, shall hereinafter be known as the Cyclecar Club."

Resolution No. 2:—

"That membership of the club be in future open to all owners and drivers of vehicles coming within the A.C.U. definition of a cyclecar, viz.:—Under 1,100 c.c. and under 8 cwt. in weight."

If these resolutions are carried a further meeting will be called, to which all those interested in the cyclecar movement will be invited. In the meantime, all interested are asked to write either to "Grand Prix" at 45, Newman Street, W.1. (Telephone, Museum 9953), or direct to me at 422, Upper Richmond Road, Putney, S.W.15 (Telephone, Putney 1871).

WM. E. A. NORMAN, Hon. Secretary,
The Morgan Club.

Insurance Company Methods.

Several readers seem to have been in great trouble with their insurance companies. In this connection I have noticed a curious thing. None of your correspondents has ever employed an insurance broker. It seems reasonable to me that if the insurance people have to deal with someone who knows the business at least as well as themselves they will not—or rather cannot—quibble, and it costs *no more!* The company pays the broker for getting the business. Further, I have the impression that insurance companies prefer to deal with an experienced broker rather than with an individual who knows nothing of insurance.

UNTROUBLED.

"Valves and Valve Gear."

I have read with great interest your articles on valves and valve gear, especially the one in last week's issue. Like the writer of the article, I have always held the opinion that it is possible to produce a side-valve engine to give an equal performance to a push-rod-operated o.h.v. unit. I understand that to design the former requires a more complete knowledge of the principles involved in the action of internal-combustion engines. The ideal layout depicted—employing inclined side valves actuated by rocking levers—has been employed in modified form by Messrs. Guy Motors in their commercial vehicles for several years with, I believe, complete success.

MAURICE HUDLASS.

TO CORRESPONDENTS.—Please write clearly on one side of the paper only and leave a wide margin. It helps.

Oil Consumption of Modern Cars.

I should like to hear your readers' experiences of the oil consumption of modern light cars. I have just completed 2,000 miles in a 1927 Swift, and so far as I can see the oil consumption is practically nil. The sump was filled to half-an-inch over the mark on delivery and refilled to the same extent after 1,000 miles, less than a pint of oil having been used for topping up. Am I lucky, or are most 1927 cars of a similar type as economical so far as oil consumption is concerned as my Swift?

LAND'S END.

Awkward Road Situations.

I agree with "A.A.M.'s" view of the awkward road situation mentioned in your issue of July 22nd. I cannot agree with "A.C.H.'s" contention that "it is positively criminal to pass on the near side in any circumstances, but the most exceptional invitation of and then only by direct invitation of the driver of the car being passed." I could mention several justifiable cases even when no signal would be received. In the case under review, the driver of the following car was justified in assuming that the driver of the car in front intended pulling up on the far side.

A further question arises—when exactly does a vehicle travelling on its incorrect side cease to have a "near side" so far as overtaking traffic is concerned? The driver of a trade vehicle or taxi hugging the kerb on the wrong side, trying to locate a number or a particular house, could hold up all traffic in his direction until he found it and stopped—assuming, of course, that we accept "A.C.H.'s" dictum!

J. P. M. COTTE.

Grand Prix San Sebastian

July 25th.

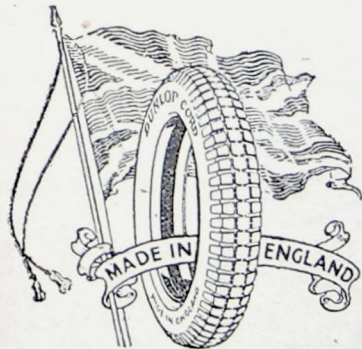
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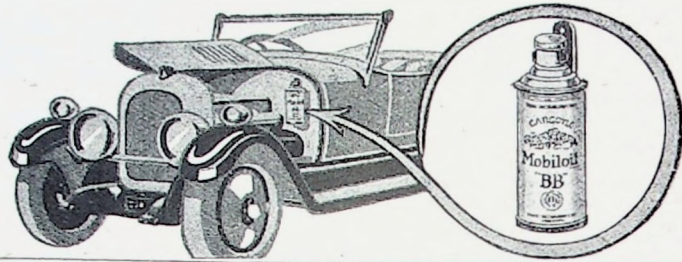
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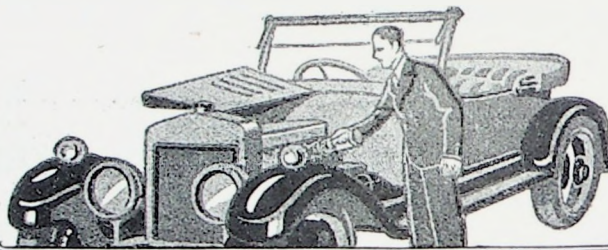
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NAME OF CAR	1927 Engine		1926 Engine		1925 Engine	
	Summer	Winter	Summer	Winter	Summer	Winter
Alvis	BB	A	BB	A	BB	A
Armstrong-Siddeley	BB	A	BB	A	BB	A
Austin, 7 h.p.	A	A	A	A	A	A
Austin, 12 h.p.	BB	A	A	A	A	A
Austin (other)	BB	A	BB	A	BB	A
Bean	A	A	A	A	A	A
Citroen, 7.5 h.p.	A	A	A	Arc	A	Arc
Citroen, 12.24 h.p.	A	A	A	A	A	A
Citroen (other)	BB	A	BB	A	BB	A
Clyno	BB	A	BB	A	BB	A
Crossley, "Six" and 14 h.p.	A	A	A	A	A	A
Crossley (other)	A	A	BB	A	BB	A
Daimler (all models)	A	A	BB	A	A	A
Darracq, 12/32 h.p.	BB	A	BB	A	BB	A
Darracq (other)	A	A	A	A	A	A
Hillman	A	A	A	A	BB	A
Humber, 8 and 9/20 h.p.	A	A	A	A	A	A
Humber (other)	BB	A	BB	A	BB	A
Jowett	A	A	A	A	A	A
Lagonda, 12/24 h.p.	A	A	A	A	A	A
Lagonda (other)	BB	A	BB	A	A	A
Land Rover	A	A	A	A	A	A
Lancia (Lambda)	A	Arc	A	Arc	A	Arc
Morris-Cowley	A	A	A	A	A	A
Morris-Oxford	A	A	A	A	A	A
Peugeot (Sl. Valve Mdl. and 11 and 12 h.p.)	A	Arc	A	Arc	A	Arc
Peugeot (other)	BB	A	BB	A	BB	A
Riley, 11 and 12 h.p.	BB	A	BB	A	BB	A
Rolls-Royce	BB	A	BB	A	BB	A
Rover, 8 h.p.	A	A	A	A	BB	BB
Rover (other)	A	A	A	A	A	A
Singer	A	A	A	A	A	A
Standard, 14 h.p.	A	A	BB	A	BB	A
Standard (other)	A	A	A	A	A	A
Sunbeam, 4 and 6 cyl.	A	A	A	A	A	A
Swift	A	A	A	A	A	A
Talbot, 18-55 and 20-60 h.p.	A	A	A	A	BB	A
Talbot (other)	BB	A	BB	A	BB	A
Trojan	A	A	A	A	A	A
Vauxhall, 14-40 h.p.	A	A	A	A	BB	A
Vauxhall, 23-60 and 25-70 h.p.	A	A	A	A	A	A
Vauxhall (other)	BB	A	BB	A	BB	A
Wolsley	BB	A	BB	A	BB	A

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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.

OUR READERS' OPINIONS (contd.).

Starter Pinions Which Jam.

Starters to-day are pretty reliable (once they are in mesh), but a fault that is still prevalent is their habit of jamming. As a salesman handling most makes of car,

I have noticed that in several of this Continental Cars year's models this fault is almost **Dad Offenders.** general, Continental cars being the worst offenders. I do not know if there is any real cure for the trouble, but its frequency is certainly a point in favour of the dynamotor type of starter.

SENRAE.

Tyre Pressures.

My tyres are 700 mm. by 50 mm. oversize Dunlop high-pressures and I keep them ordinarily at 40-lbs. pressure in front and 35-lbs. back. After retreading, however, the tyres

look all right, even at 20-lbs. pressure, and I find it quite hard work to pump them up to the pressures mentioned. It would be interesting to have the opinion of any of your readers who use these tyres, for I believe, from my own experience, that retreaded covers can be run at much lower pressures than can be used safely in the ordinary way. THEOCSBURIAN.

Free-wheel Drive.

I read with considerable interest your article on free-wheel drive, as it is merely a development of a form of drive fitted to a motorcycle I had early in 1903. The machine in question was built by the

An Early Example.

Singer Co. and was most unorthodox in nearly every respect. The engine was in the back wheel, i.e., the aluminium spokes of the wheel were omitted on one side and the small engine was slung crosswise where the hub is now found. The drive was taken forward by chain to the bottom bracket, the final drive being by a second chain to the back wheel, via a free-wheel clutch, which worked on a similar principle to Mr. John Weller's ingenious arrangement. I well remember what a sheer delight this machine was to drive, how very economical it was and how one could sail over greasy roads with very little danger. For a quarter of a

century I have been wondering why the system has not been adopted in cars. My early experience points to its having enormous advantages and possibilities, and I trust that all good fortune will follow Mr. Weller, for I am convinced he is on the right track. I should not be surprised if his system turns out to be epoch-making.

ST. JOHN NIXON.

CONDENSED CORRESPONDENCE.

Mr. F. H. Bonham (Wimbledon) writes expressing his appreciation of the prompt and courteous treatment which he received at the service depot of Joseph Lucas, Ltd., at 155, Merton Road, London, S.W.18.

The Rover Co., Ltd., Meteor Works, Coventry, has received a postcard, bearing the Great Yarmouth postmark, from Mr. A. Percival Thompson, who unfortunately omitted to give his address. Mr. Thompson is asked to forward his address so that the company can deal with his communication.

INFORMATION WANTED.

SINGER.—Any reader who is willing to lend or sell an instruction book dealing with the 1924 model is asked to get in touch with G. W. Gomm, 7, King Edward Street, Slough.

HILLMAN.—The opportunity to buy or borrow an instruction book for the 1921 two-seater model would be appreciated.—R. Mason, 11, Insall Road, Edge Lane Drive, Liverpool.

BUGATTI.—Owners of 1926 11.9 h.p. four-seater touring models are asked to give their experiences with regard to (1) speed and jet settings; (2) oil consumption; (3) frequency of brake adjustment; and (4) most suitable sparking plugs to use.—J. Pollitt, 3, Marlowe Road, Wallasey.

LOST.

A starting handle from a Fiat car, opposite the children's playground on the beach at the western end of Seaford on Sunday, July 24th. The finder is asked to communicate with A. S. W. Corner, Goodington, 144, St. John's Road, Tunbridge Wells, Kent.

CLUB ITEMS AND SPORTING EVENTS.

DISABLED DRIVERS' M.C.

As certain members were unable to attend the last meeting at Pitch Hill, it has been arranged to hold a similar meeting on September 4th.

LIVERPOOL M.C.

The premier awards for the Liverpool M.C.'s Colwyn Bay speed trials were distributed as follows—Liverpool Cup, R. Mays; Mersey Cup, D. Higgins; Atalanta Trophy, C. L. Jones; Braid Challenge Cup, B. H. Davenport; Junior Cup, E. I. F. Mucklow; Williams Challenge Cup, H. Mason.

CRANFORD M.C.

The London-Shaftesbury-London reliability trial was run off on July 16th-17th, attracting the gratifying total of 52 entries. The organization was up to the usual Cranford standard and everything went without a hitch. The course was 241 miles, with a stop and restart rest on Whitelands Hill and an observed section at Shere water-splash. The club is holding its annual gymkhana in the grounds adjoining the Berkeley Arms Hotel, Cranford Bridge, Middlesex, on Saturday, August 27th, at 2 p.m., the first event at 2.50 p.m.; admission, 6d. Tickets and full particulars may be obtained from Mr. F. E. Dew, 309, Hanworth Road, Hounslow, Middlesex.

RILEY M.C.

On July 17th the club held a Midland rally at the Innemy Hotel, Droitwich, when there were over 30 Riley cars assembled, and 100 members and friends sat down to lunch. The club to-day has over 200 members and frequently organizes rallies of this character. The events are very popular, and on this occasion there were several prizes offered, and a treasure hunt took place with clues leading from the Innemy Hotel to the Brockton Court Hotel, Ebsley, where the treasure was found by Mr. Seymour Smith, of Erdington, Birmingham. The other prizes were for the best-conditioned car, for best appearances and a mystery chassis number, and the party completed a very enjoyable afternoon by taking tea at the Brockton Court Hotel.

CATFORD AND D. M.C.

The sports and gymkhana held at Westerham, Kent, on July 24th, attracted a crowd of about 300. The events were full of novel and interesting ideas and some very clever handling of machines and cars was witnessed. The winners were well distributed and altogether the small handful of organizers are to be congratulated on amusing so well a much larger gathering than was expected.

FORTHCOMING EVENTS.

August 6. Redditch M.C. and C.C. Annual Charity Gymkhana. Woking and D. M.C. and C.C. "Seven Counties" Trial. Stalybridge and D. M.C. Speed Trials.

August 7. Morgan Club Run to Frensham Ponds. Scottish Morgan Club. Inter-club Meet at Bodesbeck.

August 13. J.C.C. Production Car Race. Swiss Klausen Hill-climb. Kent and Sussex L.C.C. Paper-chase.

August 14. Klausen Hill-climb. Kent M.C. Freak Hill-climb.

August 15. Bradford and D. M.C. Hepolite S.s.r. Climb.

LEICESTER AND D. M.C.

The following events have been arranged for August—7th, run to Upingham for tea at the Cross Keys Hotel; 14th, paper-chase, starting at Weighbridge, Humberstone Gate, at 2.15 p.m.; 18th, gymkhana on the Agricultural Show ground at 6.45 p.m.; 21st, day run to Hunstanton; 25th, Mr. Petty, one of the vice-presidents, has invited the club to his residence at Crapston; 28th, mystery run, starting from Weighbridge at 2.15 p.m.

J.C.C. YORKS CENTRE.

The Yorkshire Centre's next event will be a social run arranged for August 15th. The surprise event held on July 23rd was won by Cyril D. Wilson (Alvis), who also made the best performance on the slow hill-climb of Jacob's Ladder.

SELANGOR A.A. HILL-CLIMB.

The first hill-climb for two years organized by the Selangor A.A. and run off on June 12th on Court Hill, Kuala Lumpur, Federated Malay States, attracted an excellent entry in both car and motorcycle events. In itself, the event provided a means of comparison between Asiatic and European driving. Amongst those competing were Chinese, some of whom are very fine drivers and good sportsmen, Malays, Indians, Italians, Australians, Americans, Scotsmen and Englishmen and, in company with the spectators, made a very cosmopolitan crowd, who, to a man, were intensely interested in the proceedings.

The actual course consisted of a straight of some 130-200 yards, terminating in an abrupt right-hand bend, where skid-cornering (intentional or otherwise) was the order of the day. Following this was a loose, gentle left-hand bend followed by another to the right, then again to the left and finish. Altogether, a very tricky course, which taxed the drivers' skill to the utmost.

The Austin Sevens won every class but one and put up some wonderful accents, many of the larger cars performing poorly in comparison both as regards speed and road-holding. D. S. Anger and A. O. Marshall, with a couple of these "babies"—towing models—climbed with judgment born of experience. Of the sports Austin Sevens R. T. Mills was fastest and made the best time of the day for cars. Peccioni (Fiat sports) made a great deal of noise, but never seemed to get going. Cardosa (Fiat), driving a more orthodox model, was faster and was rather spectacular.

Altogether, the event was an entire success, no serious crashes marred the day, and the competitors were highly appreciative of the organization and even more so of Messrs. Borneo Motors thoughtfully providing free lubricant (free and very nice, too!)

Ideas for Owners

We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published, but we cannot undertake to return contributions not used.

Taking up Wear in Ball Joints.

Ball joints of the type used on many cars for carburettor or magneto controls, and for the regulation of many other light moving parts, allow ample adjustment to be made for taking up wear. The construction of a typical ball joint is shown in the sketch, and it will be seen that one end of the socket screws in to the casing, thus permitting the joint to be tightened, and the screwed portion is held by a split-pin and the castellations in the barrel.

Ball joints allow ample adjustment to be made for taking up wear. The component parts of a joint of this type are here shown separated.

To take up wear the pin should be withdrawn and the end of the socket screwed in until all loose movement in the joint is eliminated. Usually, it should be necessary to turn the screw through only about half a complete revolution. When replacing the split-pin, make sure that the screwed end of the socket is held firmly by the castellations.

Simplified Magneto Timing.

A certain amount of delicate adjustment is necessary when retiming a magneto, and the task is not always easy to do accurately. A simple electrical timing device may be rigged up, however, which will make adjustment comparatively simple. The procedure is as follows:—Remove the contact breaker binding-screw and secure to the insulated block a length of wire the other end of which is connected to one side of the switch of an electric hand torch. From the other side of the switch take a wire to the body of the contact breaker. With the torch switched on, the lamp should flicker on and off as the armature is rotated, the contact points making and breaking the circuit of the lamp. Thus the exact position of the contact breaker when the points separate can be ascertained with accuracy.

B42

A Cure for Pedal Rattle.

Annoying rattling noises may frequently be traced to vibration owing to the "loose movement" of the clutch, brake and accelerator-pedal controls. A simple method of curing the trouble is to fit to each pedal a light pull-off spring, one end being secured to the floorboards at a convenient point and the other being fixed to the moving end of the pedal.

The light but constant pull of the spring will be sufficient to prevent looseness in the controls from setting up rattle, but the normal working of the control is in no way affected.

Repairing Cracked Cylinder Jackets.

A small crack in the water jacket of a cylinder block can usually be repaired by first draining out the water and then drilling a very small hole, about $\frac{1}{16}$ in., at each end of the crack to prevent it from spreading; the holes should be stopped by gently hammering into them short pieces of copper wire. Next, the lower water orifice in the block must be plugged so that the jacket will hold a solution of copper sulphate made by dissolving the sulphate in the proportions of one ounce of sulphate to three pints of water.

Queries of general interest will be answered under this heading whenever possible, but a stamped addressed envelope must be enclosed for reply by post. Telephonic inquiries cannot be answered.

H.F. (Stevenage).—As you have experimented unsuccessfully with wedges to alter the steering angle, you might consider it worth while to check the balance of the two wheels and see that they are running truly on their bearings. If the wobble is experienced only on rough roads you may find it advisable to fit shock absorbers.

R.D.O. (Fairhaven).—Spot welding is used largely in the construction of small car bodies for joining the sheet-metal panels. Punches form small projections on the edges of the metal, the joints being slightly overlapped. The electrodes of the welding machine are brought to bear on the projections, and heavy electric current is passed through the assembly: the great heat generated melts the steel projections and fuses them together.

Pour the mixture into the jacket and allow it to remain until the crack is sealed. Drain off the sulphate solution and flush out the jacket two or three times with clean water, afterwards replacing the hose connections and filling up the radiator in the normal way. It will be found that a very effective water-tight seal is formed in this manner.

Filling the Differential Casing.

A certain amount of difficulty may be experienced in replenishing the differential casing of Austin Sevens fitted with Cup model bodies. The hole in the back of the body may not coincide with the greasing nipple on the rear-axle casing, and in this case it will be found difficult to operate the grease gun and keep it squarely on the nipple. If the body be raised by placing a jack under a chassis member, the greasing nipple will usually come just clear of the bottom of the tail. The gun may then be used with comparative ease.

A Polish for Aluminium.

Small aluminium parts, and even large body panels of this metal, may be polished and given a good finish with eucalyptus. The following mixture will be found easy to work and will produce a finely polished surface with very little exertion.

Mix a teaspoonful of powdered whitening with six teaspoonfuls of metal polish and two of eucalyptus. Shake the mixture thoroughly before using and add more eucalyptus if necessary to keep the solid matter in solution.

Apply the polish over a small area in the usual manner and polish off with a soft rag. If the metal to be cleaned is very tarnished, or if the surface is scratched, the amount of whitening added to the polish may be increased.

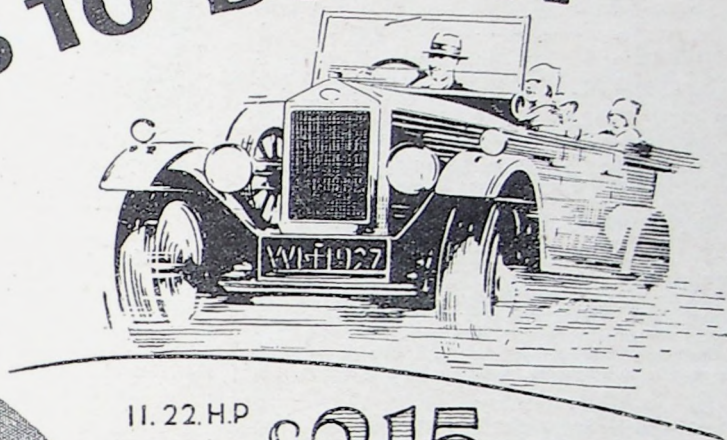
N.G. (Bournemouth).—Splash lubrication is employed on the touring model Salmons, the correct working height for the oil in the sump being indicated by means of a dip-stick.

M.P. (Dover).—Before you can fit shock absorbers made of aeroplane elastic to your Rover Eight it will be necessary to clamp brackets to the chassis members to form an anchorage for the elastic.

W.R. (Hitchin).—It would appear from the symptoms mentioned that the ignition of your Austin Seven is too far advanced, the timing probably being altered when the engine was overhauled by your local garage. We advise you to check the firing point carefully and make prompt readjustment if the timing is found to be incorrect.

D.M. (Hastings).—As your Morgan is a 1926 model it is unlikely that the sliding axles are very much worn. You should make quite sure that the track rod is not bent and that the wheels "toe in" in front to an extent of nearly $\frac{1}{8}$ in.; that is, of course, when they are pointing in a straight-ahead direction.

TO TRY IT
IS TO BUY IT



11.22 H.P.

£215

THIS 11.22 Wolseley is as fine a car as money and experience can build. It is produced in the Wolseley Works at Birmingham, which for over a quarter of a century have been renowned for high-grade cars. It is particularly easy to handle; its quick acceleration makes it ideal in traffic; it is a delight to drive on the open road. The ideal car for drivers who demand absolute safety as well as exceptional performance.

TAKE A TRIAL RUN.—*To try this wonderful 11.22 h.p. Wolseley is to buy it. Write for catalogue, and permit us to arrange a trial run for you from your own home through your nearest dealer.*

WOLSELEY

WOLSELEY MOTORS (1927) LTD., ADDERLEY PARK, BIRMINGHAM.

D.A.5

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

B43

AROUND THE TRADE.

Messrs. Stanley Norman and Co., 2, Redmarton Mews, King Street, Baker Street, London, W.1, ask us to announce that they deal exclusively in Singer Junior cars, both new and second-hand.

Owners of new 10-25 h.p. Rover models should make sure that they obtain a copy of the very useful care and lubrication chart, which is printed on stiff paper and is suitable for hanging up in the garage.

Frazer-Nash Cars, London Road Works, Kingston-on-Thames, will be pleased to hear of any Frazer-Nash successes gained by either trade or private competitors, as they are preparing a detailed list of such awards.

The "Wise Lubrication" charts issued by C. C. Wakefield and Co., Ltd., Wakefield House, 30 and 32, Cheapside, E.C.2, embrace the following light cars:—A.C., Singer Senior, 11 h.p. Standard, Austin Seven and Clyno.

We learn with interest that A. C. Maskell, the well-known competition driver, has started business on his own account at 6, Station Road, Camberwell New Road, London, S.E.5. He is specializing in the sale of Morgans, of which he has acquired the sole south London agency, and is prepared to undertake repairs and special tuning to these cyclecars.

Fort Dunlop advise us that Materassi's, Dubonnet's and Corelli's Bugattis—first, second and third respectively in the San Sebastian Grand Prix—were all running on Dunlop tyres. The first place in all classes of the San Sebastian Twelve-hour Race was won on Dunlop tyres, not one of which was changed throughout the race.

Readers looking for ready-to-erect garages may be interested in the range offered by Messrs. Thornbers, 9, Mytholmroyd, Yorkshire. They are listed from £10 10s. upwards.

Owners of the old back-axle gearbox type of Singers will be interested to learn that they can obtain spares for these models from Messrs. C.V. and M.S., 41a, London Avenue, North End, Portsmouth.



A photograph of the Dunlop Overseas Department taken during their summer outing at Cookham.

Messrs. R. Cadisch and Sons, 5 and 6, Red Lion Square, London, W.C.1, advise us that they have taken additional storage facilities at their warehouses in Eagle Street, London, W.C.1. They point out that their delivery vans cover a considerable area around London every alternate day. This service should be appreciated by many traders.

We note that Messrs. The General Motor and Tyre Co., 7, 7a and 9 Caledonian Road, King's Cross, London, N.1, are holding a clearance sale of motor tyres and tubes. All well-known makes are said to be in stock and reductions of 40 to 65 per cent. are advertised. It is interesting to note that customers may have their new tyres fitted while they wait.



For Real Economy

PALMER

Flexicord Tyres

WIRED EDGE
and
BEADED EDGE

WHEN you consider that only the finest of raw materials are employed in the construction of Palmer Flexicords, when we remind you that every tyre is made to the very highest standard of excellence, then you will appreciate why big mileage with Palmers is the rule rather than the exception.

The unusual figures on your speedometer will prove the economical advantages to be derived from these wonderful tyres.

THE PALMER TYRE LTD.,
100-106, Cannon St., London, E.C.4.

(475)

a "Baby" that Knocks out Fires



THE NEW SIZE FOR LIGHT CARS, CYCLECARS, ETC.

AS SUPPLIED TO POLICE AUTHORITIES.

Extinguisher filled, ready for use, and complete with bracket for fixing on car.....

(Nickel-plated only.)

28'6

EXTRA REFILL..... 2/10

ASK YOUR GARAGE

or write to:—

KNOCK-OUT FIRE EXTINGUISHERS LTD.
16-18, BARDWELL STREET, NORTH ROAD, LONDON, N.7.
North 3747.

A CAMEL



passing through
the eye of a needle
is a loose fit

compared with the driver or passenger of the light car getting in and out of their motor. Hitherto it has been assumed that there was no alternative to the painful squeeze to and from the passenger seats and the contortionist crawl from the driving position.

LEVEROLL seat mechanisms have altered all that. No matter how small your car, a finger touch and they instantly give you up to two feet extra room and permit both passengers and driver to step in and out of their car freely and gracefully.

In addition they give immediate seat adjustment and permit a car to be used for picnics and camping and make it into a travelling home.

THEY ARE THE MOST AMAZING AIDS TO CAR COMFORT EVER INVENTED. CALL AT OUR SHOWROOMS FOR A DEMONSTRATION OR WRITE FOR PARTICULARS.

Fit LEVEROLLS and throw away your shoe-horn. They can be easily fitted, and make your light car as roomy as a Rolls. Price £3-10-0 per set.

A REMINDER.

In the CAR DEPARTMENT of Messrs. A. W. CHAPMAN LTD. a large selection of new and second-hand cars is available, any of which can be LEVEROLL fitted. Special Sets can be supplied for the SINGER "Junior," the CITROEN Saloon and other popular makes of cars with fixed seats.

A. W. CHAPMAN LTD.,

Patentees and Manufacturers.

Ranelagh Gardens, HURLINGHAM, S.W.6.
Telephone: Putney 2372/3.

-But it Must Be ACCORDIAN The Original.

If your hood is "out of sorts" Accordion Flexible Paint will put it right and make it look like new.

Accordion Flexible Paint waterproofs and preserves hoods.

Accordion Flexible Paint is made in Buff, Khaki, Brown, Grey, Navy Blue and Black for canvas hoods; Black, Brown, Blue, Red and Green for leather or imitation leather hoods or upholstery. State whether for canvas or leather when ordering.

9/6 is the size for a 2/3-seater, 19/- for a 4/5-seater; 3/- is the size for sidecar aprons and small jobs. From garages or dealers, or post free from the makers.

Order by postcard, C.O.D. if preferred.

If in doubt get our free folder showing actual results.

The Avondale Manufacturing Co.,
3, Avondale Works,
Chippenham,
Wilts.

Saves the Cost of a New Hood

Fitted for
Oil or Grease
Lubrication as
preferred.

AUSTIN, 7 h.p., 27/6 per set.
CITROEN, 7 h.p., 30/- " "
FIAT, 7 h.p., 50/- " "
CLYNO " 63/- " "
SINGER Junior, 30/- " "
Post Free.

Quick Fit
gaiters
FOR ALL CARS

W. DICKINS & CO. LTD. Cross Cheaping COVENTRY
Manchester Depot, 268, Stockport Road.

**ALTON
TOWERS AND
GARDENS**

Near
UTTOXETER.

The
Fairlyland
of the
British
Isles.

Have you
seen the
world-famous
Pictures of
Alton Towers
and
Gardens ?

Pathe's Pictorial considered that the beauties of Alton Towers and Gardens were worthy of production, so it was filmed and afterwards coloured in over 2,000 Picture Palaces in England, end of October last and it has since been exhibited in over 10,000,000 people. It is Scotland, America, and the Continent, and has been seen by over 10,000,000 people. It is now being shown throughout India, South Africa, New Zealand, and Singapore. The film, of course, cannot adequately portray all the beauties of the grounds. COME AND SEE for yourself this unique and wonderful place. The gardens and grounds extend to over 600 acres.

ADEQUATE CATERING. LICENSED FOR BEER,
WINES AND SPIRITS WITH FOOD.
FREE PARKING GROUND FOR CARS AND CHARAS.

ADMISSION, 1/-
CHILDREN, 6d.

Goddard's Garages

Send
for
Lists
Post
Free.



Sent
Carr.
Paid
England
and
Wales.

Build of best 1/2" T. & G. Matchboards on strong framing
in complete sections, roof 1/2" Matching and Bitumen Felt.
12 ft. x 8 ft. x 6 ft. x 8 ft. £10 5 0
14 ft. x 9 ft. x 6 ft. x 9 ft. £11 10 0
16 ft. x 9 ft. x 6 ft. x 9 ft. £12 15 0

GODDARD'S Ltd., Vicarage Lane,
Ilford, ESSEX.

"Kar-ka-leen"



The Wonder Car Cleaner!!
Cleans 1 Quart Kar-ka-leen 1 Post
Polishes 1 Strong Hand Sprayer 7/6 Free.
Preserves 1 Cleaning Cloth
From your Local Dealer, or direct from
W. KNOWLES (Basington) Ltd.,
Basington, Cheshire.

Complete
Output

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.

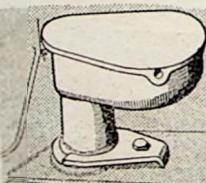
TUESDAYS - 4d.

5-15, Rosebery Avenue, London, E.C.1.

for SINGER 10 H.P.

We specialise in the Back Axle
Gearbox TYPE
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N.E. Portsmouth. Phone: 6928

AUSTIN "7"



OWNERS Oil Filler

Permanently fitted by
tightening one bolt.
Made in Aluminium
Uses existing Strainer.
Retail Price 6/-

Please state if car is fitted with M.L. Magneto.

Sole Manufacturers:
Pressed Products Mfg. Co.,
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GILLON PATENT LUGGAGE GRIDS AUSTIN SEVEN CARS

All
Standard
Models.

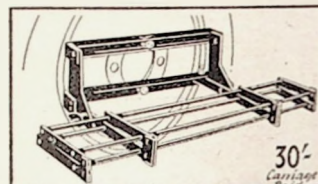
22/6

AT LAST! A REALLY SERVICEABLE WEIGHT-CARRYING GRID. SUPERSEDES ALL OTHERS.

Fitted by tightening 2 wing nuts only. Does not interfere with spare wheel in any way. On test supported a 12-stone person without the assistance of guy ropes, strapping, straps, etc., or showing signs of breaking down.

7 days' approval against cash. SEND FOR FOLDER.

For CITROEN RENAULT and MATHIS Owners



THE NEATEST GRID ON THE MARKET.

For fitment to the Spare Wheel Lugs without cost.

NO DRILLING AND PERFECTLY RIGID.

Made to fold into three positions.

Also smaller type at 20/-.

Send on 7 days' approval against cash.

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Phone: REGENT 2097.

SPARES-REPAIRS-REBUILT G.N.'s
Owners and Trade write for free catalogue.
GODFREY & PROCTOR LTD.,
MANOR ROAD RICHMOND, LONDON, S.W.
Phone - Richmond 3024.

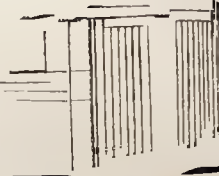
GARAGES! GARAGES! IN WOOD OR ASBESTOS

Size 14 ft. x 8 ft. £11 10s. Carriage Paid.

Sliding doors can be fitted to all sizes. It will pay you to send for our Free Catalogue before purchasing.

J. H. HOLT & SON, LTD.,
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Separate
Catalogue
for
Institutes,
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ZENITH

gives you more miles for your money—

MANY motorists discard their old carburettors and fit the Zenith to get increased power for hill climbing. Others buy the Zenith to increase their speed. But most motorists choose the Zenith because of its unparalleled economy. A Zenith is positively guaranteed to give you more miles to the gallon than the carburetter you are now using. This is a bold statement and one we wouldn't make unless we were certain of our facts.

Zenith economy comes from the unique system of Compensated jets which ensures a scientifically correct mixture at all engine speeds. Waste is absolutely eliminated. Every drop of petrol is transformed into the highly explosive mixture which means flashing acceleration and a wonderful flood of power. Because it has no moving parts to wear out or to give trouble every Zenith will outlast the engine. First cost is last cost.

FREE TRIAL OFFER.

Don't take our word for it. Prove out the Zenith for yourself. Test it on your own car—If you are not fully satisfied return the carburetter to us any time within thirty days and your money will be refunded in full. Could we make a more fair offer than this? We make special Zenith Carburettors for all the well-known makes of cars. Send us particulars of your car and we will quote you for a Zenith specially designed for it.

Zenith Petrol Filter

Utilises entirely new principles. Has no gauze or leather. Can not choke or clog. Lasts for ever. Instantly cleaned without use of tools. Sediment always in sight **24/-**.
Postage 6d. extra.



Zenith Air Cleaner

Ensures clear air and prevents harmful grit entering engine and causing premature engine wear and carbon deposit. Full description and all details in our latest Booklet, sent post free. Write to-day mentioning make and year of your car.

AUGUST 5, 1927.

THE LIGHT CAR AND CYCLECAR

Prices of the
Morgan Family
Model
Air-cooled £111
Water „ £121

**Family Model will
take four anywhere.
The tax is only £4.
50 miles per gallon.
60 miles per hour.
Only 3 tyres to wear.
The comfort of a Car
but at Motorcycle cost.**

**Other Prices: Standard £89.
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What an opportunity for an economical,
care-free Holiday the Morgan offers!
Easy to understand, simple to handle
and control, economical to run. Re-
member—"all England's at your feet"
if you own a Morgan. Drop a line
to-day for latest Morgan Booklet
"L.C." — dealing with all models.

□ The pioneer of the
economical Light
Car movement and
still miles ahead
of any.

□ The Car which has
gained more awards
for speed and
reliability than any
other.

**The Morgan Motor Co. Ltd.
Malvern Link Worcestershire**

Morgan Runabout



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