

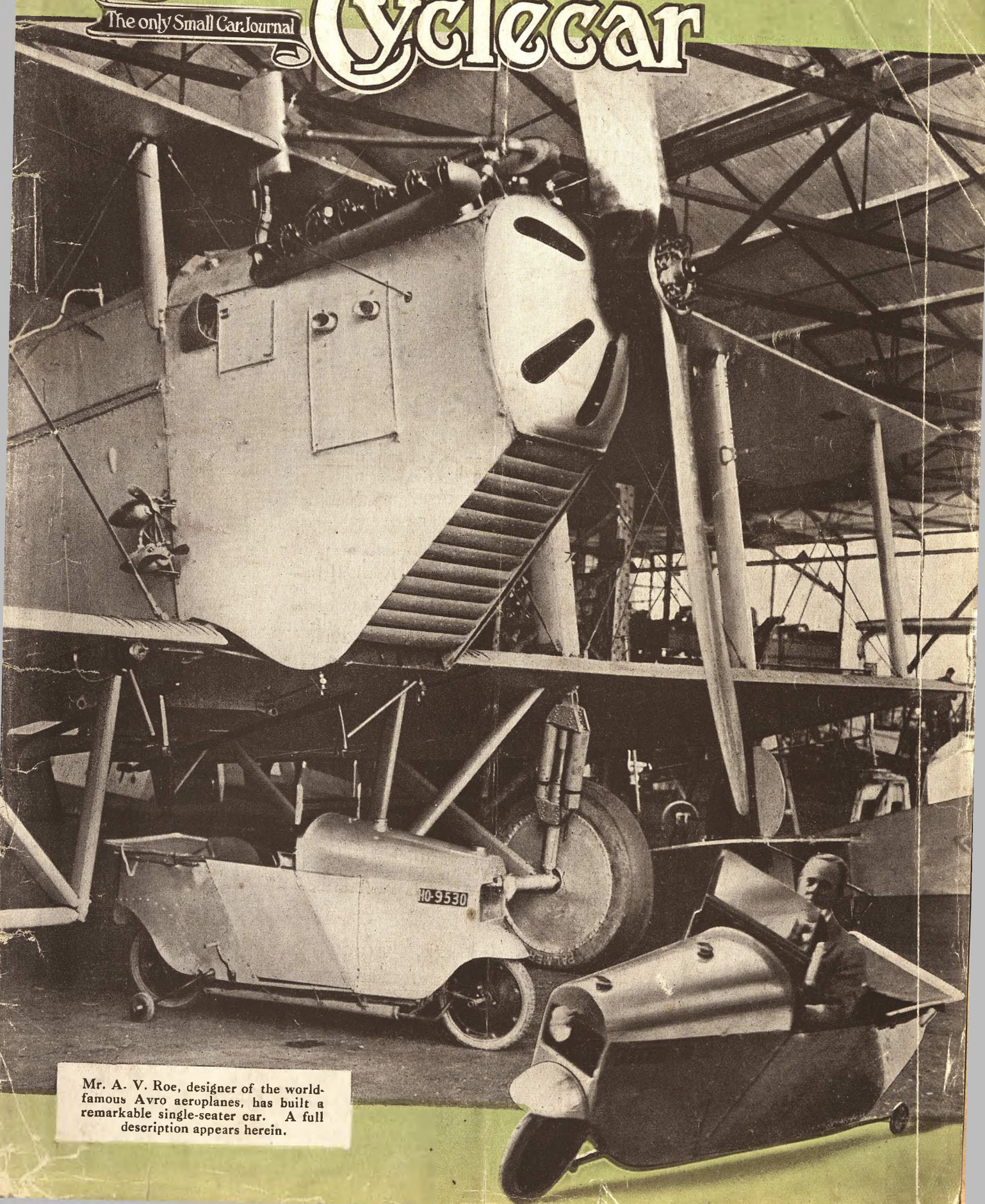
The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3^D

Vol. XXII No. 550
Friday June 8, 1923
Registered at the GPO
as a Newspaper



Mr. A. V. Roe, designer of the world-famous Avro aeroplanes, has built a remarkable single-seater car. A full description appears herein.

The road is the test.

Whether for engine or for plugs, results on the road are surer proof than any track or bench tests.

The following were all won with

LODGE

PLUGS

on the road:—

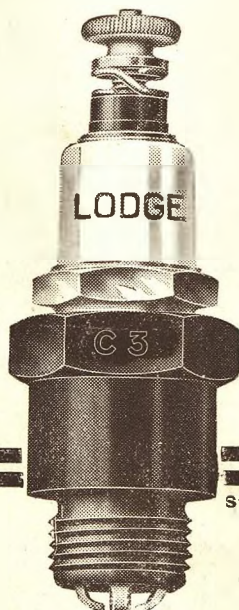
Angel Bank: Fastest Time, Mr. Raymond Mays, Bugatti, April 21st, 1923.

Kop Hill: Light Car Record for hill, Mr. Raymond Mays, Bugatti, April 29th, 1923.

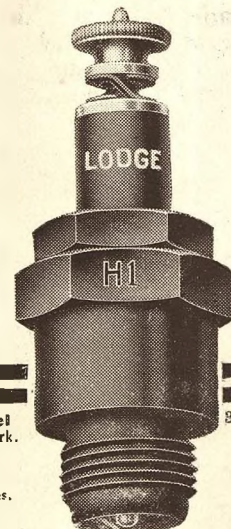
Scottish 6 Days Trials: 9 Awards out of 11 starters on Lodge Plugs. May 7th to 12th, 1923.

Aston Hill: Record for Light Cars, Mr. Raymond Mays, Bugatti, May 12th, 1923.

Essex County and Southend A.C. Hill Climb: May 26th, 1923—Mr. L. Cushman, Bugatti, 9 Firsts (7 on Time, 2 on Formula), and Special Award for best Formula Performance of the day.



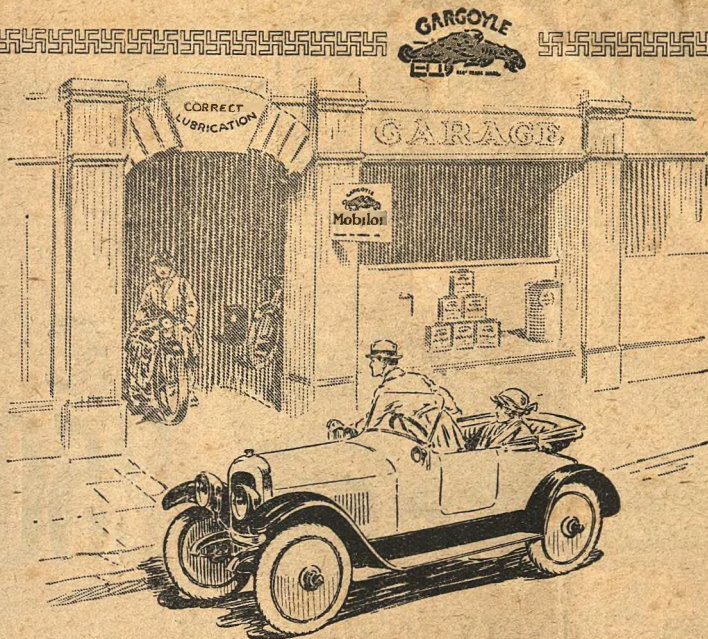
Standard Model
for tour n.
5 -
Of all accessory
dealers and garages.



Sports Model
for competition work.
6 -
Of all accessory
dealers and garages.

815B

LODGE PLUGS LTD. — RUGBY.



The Keystone of Efficiency

Ask the manufacturer of your car what is the most important factor affecting its power, life and reliability. He will tell you LUBRICATION.

Good tyres wear longer; good motor spirit gives greater mileage, but both these are straight expense.

The efficiency or otherwise of the oil you use has a direct effect upon the life, performance and dependability of your car.

For the lubrication system of your car, therefore, you require an oil of the highest quality at a reasonable price, an oil that is of the correct grade, and an oil that never varies in quality wherever you buy it. Such an oil is Gargoyle Mobiloil.

The Chart of Recommendations (1923 edition now on view at all traders) is the result of close study by the company's staff of experienced automotive engineers. The grade specified for your car in this Chart is scientifically correct. Make the Chart your Guide.

Gargoyle Mobiloil is sold by dealers everywhere in quart, half, one or four-gallon sealed cans, in intact five and ten-gallon drums, and in barrels and half-barrels.

Remember.

Ask for Gargoyle Mobiloil by the full title. It is not sufficient to say, "Give me a gallon of 'A' or 'BB'." Demand Gargoyle Mobiloil "A" or Gargoyle Mobiloil "BB," or whichever grade is specified for your car in the Chart of Recommendations.

HEAD OFFICE:
Caxton House,
Westminster, London,
S.W. 1



Mobiloil

Make the Chart your Guide

BRANCH OFFICES:

Belfast Bradford Cardiff Glasgow Liverpool Newcastle-on-Tyne
Birmingham Bristol Dublin Hull Manchester Sheffield

WORKS:
Birkenhead
and Wandsworth

VACUUM OIL COMPANY, LTD

Chart of Recommendations—Part II MOTOR CARS

HOW TO READ THE CHART:

E means Gargoyle Mobiloil "E"
Arc means Gargoyle Mobiloil "Arc"
A means Gargoyle Mobiloil "A"
BB means Gargoyle Mobiloil "BB"

TT means Gargoyle Mobiloil "TT"
B means Gargoyle Mobiloil "B"
C means Gargoyle Mobiloil "C"
CC means Gargoyle Mobiloil "CC"

TCL means Gargoyle Transmission Grease Light

* means oil supplied from engine

NAME OF CAR	1923				1922			
	ENGINE		Rear Axle		ENGINE		Rear Axle	
	Summer	Winter	Gear Box	Hub Axle	Summer	Winter	Gear Box	Hub Axle
Cleveland	A	Arc	A	A	A	Arc	A	A
Clay	A	A	A	A	A	A	A	A
Clyde	BB	BB	A	A	BB	BB	A	A
Clyno	BB	BB	A	A	BB	BB	A	A
Coile Aero Eight	BB	BB	A	A	BB	BB	A	A
Copart	BB	BB	A	A	BB	BB	A	A
Copart	BB	BB	A	A	BB	BB	A	A
Cottin-Dezouttes	BB	BB	A	A	BB	BB	A	A
Coventry-Premier	BB	BB	A	A	BB	BB	A	A
Crawley, 12.14 h.p.	BB	BB	A	A	BB	BB	A	A
Crawley (Other Models)	BB	BB	A	A	BB	BB	A	A
Crouch, 12.24 h.p.	BB	BB	A	A	BB	BB	A	A
Crouch (Other Models)	BB	BB	A	A	BB	BB	A	A
Crown-Ensign	BB	BB	A	A	BB	BB	A	A
Crown-Magnetic	BB	BB	A	A	BB	BB	A	A
Cubitt	BB	BB	A	A	BB	BB	A	A
D.F.P., 9.5 h.p.	BB	BB	A	A	BB	BB	A	A
D.F.P. (Other Models)	BB	BB	A	A	BB	BB	A	A
Daimler, 14 h.p. and 16 h.p.	BB	BB	A	A	BB	BB	A	A
Daimler (All Other Models)	BB	BB	A	A	BB	BB	A	A
Days-Leda	BB	BB	A	A	BB	BB	A	A
De Dion Bouton	BB	BB	A	A	BB	BB	A	A
Dezouttes	BB	BB	A	A	BB	BB	A	A
Delahaye, 10 h.p.	BB	BB	A	A	BB	BB	A	A
Delahaye (Other Models)	BB	BB	A	A	BB	BB	A	A
Delaney-Belleville, 15.9 h.p.	BB	BB	A	A	BB	BB	A	A
Delaney-Belleville (Other Models)	BB	BB	A	A	BB	BB	A	A
Derby	BB	BB	A	A	BB	BB	A	A
Diatto	BB	BB	A	A	BB	BB	A	A
Dixie-Flyer	BB	BB	A	A	BB	BB	A	A
Dodge Bros.	BB	BB	A	A	BB	BB	A	A
Dort	BB	BB	A	A	BB	BB	A	A
Douglas	BB	BB	A	A	BB	BB	A	A
Earl	BB	BB	A	A	BB	BB	A	A
Ernos	BB	BB	A	A	BB	BB	A	A
Enfield-Allday	BB	BB	A	A	BB	BB	A	A
Eric Campbell	BB	BB	A	A	BB	BB	A	A
Eric Langdon	BB	BB	A	A	BB	BB	A	A
Ernos	BB	BB	A	A	BB	BB	A	A
F.N. (2200 Model)	BB	BB	A	A	BB	BB	A	A
F.N. (Other Models)	BB	BB	A	A	BB	BB	A	A
Farrman	BB	BB	A	A	BB	BB	A	A
Fiat (Models 501 S, 510 S, 520 S)	BB	BB	A	A	BB	BB	A	A
Fiat (All Other Models)	BB	BB	A	A	BB	BB	A	A
Fort	BB	BB	A	A	BB	BB	A	A
G.N. (2-Cyl)	BB	BB	A	A	BB	BB	A	A
G.N. (4-Cyl)	BB	BB	A	A	BB	BB	A	A
G.W.K.	BB	BB	A	A	BB	BB	A	A
Galloway	BB	BB	A	A	BB	BB	A	A
Gardner	BB	BB	A	A	BB	BB	A	A
Gilchrist	BB	BB	A	A	BB	BB	A	A
Glen	BB	BB	A	A	BB	BB	A	A
Gregoire	BB	BB	A	A	BB	BB	A	A
Gwynne-Albert	BB	BB	A	A	BB	BB	A	A
Gwynne 8	BB	BB	A	A	BB	BB	A	A
Guy	BB	BB	A	A	BB	BB	A	A
H.E.	BB	BB	A	A	BB	BB	A	A
Hamilton	BB	BB	A	A	BB	BB	A	A
Hamilton, 11.35 h.p.	BB	BB	A	A	BB	BB	A	A
Hamilton (Other Models)	BB	BB	A	A	BB	BB	A	A
Hansa	BB	BB	A	A	BB	BB	A	A
Harcott	BB	BB	A	A	BB	BB	A	A
Hillman	BB	BB	A	A	BB	BB	A	A
Hispano-Suiza	BB	BB	A	A	BB	BB	A	A
Hodgson	BB	BB	A	A	BB	BB	A	A
Hornsted	BB	BB	A	A	BB	BB	A	A
Horsman	BB	BB	A	A	BB	BB	A	A
Hotchkiss	BB	BB	A	A	BB	BB	A	A
Hudson Super Six	BB	BB	A	A	BB	BB	A	A
Huffano	BB	BB	A	A	BB	BB	A	A
Humber, 8 h.p.	BB	BB	A	A	BB	BB	A	A
Humber, 15.9 h.p.	BB	BB	A	A	BB	BB	A	A
Humber (Other Models)	BB	BB	A	A	BB	BB	A	A
Hypomobile	BB	BB	A	A	BB	BB	A	A
Hurtu	BB	BB	A	A	BB	BB	A	A
Isotta-Fraschini	BB	BB	A	A	BB	BB	A	A
Isola	BB	BB	A	A	BB	BB	A	A
Jewel	BB	BB	A	A	BB	BB	A	A
Jowett	BB	BB	A	A	BB	BB	A	A
K.R.C.	BB	BB	A	A	BB	BB	A	A
King	BB	BB	A	A	BB	BB	A	A

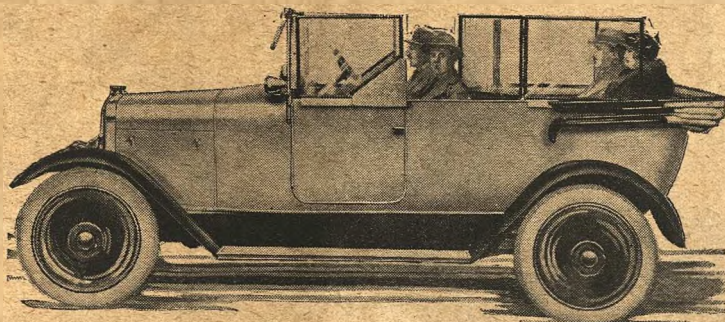
The above is the second of four instalments of the Chart of Recommendations for Motor Cars, 1923/1922 Models. The complete Chart can be seen in every garage.

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

SINGER

10 h.p. 2 or 4-seater Model-de-Luxe, complete with Dynamo Lighting, Self-starter, All-weather Hood & Side Curtains, Electric & Bulb Horns, Speedometer, Real Leather Upholstery, etc., etc.

£
250



£
250

Immediate Delivery from Stock.

Also the 2 & 4-Seater COVENTRY-PREMIER

**TRADE
SUPPLIED.**

£210

**TRADE
SUPPLIED.**

Any make of car supplied, including Calcott, Rover, Humber, Standard, B.S.A., Swift, Deemster, Wolseley, Austin, or any other make.

DELIVERY AND COLLECTION ANYWHERE. Distance no object.

EXCHANGES.

Any Car or Motorcycle taken in **PART EXCHANGE** for any **New Model**. Very **BEST PRICES ALLOWED**. Send us fullest particulars of your present vehicle together with New Model required, when we will make you a definite offer by return.

EASY PAYMENTS

Arranged to the mutual benefit of the Prospective Purchaser from $2\frac{1}{2}\%$, 3, 6, 9, 12 or 18 monthly transactions. Strictest Privacy. No References.

BARGAINS IN SECOND-HAND CARS.

A FEW FROM OUR LARGE AND VARIED STOCK.

1922 10 h.p. Calcott, dynamo lighting, starter, etc., tax paid £215

1915 10 h.p. Singer, dynamo lighting, etc., tax paid ... £82 10

1919 10 h.p. Singer, dynamo lighting, dickey, etc. ... £120

1922 10 h.p. Hands, 2-seater, dynamo lighting, starter, tax paid £157 10

1922 8 h.p. Rover, dynamo lighting, speedometer, tax paid, splendid condition... £125

1921 8 h.p. Rover, dynamo lighting, tax paid... .. £95

1921 10 h.p. Singer, dynamo lighting, starter, speedometer, tax paid. A real bargain... £140

1921 10 h.p. Singer, dynamo lighting, starter, tax paid... £130

1920 10 h.p. Adler, 4-seater, dynamo lighting, tax paid. A bargain £140

WILKINS, SIMPSON & Co.,

OPPOSITE OLYMPIA, LONDON, W.14.

ESTABLISHED OVER 30 YEARS.

Telephone: HAMMERSMITH 238.

Business Hours 9-8, SATURDAYS included.

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

SINGER



"The Seal of Satisfaction"

is set upon the SINGER—a car that has held a world-wide reputation since 1912 when it was first introduced, at which time it was the first light car produced, embodying large car practice. Since then many thousands of SINGER Cars have been manufactured and have proved their qualifications in every civilised country. On road and track the SINGER holds a unique reputation in the history of motoring.

Improvements to the 10 h.p. Model

Since the inception of the SINGER "Ten," many improvements have been effected year by year. This year the new engine develops very considerably more horse-power than its predecessor, allowing a four-seater body to be fitted—providing ample power for family motoring under all conditions. The car is fully equipped with self-starter, All-weather Side Screens (which are rigid and independent of the hood, the rear screens being adjustable and forming a V-shaped rear screen when desired), and is sold at a price (taking into account the extra equipment) equivalent to the pre-war price. Better value or more attractive features cannot be found anywhere.

The Coventry Premier 10 h.p. Car

now manufactured by the Singer Company is the same engine, chassis, and body as the famous Singer "Ten," but without Electric Starter, Side Curtains, and certain refinements which account for the difference in the price.

- 10 h.p. SINGER All-Weather Two and Four-Seaters £250
- 10 h.p. COVENTRY PREMIER Two and Four-Seaters £210

All the above cars have Dunlop Tyres and Rotax Equipment.

Illustrated Catalogues and full particulars sent with pleasure.

SINGER & CO., LTD., COVENTRY,

London Showrooms - - - - - 17, Holborn Viaduct, E.C.1.
London Service Depot: York Works, Brewery Road, Holloway, N.

The Car illustrated is the SINGER 10 h.p. Four-Seater.

SOUTH WALES AGENTS:

J. Parsons & Co., Daleross Street, Roath Park, CARDIFF.	I. L. Roberts, 223, Oxford St., SWANSEA.
--	--

LONDON-EDINBURGH
Whitsuntide Run.

Mr. A. J. DIXON, on a
10 h.p. SINGER, obtained a

GOLD MEDAL.



H.P.

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



"The happy medium"

THE HORSTMAN is more than a light car in comfort and capability:— less than a "big" car in cost and consumption. It is the happy medium. The car that provides "big" car comfort at small car cost. Sacrificing nothing in power or comfort it costs but a tithe of the "big" car both to buy and run. It is the happy medium.

With an exceptionally long wheelbase and roomy body it provides comfortable accommodation for a full complement of passengers, whilst the famous British Anzani engine develops a super turn of speed that leaves most cars standing, it is "The Car that passes you."

The remarkable efficiency of its springing transforms riding into "gliding," whilst the simplicity and efficiency of design makes you forget about lubrication. Greasers are entirely eliminated and, apart from the engine, the chassis only requires oiling once every 1,000 miles. Body comfort is quite exceptional, well sprung adjustable seats, numerous and roomy lockers, rigid side screens adaptable as a "V" shaped rear screen if desired, the Horstman patent mechanical foot starter, operated from the driver's seat—these are a few of the exclusive advantages only to be found in the Horstman.

Read this Owner's opinion:—

"I must say that the car is delightful, and by far the best as regards comfort, convenience and all-round efficiency of all the small cars, or large, I have ever owned or driven."

LONDON-EDINBURGH TRIAL.

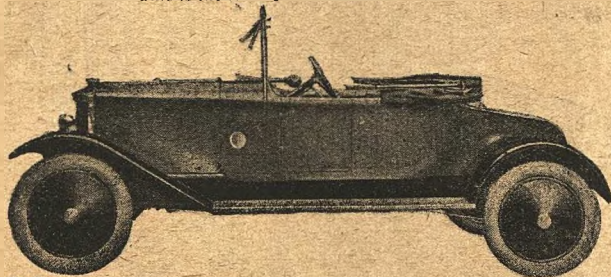
11.9 h.p. HORSTMAN Awarded
ONE GOLD MEDAL.

11.9 h.p. Two-Seater £336 11.9 h.p. Two-Seater Coupe £399
11.9 h.p. Four-Seater £357 11.9 h.p. Super Sports model £500

May we send you illustrated particulars post free per return? Immediate deliveries can be arranged.

HORSTMAN CARS LTD., BATH.

This is the 11.9 h.p. HORSTMAN Two-Seater.



HORSTMAN

"The Car that passes you"

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



Praise from the Press:

The following extracts are merely a few from a great number of Reviews by leading Papers. These show the appreciation of "Pratt-itudes of the Road," the series of advertisements issued by the Proprietors of Pratt's Motor Spirit in the interests of a general betterment of road conditions and usage.

Referee.—"It is extremely interesting and gratifying to note how closely the opinion of the Duke of York coincides with this series of announcements."

Sunday Times.—"The Vendors of Pratt's Motor Spirit . . . show how the convenience and safety of all road users can be secured."

Financial Times.—"Deserves the best thanks of the public for what undoubtedly will be a valuable service."

Truth.—"Aptly illustrates the benefits which may be derived by all users of the King's Highway from observance of common courtesies."

Autocar.—"Much useful advice on general road conduct in normal and exceptional circumstances."

Tatler.—"Will undoubtedly be of great service to all motorists."

Yorkshire Evening News.—"Of considerable value in preventing accidents."

Sunday Chronicle.—"Will be found very instructive."

Northern Daily Echo.—"Of great interest to motorists and motoring and, in fact, to all users of the King's Highway."

Liverpool Echo.—"Useful hints to motorists to preserve an excellent spirit on the road."

For cool engine, maximum mileage, clean cylinders, and perfect carburation, insist on having

PRATT'S

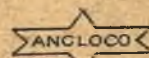
Uniform everywhere
Reliable always



Pure
Filtered
Spirit.

Quick
Service.

No
Waste.



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

The double event of THE ARIEL NINE

LONDON - EDINBURGH TRIAL

4 Ariel Nines Entered—4 Gold Medals

100% SUCCESS

LONDON - LAND'S END TRIAL

3 Ariel Nines Entered—3 Gold Medals

100% SUCCESS



ARIEL NINE AGENTS.

LONDON: Ariel Motors and General Repairs, Ltd., 320-2 Camberwell New Road; Aldboro' Garage (W.G. Ransley), Ilford; Allen-Pennett Motor Co., 11, Royal Parade, Croydon; Black and Finch, Ltd., 222, Gt. Portland Street; Hucksion Bros., 356, Lordship Lane, East Dulwich; Jones Garages, The Broadway, Muswell Hill; Lambs, Ltd., 151, High Street, Walthamstow; Maudes' Motor Mart, 100 Great Portland Street; H. Taylor and Co., Ltd., 52-53, Sussex Place, South Kensington; Stanley Wrench (Light Car Co.), Euston Road. ABERDEEN: George Cheyne, 147, Holburn Street. BARNSTAPLE: Victoria Garage. BEWLEY: J. Hinton, West End Garage. BIRMINGHAM: P. J. Evans, Ltd., John Bright Street. BOLTON: W. Pilling, Gt. Moor Street. BOURNEMOUTH: Primavesi, Maulverer and Co., 204, Holdenhurst Road. BRADFORD: Henry Hinchcliffe 37, Westgate. BRECON: Fryer Bros. and Co., Motor Engineers. BRISTOL: Allen Bros., North Street, Bedminster. BUXTON: F. H. Andrews, Motor Engineer. CHIPPENHAM: Smith and Sons, Stanton. DROITWICH: Droitwich Garage (S. H. Danby), Bronsgrove Road. DURHAM: Fowler and Armstrong, Elvet Waterside. EDINBURGH: Andrew Downie, Ltd., Haymarket Terrace. EXETER: Maudes' Motor Mart. GLASGOW: Douglas Deans, Ltd., Great Western Road. HERTFORD: Meadsie Garage, Tamworth Road. HOWWOOD: W. R. Houston and Son, The Garage. HULL: Arthur Barker and Sons, Ltd., 87, Anlaby Road. KILMARNOCK: Dick Bros., Duke Street. KING'S LYNN: W. Gore and Son, Railway Road.

The Light Car & Cyclecar says:

"The Ariel Nine has made the best debut of any of the new types for 1923."

SCOTTISH SIX DAYS' TRIAL

(The most severe trial ever held in the United Kingdom.)

The Ariel Nine won Silver Cup.

SUTTON COLDFIELD & NORTH WARWICKSHIRE HILL CLIMB at Clebury Mortimer.

The Ariel Nine first of the 4-wheelers in its class.

£215

with 45 M.P.H. Dunlop tyres and wheels 45 M.P.G.

Send for booklet.

ARIEL WORKS, LTD.
3, Bournbrook ... Birmingham.



ARIEL NINE AGENTS.

LEEDS: North Bar Engineering Co., 104, Vicar Lane. LEEK: Magniers Garage, Derby St. LEICESTER: Will Chapman's Garage, Belgrave Road. LINCOLN: W. J. Binks and Co., St. Benedict's Square. LIVERPOOL: Tom Garner, Ltd., Hardman Street. MANCHESTER: Tom Garner, Ltd., 129, Deansgate; W. Grimshaw and Sons, Burn New Road, Prestwich; F. Speakman, Ariel Garage, Rochdale Road, Harpurhey. MIDDLESBROUGH: Pallister, Yare and Oob, 154, Marton Road. MORECAMBE: Morecambe Motors, Harbour Garage, Promenade. NEWCASTLE-ON-TYNE: Percy Motor Co., 72, Northumberland Street. NEWTONWARDS: S. Campbell, Old Cross. NORWICH: Maudes' Motor Mart. NOTTINGHAM: W. Beard (Trent Bridge Motor Co.), 299 Arkwright Street. PETERBORO': Howlett and Howard, 180, Lincoln Road. PONTEFRAC: Ewbank and Son, Motor Engineers. PRESTON: Loxham's Garage, Charnley Road. ROCHDALE: A. E. Tattersall, Ltd., Manchester Road. RHYL: E. V. and V. E. Whitaker, County Garage, High Street. SOUTHAMPTON: Birmingham and Coventry Cycle Co., 149, Above Bar. SOUTHPORT: Douglas Reid, Ltd., Motor Engineers. SOUTHSEA: F. M. Seal, 51, Highland Road. SUNDERLAND: F. Smith and Sons, West End Motor Garage, Hilton Road. WELLINGTON: Richardson's Garage. WEST HARTLEPOOL: G. H. Wren, Surtees Street. WHITLEY BAY: Whitley Bay Motor Co., Marden Road. WINSFORD: Dickinson Bros., John Street Garage. YORK: C. S. Russell, Lawrence Street.

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.

VICKERS LIMITED

Special Steels

REGISTERED



TRADE MARK

RECORDS: The many brilliant successes of the Sunbeam and Talbot-Darracq Cars, including:—

The **WORLD'S RECORD** speed of 136.05 m.p.h.,
ISLE OF MAN T.T. RACES: 200-MILE 1,500 c.c. RACE;
INTERNATIONAL LIGHT CAR GRAND PRIX, LE MANS,
INTERNATIONAL LIGHT CAR RACE, BARCELONA,
CHAMPIONSHIP MEETING, BROOKLANDS.

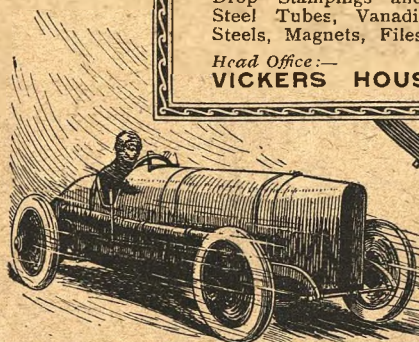
draw attention to the fact that the bulk of the steel used in the construction of these cars was made by **VICKERS LIMITED**. Further proof of the unfailing reliability of **VICKERS STEELS** is afforded by the records of the Wolseley Cars at Brooklands, into the construction of which **VICKERS STEELS** have largely entered.

Other products include:—

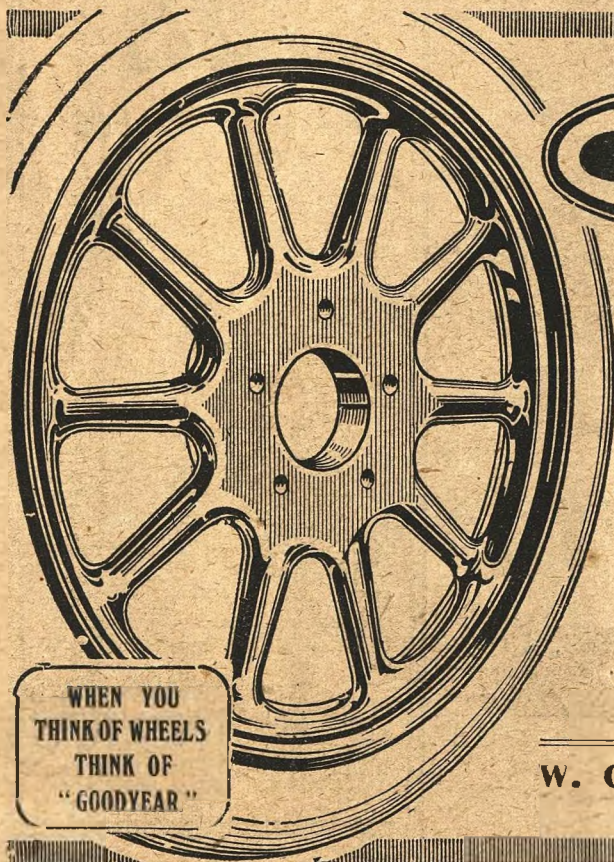
Drop Stampings and Forgings, Springs, Frames, Weldless Drawn Steel Tubes, Vanadium High Speed and other High Grade Tool Steels, Magnets, Files, Hack Saw Blades, Cast Cutters, Gauge Plates.

Head Office:—

VICKERS HOUSE, BROADWAY, LONDON, S.W.1.



River Don
 Works,
SHEFFIELD.



GOODYEAR

Patent Steel Wheels

**ARE THE STRONGEST
 AND LIGHTEST WHEELS
 IN THE WORLD.**

*Add Grace and Beauty to
 every Class of Car.*

W. GOODYEAR & SONS, LTD., DUDLEY.

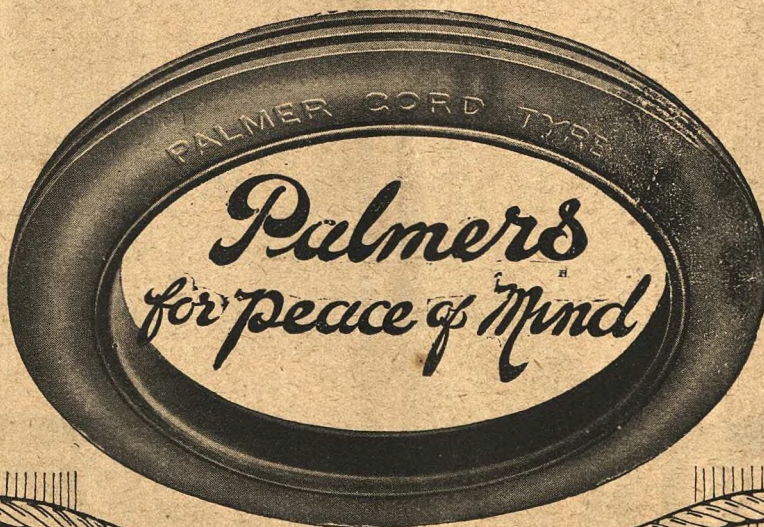
WHEN YOU
 THINK OF WHEELS
 THINK OF
 "GOODYEAR."

PALMER

CORD TYRES

are the logical outcome of twenty years cumulative experience in Cord tyre construction. Specify Palmers and secure that immunity from tyre trouble which only real Cord tyres can give.

THE PALMER TYRE, Ltd., 119, 121, 123, Shaftesbury Ave., London, W.C.2



THE BEST BARGAINS in light cars and equipment appear in the small advertisement columns of "The Light Car and Cyclecar."

YOUR SEASON TICKET!



Your season ticket to the "Open Road"—your pass to the freedom of the Country

You purchase railway travel by monthly and quarterly payments. Why not, then, your road travel? By the "Henly System" immediate delivery of the car of your choice is assured by a payment of 1/12th of the purchase price, the balance being payable in instalments extending over a year.

- | | |
|-----------------|--------------------|
| A-C | Wolseley |
| Standard | Citroen |
| Swift | Humber |
| Salmson | Rover |
| Talbot | etc., etc., |

are all actually in stock at Henly's. You can compare and try them side by side. Henly's system of credit is financed entirely by themselves, and customers have at their command an efficient service depot.

Henly's,
91, Gt. Portland St., W.1
Telephones—Langham 1926
Mayfair 3245.

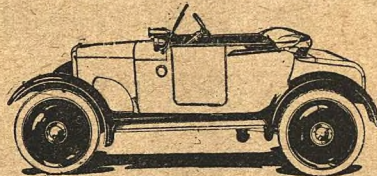
HENLY'S

for Selection & Service

£10,000

to invest

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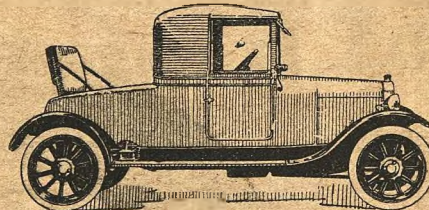


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IMMEDIATE DELIVERY OF BLUE MODEL.
£340 cash, or deposit and payments by arrangement.

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1921 G.W.K., 4-seater, £120. 1922 G.W.K., 2-seater, starter, £170. 1922 COVENTRY - PREMIER, £135. 1921 LAGONDA, 4-seater, £150. 1921 CARDEN, £43.

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We keep open to 8 p.m. on Fridays.



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Thus in the last four Reliability Tests in which a total of SEVEN 10 h.p. SWIFT CARS have competed, every one has secured the highest awards.

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Nothing can touch the super-efficient 10 H.P. SWIFT for consistent performance. Nothing can approach it for value — at the remarkably low price of

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WATER-COOLED,
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LIGHTING. UP-
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REAL LEATHER.



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132-135, Long Acre, London, W.C.2.

Manufacturers :
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204

WHY DON'T YOU?

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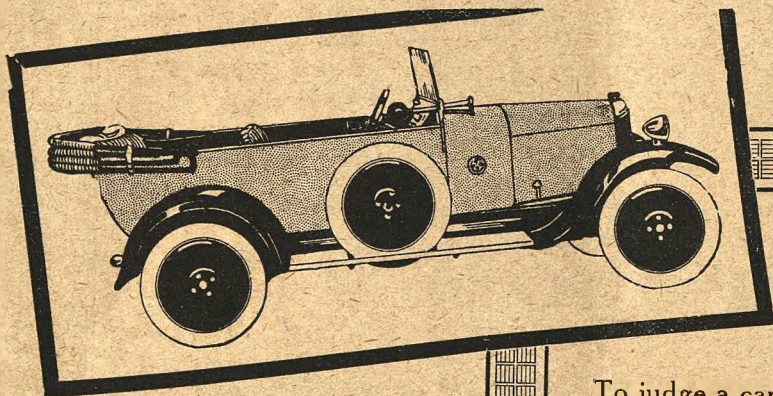
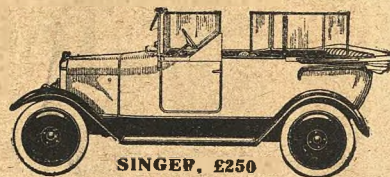
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To judge a car by price alone is wrong—appearance, too, is deceptive. The only fair basis is to find exactly what you are getting for your money in equipment, in finish, and, above all, in performance. Do that with the Hands and there can be no two opinions—the value is there, and that "little more" which makes it so attractive to the discriminating motorist.

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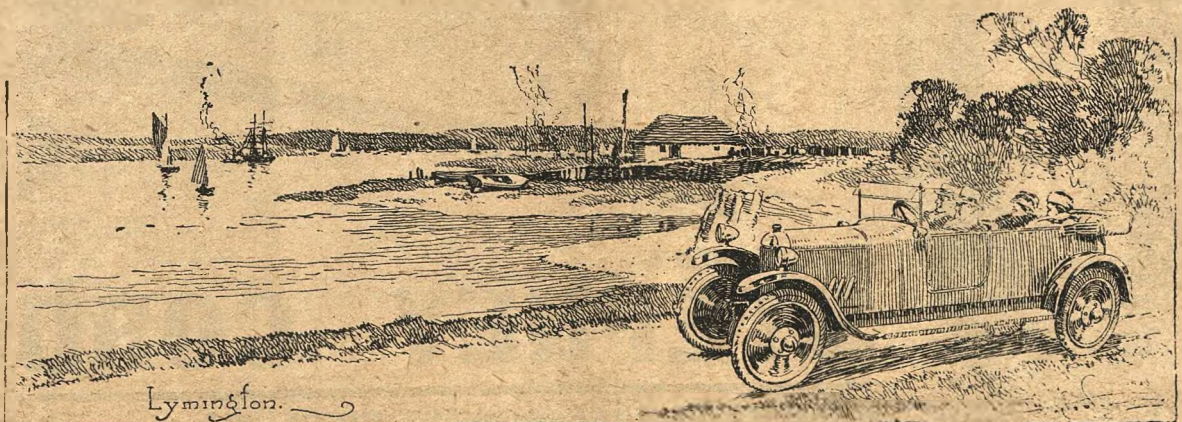
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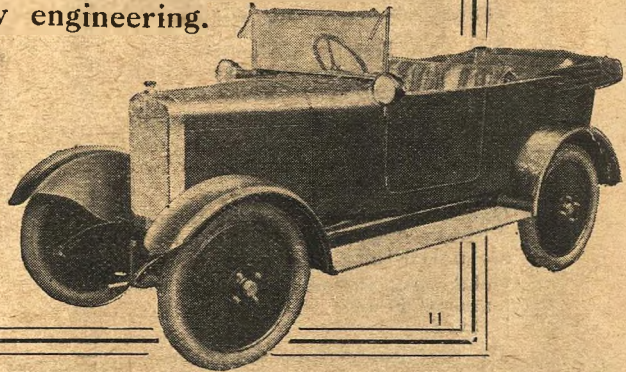
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An Engineer Production

FIVE minutes at the wheel of the 8.9 h p. Lea-Francis is sufficient to convince you that it is a car of outstanding merit. Its "feel" is unmistakably that of a high-grade production. No fuss or harshness usually associated with light cars. Instead a silently smooth acceleration. Delightfully easy steering. Gear change so simple that it can be done with one finger and brakes that are at once positive and progressive in action. A worthy product of a firm with 25 years' reputation for quality engineering.

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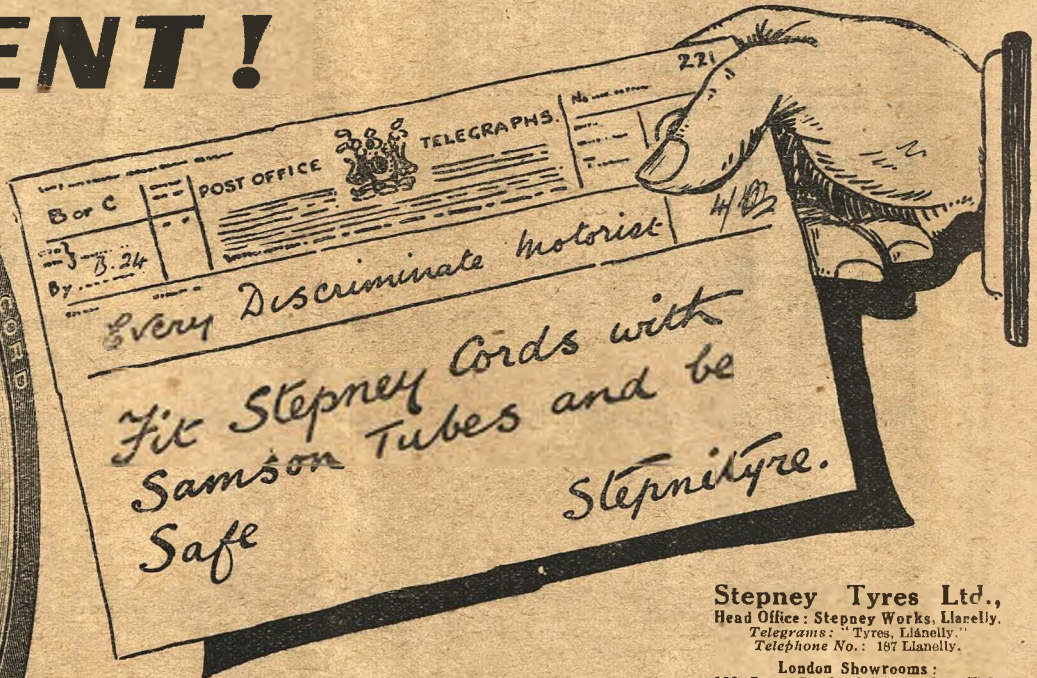
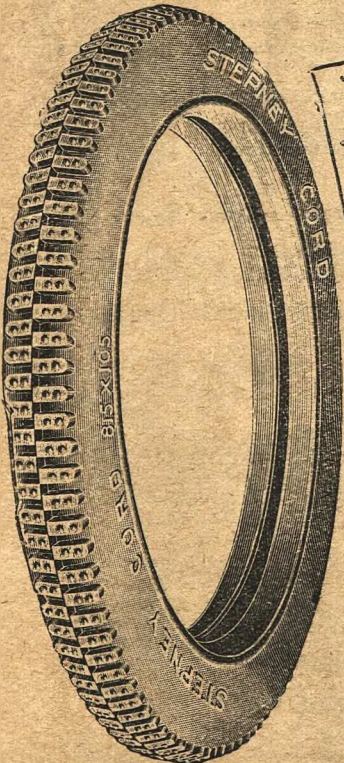


8.9 H.P. MODELS AND PRICES.
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 "Chummy" Model - £250 Complete with electric self-starter.
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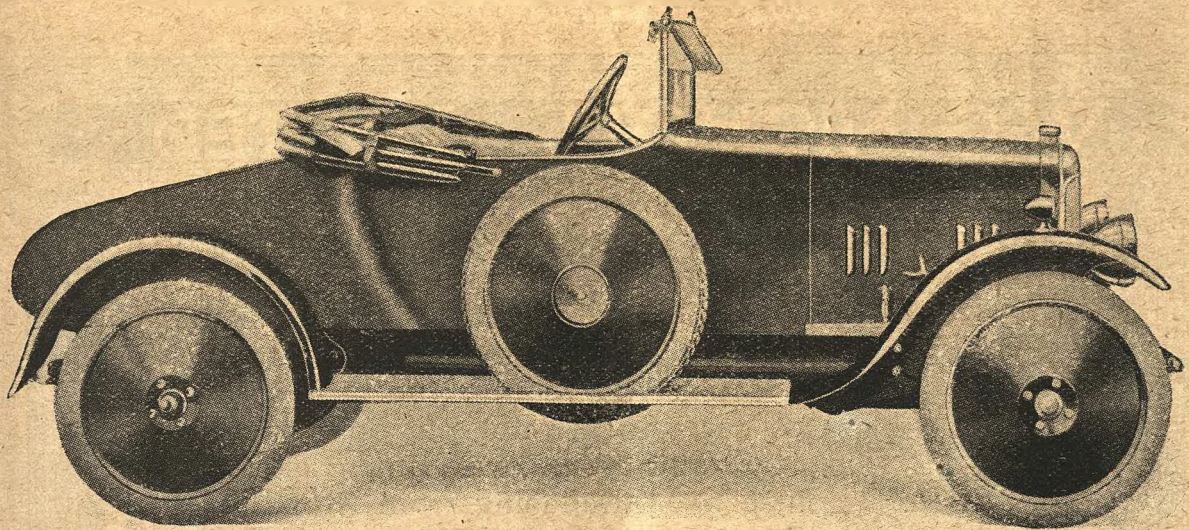
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The 12/24 h.p. AUTOCRAT.

Our output so far for this season is just three times that for the same period last year.

THE AUTOCRAT STILL OUTRIVALS ALL OTHERS IN CAR VALUE.

Its wonderful value is apparent in the most superficial examination of the 1923 Autocrat, "The Aristocrat of Light Cars," and the demand is increasing month by month, as the knowledge spreads from purchaser to purchaser that a 12/24 h.p. Car with a 12/24 h.p. Chassis and 12/24 h.p. Body and 12/24 h.p. Equipment, a full-sized, reserve-powered, comfortable, economical and speedy hill-climbing car can be secured from any of our agents at the low price of

2-Seater	275 Gns.
4-Seater	295 "
2-Seater Coupe	300 "
4-Seater Coupe	375 "
Single Dickey Seat	£5 5 0 extra
Double ditto	£10 10 0 "
On 2-Seater models,	

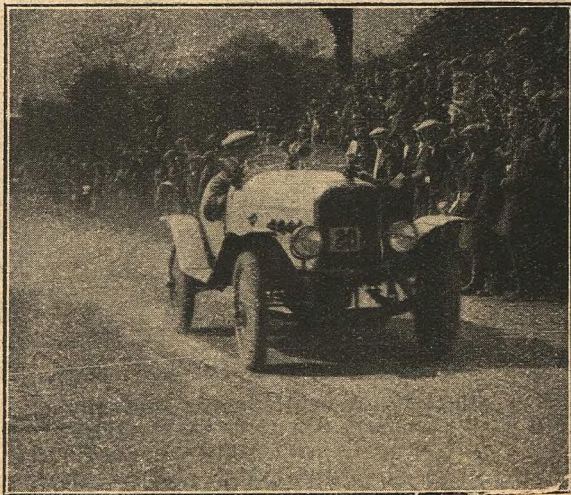
SPECIFICATION:

12/24 h.p. (2-seater, illustrated above), All-weather Type Hood, Side Curtains opening with door, Double Screen, Lucas or C.A.V. Electric Starting and Lighting, five Lamps (not three), semi-elliptical Springing front and rear (no $\frac{1}{4}$ elliptic), worm and wheel steering (not rack and pinion or bell-crank type), full Instrument Board containing Ammeter, Speedometer, Starting Switch, Lighting Switches, etc., etc. Dunlop or Cable Tyres. Graceful body lines, comfortable and roomy, with receptacle for all-weather curtains, full differential to back axle, streamline Radiator, making at once a full-sized light car with reserve power, on handsome and complete lines to suit all pockets.

LISTS FREE.

**THE AUTOCRAT LIGHT CAR CO.,
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Grams—"Autocrat, B'ham." 'Phons—179 Acocks Green n



THE COMPETITION SEASON.

An Autocrat light car, driven by Mr. H. Carless, making a fast ascent at the Angel Bank hill-climb.

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W.G. NICHOLL - LIMITED

It can be yours to-morrow!

Whatever your choice of a small car is, it can be obtained straight away from **NICHOLL'S** — that means, because you require the best of any class of car, you are not put on a waiting list, but suit your own time, taste and purse by purchasing from **NICHOLL'S**.

A
Few
Suggestions
from our Stock.

- Rover, 8 h.p. £180
- Rover, 4-Seater £190
- Austin, 7 h.p. ... £165
- Calthorpe ... 260/270 Gns.
- A.C., 12 h.p. ... from £325
- G.W.K., 10'8 h.p. ... from £210

On the question of payment, this is a matter of ten minutes, private conversation, and, however you are situated, it becomes a highly pleasing agreement.

Further, the maker's guarantee is upheld by **NICHOLL'S** to the letter by a genuine after Sales Service. In all ways it is Nicholl's cars that are cheapest to buy and keep.
Phone or write your requirements now for immediate delivery.
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The ULTIMATE COST

The COACH BODY BUILDERS.
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To fitting Windscreen owing to the weight and design of the windscreen sent it was essential to strengthen the body-work by inserting two new timber-lines at top and bottom of front seats -

Coachsmith.....£1: 0
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Please send me gratis and post free catalogues of
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Name.....
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The RHODE is the car that wins all the prizes — 10 Trophies and over 50 Gold Medals during the past 2 years!



It has served its purpose in the evolution of economical Motoring, but, to-day, it must give way to the greater convenience and "all-under-the-hood" comfort of the

RHODE Occasional Four

There is no need to elaborate the argument — our pictures are sufficient. If only for its body design the Rhode deserves your most careful consideration, but — lift the bonnet and, as a discerning Motorist, you will see many other reasons for supremacy. And remember you can buy it at

£235 ready for the Road

and that it will cost you only a fraction over **a 1d. per mile to run.** Let us arrange a demonstration through our agents. A line and we will give you their address.

RHODE MOTOR CO.

Rhode Works, Tyseley, BIRMINGHAM.



The Dickey Seat is doomed!

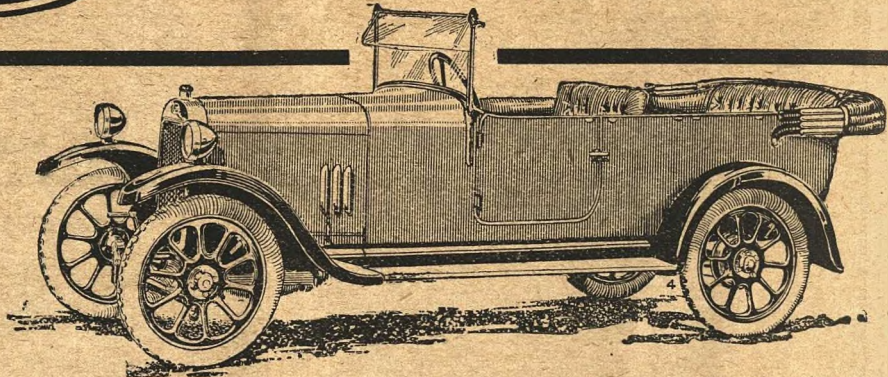
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FAMILY MODEL
with **SELF-STARTER**

£238

A Light Car that will bring you full measure of satisfaction—by its performance, by its appearance, and particularly by its astounding value. Its specification includes 10.8 h.p. four-cylinder water-cooled engine, three-speed and reverse gearbox, with final drive via enclosed propeller shaft and special bevel in rear axle. A roomy four-seater body is fitted, with adjustable front seats, Brolt electric starting and lighting are included in the price, as also are spare wheel and tyre. Five to fifty-five M.P.H. on top, and forty-five to fifty miles per gallon. In every way and for every purpose the "Light Car Supreme."



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Two Clynos entered—performing perfectly throughout in the hands of J. Cocker and R. B. Clark, climbing all observed hills and running to schedule from start to finish—awarded

2 GOLD MEDALS.

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HAMPTON JUNIOR 9-21 h.p.

Before deciding on your new car, ask to see the parts that count. Inspect the engine, gearbox, rear axle, frame, springs, lighting and starting sets. Ask what material is used in the construction and then compare with the "Wonderful Hampton." All our cars are built on Big Car lines and the materials used throughout is of "Air Board Specification."

Our cars are fitted with 4-speed gearbox, right-hand control, full floating rear axle, with differential, spiral bevel and 10in. brakes, lighting and starting sets, real leather upholstery and all nickel finish.

THE IDEAL LADIES' CAR.

QUALITY WILL TELL.

2-Seater - - £295

All-Weather

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Double Dickey Seat

Chummy - - £325

4-Seats

Trial runs can be arranged at any of our Agents.

May we send you further particulars?

Inspection of our works invited.

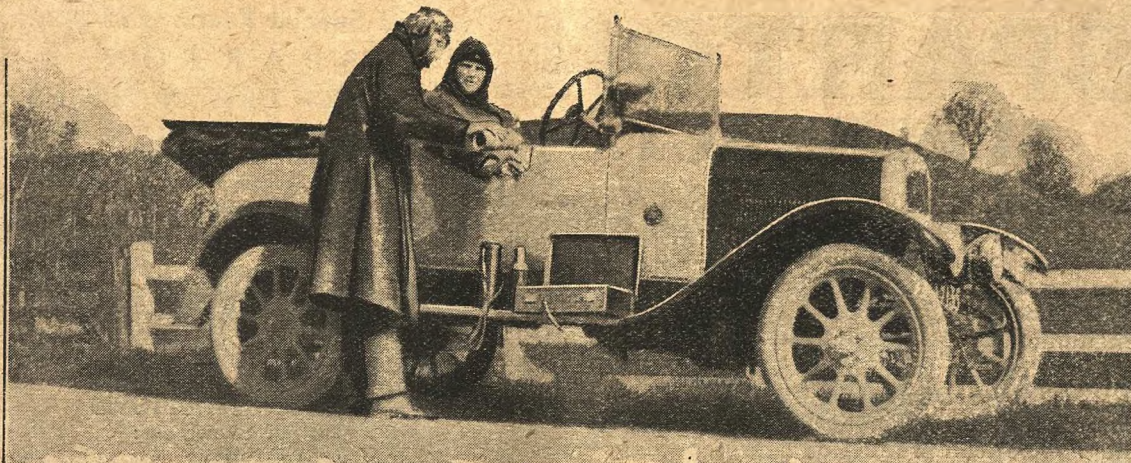
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"A fortnight ago I went a little tour across England to Malvern, Uttoxeter, Asbourne and home, 369 miles, and used 7 gallons and 1 pint of petrol—i.e. about 51 miles per gallon, and a good, safe speed all the time, but I had a heavy following wind to Malvern. . . I am ready to demonstrate that, on a fair 50 miles run, with ordinary roads and weather, the car (a 1920 Calthorpe) will probably use very little more than a gallon of petrol. On short journeys, with a few stops, I can rely on 40 m.p.g. or perhaps a little more."

REV. C. OLD, Wisbech.

As Sweet at 50 as at 20.

"I should like to tell you how very pleased I am with the 10 h.p. four-seater Calthorpe delivered to me a year ago. I have done just over 7,600 miles to date, and apart from a little magneto trouble the engine has run perfectly. I have had her going with four up at 50 m.p.h. and kept her at it for several miles at a stretch. . . I recently had her taken down for decarbonising and we could not find the slightest wear anywhere. The suspension is all that could be desired in so light a car, and the wonderful steadiness at high speeds has amazed me. She is just as sweet to handle at 50 as at 20, and it gives me great pleasure to slow her down in traffic to 5 m.p.h. on top and feel her pull away the moment I touch the throttle."

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The car which has so many admirers must be the *best* car and the car you want to own.

Write for a twelve-page booklet and read what people all over the world, in every country and of many nationalities, have to say about the Calthorpe—the only British car which successfully completed the 2,500 Miles TOUR DE FRANCE.

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2-Seater Standard without Starter	250 Gns.	4-Seater All-weather de Luxe	315 Gns.
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4-Seater Standard	270 Gns.		

12-20 h.p. MODELS.

2-Seater Semi-Coupe	410 Gns.
4-Seater All-Weather	410 Gns.

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Telephone ... Central 612 & 613.
SERVICE DEPOT.

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

SPARTON SUPREMACY.

THE acknowledged supremacy of the SPARTON MOTOR-DRIVEN HORN has been attained in no hurried and slipshod manner. It is the outcome of 15 years' experience and constant experimenting in the manufacture of Motor-Driven Warning Signals. *The output in America is 4,000 per day, and SPARTON HORNS are standard equipment on more than 60 of the World's Best Cars.* These huge American production figures perhaps convey little to the British mind, but they certainly indicate that no firm could manufacture so many horns for so long a period without discovering everything that is to be known about Warning Signal Production.

For the British Market SPARTON HORNS are manufactured by Alfred Graham & Co., of London—the Patentees for over 25 years of the Loud Speaking Naval Telephone, the "Amplion" Wireless Loud Speaker and other "Sound" devices.

ALFRED GRAHAM & CO.,
St. Andrew's Works, Crofton Park, LONDON, S.E.4.
Telegrams: Sydenham 2820/1/2. Telegrams: "Navalhada, Catgreen, London."

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which will appeal to all Motorists are:—

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Only 2 amps. are consumed on a 12-volt circuit.

The penetrating NOTE of the Sparton can be easily heard above the rattle of a lorry or traction engine—but it is neither raucous nor screechy.

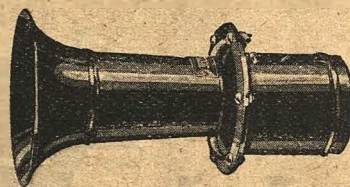
ACCESSIBILITY.—The whole motor can easily be exposed to view, and all ordinary adjustments can be carried out with no other tool than an ordinary coin.

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Model A. B. £3 - 0 - 0

TURNER

TWELVE TWENTY

"The car that won't wear out."

Fitted with Dorman Engine as used in 10,000 mile R.A.C. Official Trial.

NO REPAIRS.

Petrol 37.19 miles per gallon.
Oil 2,808 miles per gallon.

Standard
4-Seater **£357**
COMPLETE.

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Limited
WOLVERHAMPTON.

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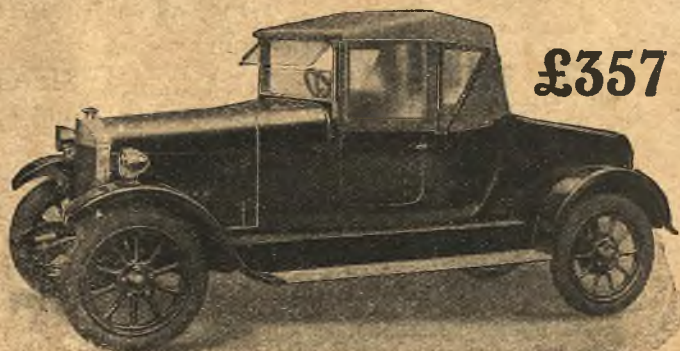
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£395

SPECIFICATION: 12/20 h.p., 4-cylinder, 1496 c.c., 3-speeds, side or central control, 710 x 90 detachable wheels, electric lighting and starter; full equipment.



£357

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Efficiency first.

IF the famous G.W.K. disc drive were abolished and the orthodox gearbox substituted, it would cheapen production costs—a fact that is not generally suspected. But, knowing that friction drive is a big step nearer the ideal transmission, that it has proved its superiority under any and every condition of service—we have put efficiency before cost considerations.

Built by a new company and offered at wonderfully low figures, the G.W.K. models are as astounding in their value as they are consistent in their efficiency. Powerful—speedy—silent, and a gear for every hill. That is the G.W.K.

PRICES.

STANDARD:

2-Seater ... 200 gns.
4-Seater ... 225 gns.

DE LUXE:

2-Seater ... 230 gns.
4-Seater ... 255 gns.
Semi Sports... 190 gns.

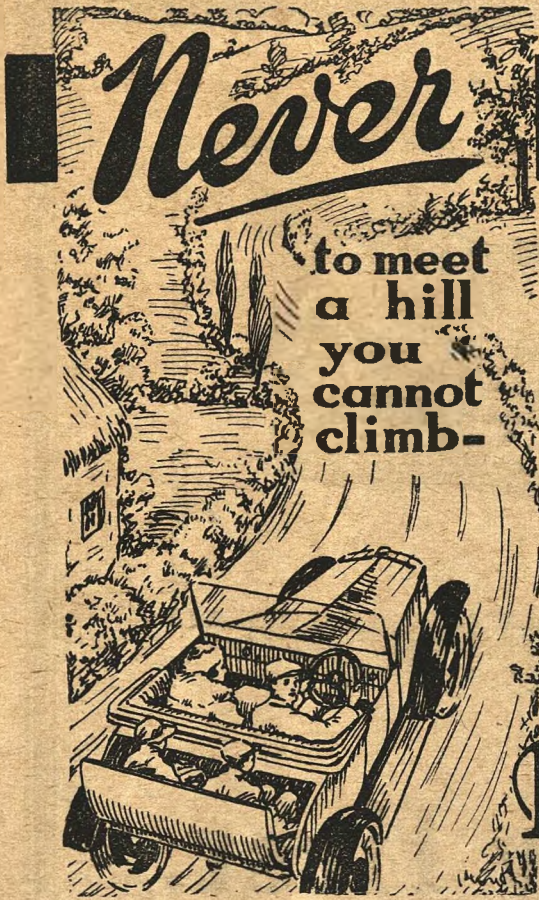
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Latest Success : **2** cars entered
LONDON- cars finished
EDINBURGH **2** GOLD MEDALS
TRIAL. awarded.

G.W.K., LTD.,
Successors to G.W.K. (1919), Limited,
CORDWALLES WORKS,
MAIDENHEAD.

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



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to meet a hill you cannot climb-

to put your hand in the Tool-Bag-



ALL THAT it will mean
for you—if you tour in
a Bayliss - Thomas 9·19 h.p.
“POPULAR” 2- Seater.

Big Car Quality throughout—Costs 1½d.
per mile to run. Specification includes
4-cyl. water-cooled Engine; Gearbox giving
3 forward and reverse speeds; Rear Axle, semi-floating, with
differential; Springing, quarter
elliptic; Lucas Dynamo ... **PRICE**
£240

SEND AT ONCE FOR CATALOGUE
describing this and 7 other models.

BAYLISS, THOMAS & CO.
(Proprietors: The Excelsior Motor Co., Ltd.),
KING'S ROAD, TYSELEY, BIRMINGHAM.
Phone: Grams:
277-8 Acocks Green. "Monarch Hay Mills"

Latest Successes—

LONDON - LAND'S
END TRIAL.

1 Car Entered

LONDON-EDINBURGH
TRIAL.

1 Car Entered

Captain Hewins (of
Taunton) drove in
both events, winning
Gold Medals.

VESEY CUP TRIAL.

10·8 h.p. model, driven
by Mr. G. Loveday—
Gold Medal.

9·19 h.p. model, driven
by Mr. T. Blumfield—
Gold Medal.

Bayliss Thomas

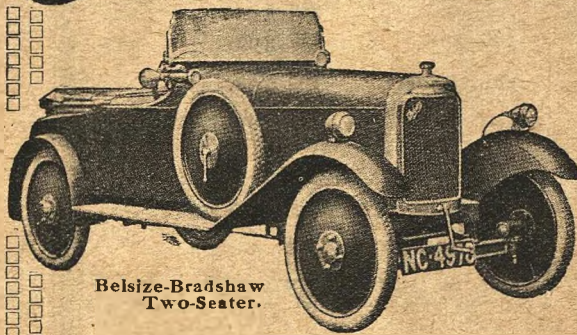
LIGHT CAR

Gordon Watney & Co Limited

31 BROOK ST, BOND ST, W.1.

Phone: Mayfair 2965/2066.

Grams: "Gordowatmo, Phone, London."



Belsize-Bradshaw
Two-Seater.

9 h.p. BELSIZE-BRADSHAW

Two-Seater - £210 Four-Seater - £235
Coupe Model - £260

Deferred Payments. Cars and Motorcycles taken in Part Exchange.

YOUR MOTORING PLEASURES

depend upon your having the right car
to suit your particular needs.

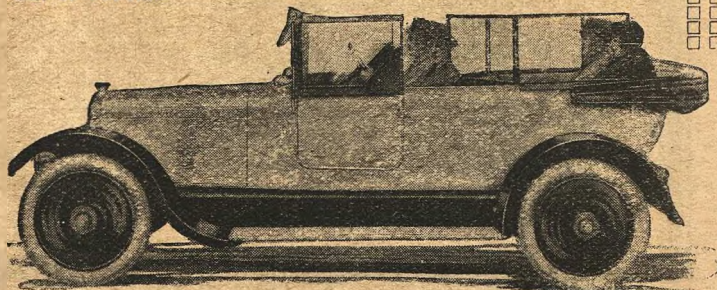
Write for details of our simple plan "How to Motor
out of Income."

Agents for A.B.C.,
A.C., WOLSELEY,
STANDARD and TALBOT.

10 h.p. SINGER

2 or 4-Seater £250

"The Four-Seater for Comfort."



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

AMAZING!

says Owen John of "The Autocar."

AMAZING!

Results in the
LONDON — EDINBURGH
— Reliability Trial. —

1 GWYNNE 8 entered.

1 GOLD MEDAL.

2 ALBERTS entered.

2 GOLD MEDALS.

100%
EFFICIENCY.

The following are a few of his comments on the



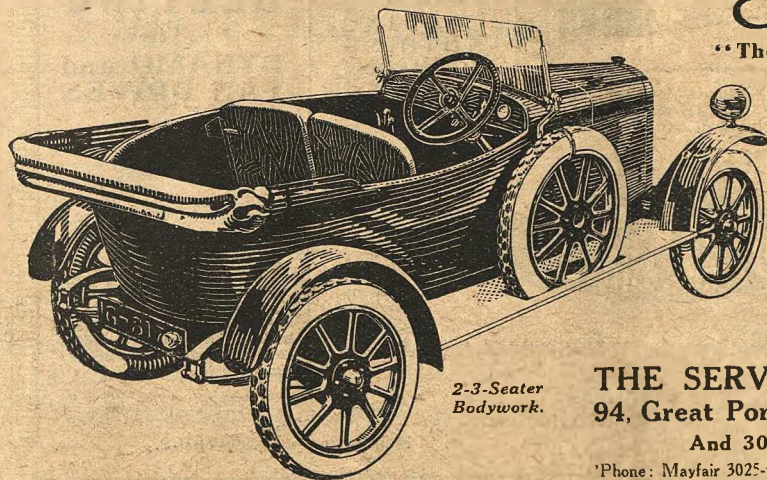
(Made by Gwynnes.)

" I did my best to pulverise and drown and disintegrate it, but without the least avail it behaved exactly as though it were all engine, and not a small one by any means it astonished me she hardly took any notice at all of the mountains. we had come so far to climb eight horse-power and I never had to use the low gear, or even felt inclined to. Amazing!"

All Owners—over 300 experienced Motor Engineers—and every technical paper have not only praised the Gwynne 8, but commented in most enthusiastic language about it.

May we send you our illustrated catalogue "J"—list of its many competition successes—and the name of our nearest Agent, who will cheerfully give you a trial run without obligation.

From
198 Gns.
complete.



2-3-Seater
Bodywork.

The
Albert

"The Car with a Personality."

(Made by Gwynnes.)

11.9 H.P. FOUR-SEATER
from
300 Gns. complete.

Sole Concessionaires:

THE SERVICE MOTOR CO., LIMITED,
94, Great Portland Street - LONDON, W.1.

And 300 Agents throughout the Country.

'Phone: Mayfair 3025-5.

'Grams: "Serautoco, Phone, London."

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

MORE HONOURS FOR

LONDON—HOLYHEAD

24 Hours Trial. Mr. J. R. Kinsey of Croydon, driving Standard Model 7 h.p. Jowett, was awarded

GOLD MEDAL

SCOTTISH SIX DAYS

A private entry, Major Johnstone, driving Standard Model, the same as YOU can buy, awarded

GOLD MEDAL

For 3rd Successive Year.

The Jowett

"The little engine with the big pull"

LONDON—EDINBURGH

Whitsuntide run, Mr. J. H. Mitchell and Major Johnstone both driving Standard Models

2 GOLD MEDALS

**No Freak Gears—No Super Tuning
Absolutely Standard Models**

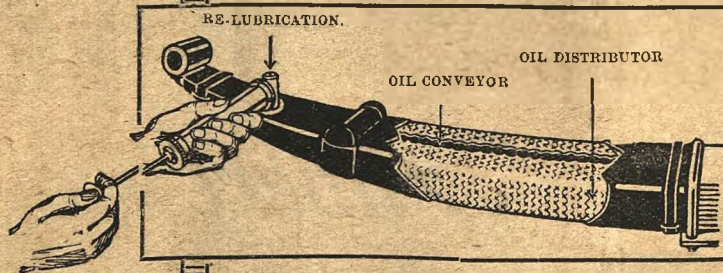
7 h.p. TWO-SEATER £220 7 h.p. FOUR-SEATER £245
Double Dickey Seat £5 extra. Electric Starter on both models £15 extra.

(Send for full particulars, post free, from Dept. F.)

JOWETT CARS LTD., Dept. F, IDLE, BRADFORD.

H.P.

**Make Your Car Springs
Contribute More
TO YOUR COMFORT AND RUNNING COSTS**



by fitting
**THE ONLY
GAITER**

with Special
Dust-proof
Nipples, Oil
Charger, Cotton
Wicking, Oil
Distributor.

**LEAVING
NOTHING
TO CHANCE.**

A little attention only—relubrication about once every 1,000 miles, a clean and easy job with the **JEAVONS GAITER CHARGER**—and you have forced lubrication to every part of the Spring Leaves.



RAMSDENS (HALIFAX) LTD. (Dept. L.), STATION WORKS, HALIFAX.

Branch Offices and Service Depots
LONDON: 35, New Cavendish Street, W.1.
BIRMINGHAM: 25, Ruskin Chambers, 191, Corporation Street.
MANCHESTER: Merriman & Howard, 32/34, Lees Street, Great Ancoats Street.
GLASGOW: Geo. M. Smith, 19, West Regent Street.



Nothing
to Wear Out
when you use

**BRAMMER
BELTING**

for your
**DYNAMO and
FAN DRIVES**

Endless—Non-Slip
Unaffected by Oil
— Practically
Indestruc-
tible.

POST THE
COUPON

To
(Dept. L.),
**RAMSDENS
(HALIFAX) LTD.**

Please send me gratis
and post free, full
particulars of Jeavons
Lubricating Spring
Gaiter; Ramsdens Graphite
Grease Gaiter; Brammer
Belting.

Name

Address

Make of Car.....H.P.

8.6.

JEAVONS GAITER CHARGER

Makes relubrication
clean, easy and rapid.

FREE WITH
EACH SET

JEAVONS GAITER CHARGER

and Special Nipples
to fit old type Oil
Caps, 12/6 per set;
carriage paid.

AYRTITE SLEEVES

STOP AIR LEAKS

AND

REDUCE PETROL CONSUMPTION



They give
MORE POWER
EASIER STARTING
QUIETER RUNNING
 and
LUBRICATE VALVE
STEMS and GUIDES

A brass sleeve, fitted with felt washer; worth many times its weight in gold.

Price 2/6 each. *Many thousands of sets in use on all makes of cars.*

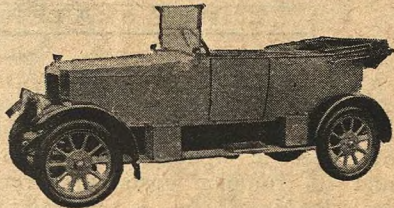
To
 Streatham Engineering Co., Ltd., 47, Streatham Hill, London, S.W. 2.

I enclose.....for.....Sleeves for my Car.....
 (make).....(year).....(h.p.)

Name and Address.....
 (or enclose card).....

10,000 Miles in 34 Days

(UNDER R.A.C. OBSERVATION)



The Westcar

12 h.p. Light Car

∴ Officially Certified ∴

PETROL CONSUMPTION=37.19 m.p.g.

OIL CONSUMPTION=2,803 m.p.g.

NO TYRE TROUBLE.

(We guarantee that these results were obtained with a car standard in every respect.)

Write for Specification from the Manufacturers:

The Strobe Garage & Electricity Works,
HERNE, KENT.

In so far as this advertisement refers to an R.A.C. Officially Certified Trial, it is approved by the R.A.C.

MAZDA

ELECTRIC BULBS

for MOTOR CARS

Reliability. The drawn tungsten wire filaments of Mazda bulbs are immensely strong and will withstand the jolts and jars of the roughest road.

Brilliance. The brilliance of the Mazda Gasfilled Headlight bulb is unapproached by that of any previous type of automobile bulb.

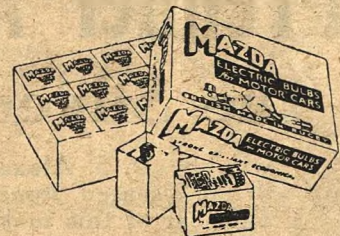
Economy. Mazda bulbs are highly economical and, for a given amount of light, will take less current from your dynamo or battery than other types of bulbs.

Packing. Mazda bulbs are supplied in separate cartons, and can thus be handled and stored without risk of breakage.

Obtainable from all Garages Dealers and Electricians.

The British Thomson-Houston Co Ltd

Offices: Crown House, Aldwych, W.C. 2.
 Stores: Mazda House, 77, Upper Thames Street, E.C. 4, and 5-7, Wenlock Road, N. 1.



British made in Rugby



1793

THE BEST BARGAINS in light cars and equipment appear in the small advertisement columns of "The Light Car and Cyclecar."

C O N S I S T E N C Y

10 years'
UNBROKEN
WORLD'S
RECORDS

64 out of **65**
: **UNBROKEN** :
WORLD'S RECORDS
—on Wakefield Castrol.

In the 10 years beginning January, 1913, 65 of the World's records established by cars at Brooklands have remained unbroken (*vide Brooklands records*). Of these 65 World's records 64 were made on



Pocket Lubrication Index and Price List free.

C. C. WAKEFIELD & Co., Ltd.,

ALL BRITISH FIRM. Specialists in Motor Lubrication.
Wakefield House, CHEAPSIDE, LONDON, E.C.2.

Scottish 6 Days, 1923

Premier Award

The Silver Cup

won by D. S. Alexander on a 9 h.p. 3-seated Stoneleigh—the only car of this make entered.

The Stoneleigh which achieved this success, in what has been described by "The Light Car and Cyclecar" as "one of the most searching tests ever devised by man and made more severe by the elements," was *standard in every particular.*

M.C.C. London to Edinburgh Run
Gold Medal.

The Stoneleigh

THREE SEATER

AS value for money, the Armstrong Siddeley "Stoneleigh" 3-seater—at £185, complete with hood, screen, and electric lighting—is unsurpassed, and its running costs are very low. Its Reliability is proved by its public performances—made under official observation in open competitions.

You can try it yourself without charge or obligation.

Write for Pamphlet D.

STONELEIGH MOTORS LTD.
(Branch of Armstrong Siddeley Motors Ltd.), PARKSIDE,
COVENTRY.

London: 78, Marylebone Lane,
Wigmore St., W.1.

Price:
£185

with Hood, Screen
and Dynamo
Electric Lighting.

Easy Terms
arranged.



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

Sensational price reduction

10-22 H.P. *Eric-Campbell*

THE YACHT OF THE ROAD.

Finest Light Car Value in the World

SPECIFICATION:

10 22 h.p. 4-cyl., Coventry-Simplex engine, Zenith carburetter, H.T. magneto, 3-speeds and reverse, gate change, spiral bevel full differential silent back axle, 3-lamp 6-volt. lighting set, 8 ft. 6 in. wheelbase, 5 detachable wheels and tyres, horn, hood, screen. Broad two-seater body and roomy sunken dickey, finished all-aluminium, upholstery and wings black, pump, jack, all tools. Speed 5 to 55 m.p.h. on top. Treasury rating 10'9 h.p.

GUARANTEED SIX MONTHS FROM DATE OF DELIVERY:

London-Edinburgh Reliability Trial

2 cars entered
2 Gold Medals

Essex County Automobile Club Laindon Hill Climb

Winner of Ladies' Race

All cars standard models, owned and driven by amateurs.

1919

~~£525.~~

1920/1

~~£425.~~

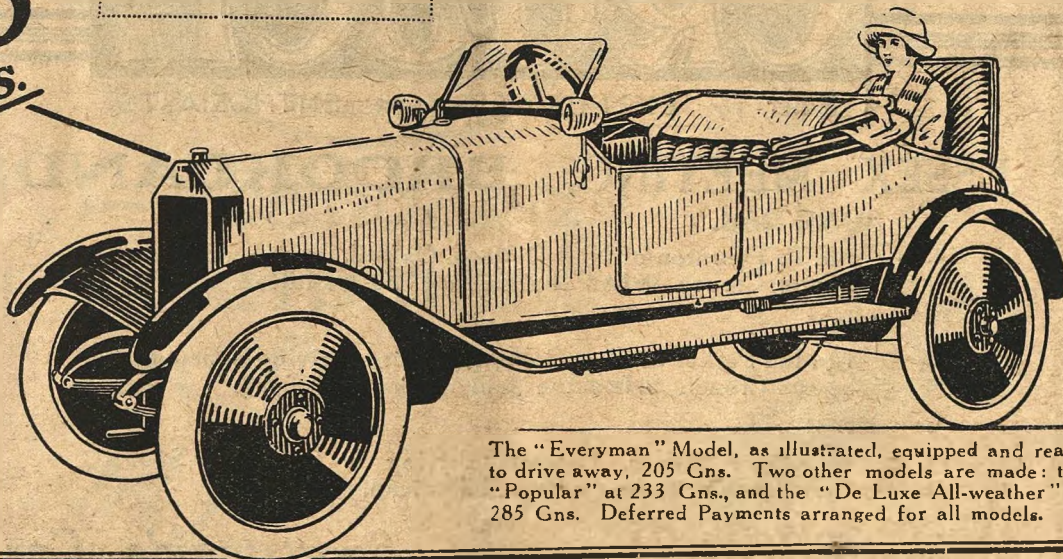
1922

~~£300.~~

1923

205 Gns.

4 cyl. water cooled



The "Everyman" Model, as illustrated, equipped and ready to drive away, 205 Gns. Two other models are made: the "Popular" at 233 Gns., and the "De Luxe All-weather" at 285 Gns. Deferred Payments arranged for all models.

Write for full particulars to—

**VULCAN IRON & METAL WORKS (1918) LTD.,
DURDAN WORKS, SOUTHALL.**

Telephone: 260 Southall.

Sole London Distributors (territory 17½ miles radius from Charing Cross):

**GORDON WATNEY & CO., LTD.,
31, BROOK STREET, BOND STREET, W.1.**

Telephone: Mayfair 2965-6.

Misani.

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

Palladium

SPEED MODEL.

'A MILE A MINUTE'

Consumption
30/35 m.p.g.
12 h.p.

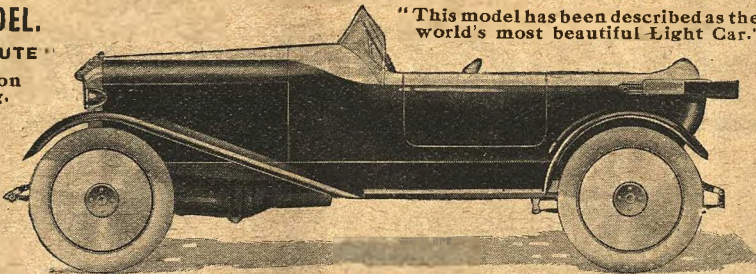
4 Cylinders
4 Speeds

COMFORT

GRACE

SPEED

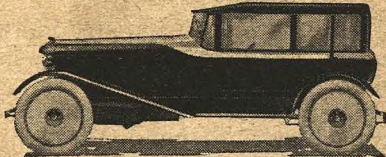
and plenty of
leg room.



"This model has been described as the world's most beautiful Light Car."

£375

Side windows may be fitted to order and, with hood raised, afford all the protection of a beautiful saloon.



Part Exchanges, Deferred Payments, through accredited agents.

Mr. Harold Johnson, the well-known Motoring Editor of the "Overseas Daily Mail" and of "Country Life," says "No car at anything like the price has previously intrigued me so much"

Standard and De Luxe Models, etc.
See Catalogue.

PALLADIUM AUTOCARS, LTD.,
PUTNEY, LONDON.

'Phone: Putney 2440. 'Grams: "Palladocar, Put, London."

CROUCH

BUILT BY ENTHUSIASTS FOR ENTHUSIASTS

ESSEX MEETING, BROOKLANDS.

JUNE 2nd.

Mr. P. Thornton of New College, Oxford, driving a Standard Sports Crouch **wins** the Essex Long Handicap.

MAY.

Mr. Ian Parker of New College, Oxford, driving a Standard Sports Crouch **wins** the Junior Long Handicap.

APRIL.

Mr. A. E. Moss, London, driving a Standard Sports Crouch **wins** the Easter Handicap.

The **CROUCH** is the Sportsman's Car.
You can be "**SURE**" of a Crouch Car.

CROUCH MOTORS, LIMITED,

Tower Gate Works :: :: COVENTRY

London Agents: B. S. MARSHALL, Ltd., 17a, Hanover Square, W.1.

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

**Rover
'8'**

Two-Seater, **£180**
Family Model, **£190**
Self-Starter, **£15**

Catalogue of any model on request.

Choosing Your Car

There are so many models on the market—nearly all excellent—that selection of *the* car becomes something of a problem.

As Light Car Specialists we can help you.

If you are interested in any particular model, we can demonstrate its salient features and give you a trial run. If you are undecided, the benefit of our experience and advice is at your command. Exchanges can be effected—Deferred Payments arranged—and behind every purchase is the efficient "K.J. Service."

In short, the "K.J." facilities make buying and running a car easy and pleasant. Write for our literature or come and see us.

K.J. Motor Works,
145, Widmore Rd., Bromley, Kent.

Telephone—Bromley 1727.

Open Saturdays until 7 o'clock.

Sundays by Appointment.

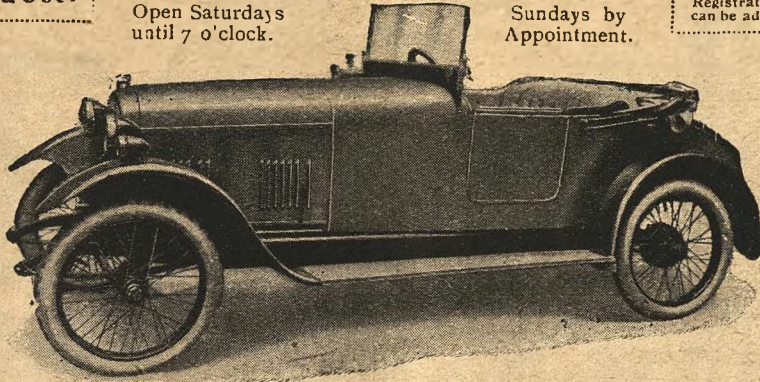
**Gwynne
'8'**

^{2/3}-Seater, **198 gs.**
Self-Starter Model, **208 gs.**

K.J. DEFERRED.
↓ down 5% on Balance for 12 months.
↓ down 7½% on Balance for 18 months.
Registration & insurance can be added to list price.

**Talbot
'8'**

Two-Seater Model, **£295**
Model De Luxe with all-weather equipment and Self-Starter, **£320**



**Standard
'11·4'**

Stormproof hood and side curtains. Double Dickey seat, Self-Starter, 5 lamps and Speedometer, **£250**

SALMSON '10' Concealed Dickey, 5 lamps, 5 wheels, all-weather equipment, 3 speeds and reverse. Ready for the road, from **£195**

WEFCO
PATENT
SPRING COVER
GREASE OR OIL

—standard equipment on 16 cars

Ask yourself why!



Write to-day for our new folder "Leadership."

Patentees and Manufacturers:

WILCOT (PARENT) Co. Ltd.,

- Factory - - - Fishponds, BRISTOL.

London Office:

68 & 69, Avenue Chambers, Southampton Row, W.C.1
Birmingham, 1, Holborn Chambers, Broad Street;
Manchester, 23, King Street West; Glasgow, 34 & 36, Bath St.

The Amazing 'A-C'



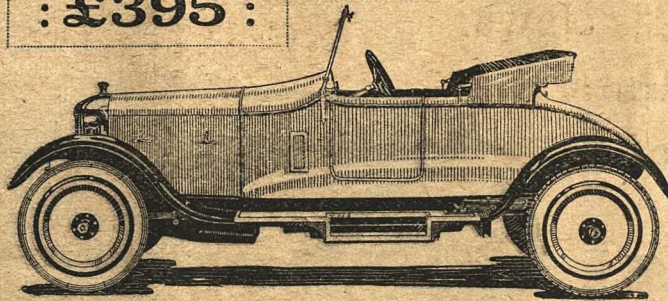
The Amazing
'A-C'

"Worth more than
any other."

4-cyl. 12 h.p.
from
£325

Royal and Empire
Two-seater 'A-C'
Cars fitted with
Marles Steering
at an extra cost of
£10

12 h.p. 4-cyl. Royal
'A-C' Two-Seater
Any-weather Hood
: £395 :



The recognised leader

Lanest, Slades, St. Austell.

"I am very proud of my 'A-C' car, and wish to keep her in good order. I have been about 5,000 miles, and everywhere I go many ask to have a look at her and all speak in the highest praise of her. I have been driving about nine years and have never handled anything like the 'A-C.' I think all praise is due to you for turning out such a car. I usually drive about thirty miles per hour, and I find in slowing down to go around bends (in the road) she picks up to thirty miles again in two seconds."

THOS. HOSKIN.

A good car can be best judged by comparison. The "Amazing 'A-C'" sets a definite standard in performance, in appearance and in value. It is the recognised leader of light car design—it holds more records on road and track, and more R.A.C. certificates than any twelve h.p. car in the world. In direct proportion to that high standard of excellence is the lasting satisfaction of the 'A-C' owner.

S. F. Edg

Write for interesting illustrated booklet.

'AC' CARS, LTD.

Sales Dept.:

HIGH ST., THAMES DITTON, SURREY
ENGLAND.

Phone: KINGSTON
3340 (4 lines).

Works:
THAMES DITTON

Service Depot:

181, Hercules Road, Lambeth, London S.W.1

AGENTS — ASK FOR ADDRESS OF NEAREST TO YOU

The Light Car and Cyclecar

Notes, News and Gossip of the Week.

New Hoods for Old.

The continued bad weather and the necessity for using the all-weather equipment of a car far more than is usual during the summer months has brought in a number of inquiries from readers as to the renovating of hoods. Special preparations for repainting are sold and will give every satisfaction. A useful tip to remember, also, is that rents or holes in the waterproof covering can be repaired by treating the fabric as though it were a punctured inner tube and sticking on a large patch, which can afterwards be painted to match the hood material. Preparations can be obtained for removing scratches from, and cleaning, celluloid side and rear panels.

A Way They Have.

To motorists fowls are the biggest danger emanating from the poultry yard, as they can never make up their minds, and frequently turn back when it seems certain that they will make for the other side of the road. It should be remembered, however, that geese never turn back, and the motorist is therefore fairly safe in passing behind them.

Every Drop Counts.

When filling up from kerbside installations the driver should make sure that the long flexible pipe is completely emptied by lifting it up so that a clear run by gravity is obtained for the fuel within. As a rule, garage assistants are careful in this respect, but should a motorist be served by a junior member of the staff he may lose quite a pint of the precious fluid by failing to observe the above tip.

Carnival.

Following three days of very successful motor racing on the sands, the first two days for cars and the third for motor-cycles. Skegness, the popular seaside resort on the Lincolnshire Coast, is celebrating a carnival week. The streets are gaily decorated, a triumphal arch has been erected in Lumney Road, the main thoroughfare, and the whole town is *en fête*. A centre of interest is the display in a shop window of silver cups, etc., the awards in the motor trials.

No. 550. Vol. XXII

ANCIENT AND MODERN.

What the Weather Will Be.

By ringing up any telephone exchange after five o'clock in the evening, the weather forecast for the night and following day will be obtained without charge. This service has been instituted by the Meteorological Office of the Air Ministry. For those who are

LIGHTING-UP TIMES

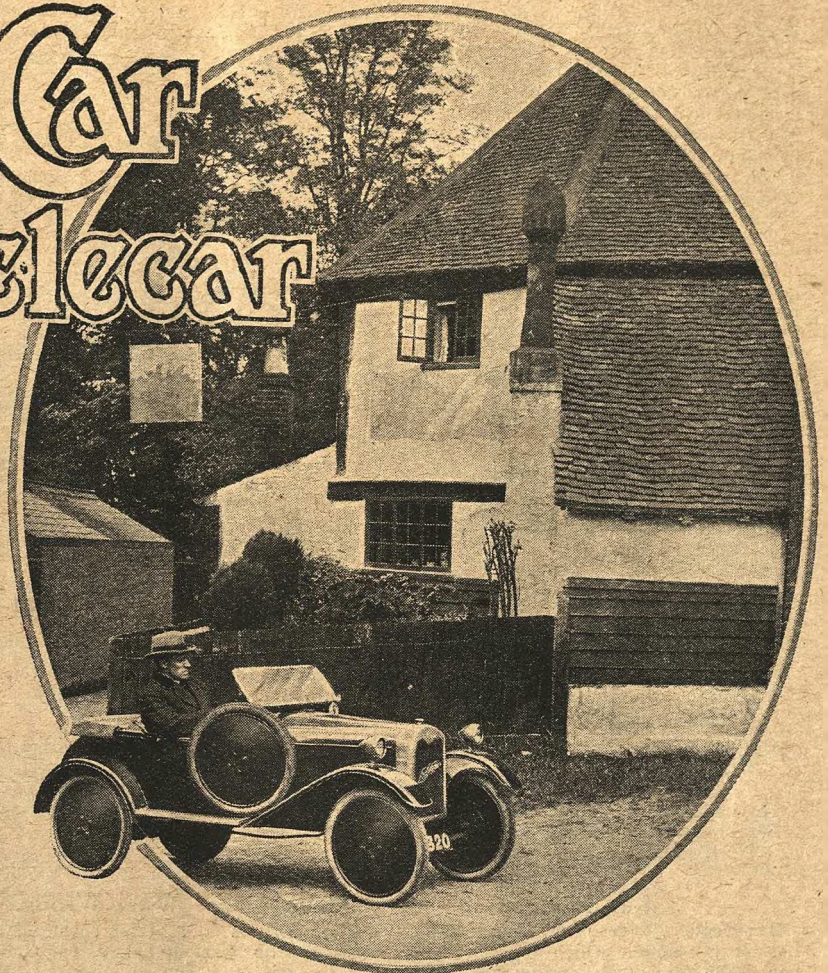
for Saturday, June 9th, 1923.

London ..	9.42	Edinburgh ...	10.22
Newcastle..	10.9	Liverpool ...	10.4
Birmingham	9.54	Bristol ...	9.52
Dublin ...	10.42		

Lighting-up time in Ireland is one hour after sunset and in Scotland half an hour after sunset.

MOON.—New moon, June 14th.

not in connection with the telephone system daily, forecasts can be despatched by telegram, the fee being 6d. per week, plus telegraphic costs. Readers desirous of obtaining these latter forecasts should communicate with the Director of the Meteorological Office, Air Ministry, Kingsway, London, W.C. 2.



St. Albans, Hertfordshire, boasts of the oldest licensed house in England—"The Fighting Cocks"—shown above. The light car is one of the latest model New Cardens, fitted with a family-type body.

Road Repairs Everywhere.

The stretches of main highway undergoing repair are increasing in number day by day and, although temporary inconvenience is caused, there seems every indication that within 12 months Great Britain will boast of some of the finest highways in the world. Particular care should be exercised between Norman Cross and Peterborough, as resurfacing with concrete and asphalt is taking place, traffic, where possible, being diverted. The main Barnet-Hatfield road is also being resurfaced at two separate points.

Slightly Exaggerated.

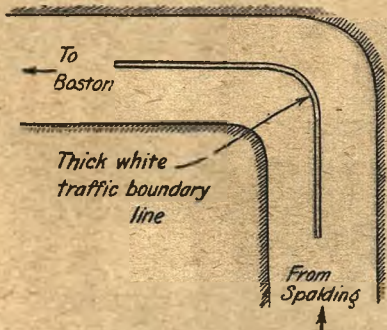
The sponsor of a certain British racing car has recently stated that it is very similar to his touring production as regards its gearbox and back axle. Considering that the gearbox of the touring car provides three speeds, whereas that of the racer has four, and that on the touring car the back axle is fitted with cantilever rear springs and torque tube, whereas on the racer an open propeller shaft and semi-elliptic rear springs are employed, we fail to see exactly how this statement applies. Undoubtedly, a great deal of benefit is obtained from the experience gained in building racing automobiles, but it is foolish to endeavour to make the public believe that racing and touring types are similar.

New Non-skid Road Sections.

Several miles of the Great North Road south of Wansford have recently been treated with a new non-skid surface, recently illustrated in this journal. The surface is applied in a plastic state by hand, and while still soft is run over by a roller with projections upon its face, which produce a non-skid pattern.

A Modern Crudity.

It is generally acknowledged that to get out and wind the starting handle of a car is a crude method of doing the job, yet we are still perfectly content to get out and erect a hood and side curtains—often in the pouring rain. Surely in time to come both these operations will be performed while the car is running. Inventors, please note.



How a dangerous right-hand angle bend has been made safe at Kirton. (See paragraph below).

Safety First.

The little village of Kirton, Lincs., has set an example which might well be copied by other local authorities. In order to minimize the danger arising from a blind and acute right-angle bend, a thick white line has been marked in the roadway round the corner, and extending over 30 yards down each of the two roads leading up to the corner, the idea presumably being that traffic in either direction must keep rigidly on its own side of the boundary line, thus eliminating the possibility of a collision.

LIGHT CAR-ICATURES.



HON. V. A. BRUCE.

(Just as much at home with a kinema camera handle as a motor starting handle.)

Be you friend or be you brother,
One good turn deserves another.
Now then, gentlemen, who's next?
This comprises Victor's text.

The Capricious Public.

Manufacturers have to gauge in advance the demand for two and four-seater cars as best they can, but so capricious is the public's taste that it was not surprising to hear that one maker, who had full stocks of four-seaters before the holidays, found his customers asking for two-seaters, whilst the reverse was reported to have occurred in another works making a similar type of car a few miles away.



A unique triple warning erected on the Blaydon road near Newcastle. The top denotes dangerous corner, the centre sign a level crossing, and the bottom cross roads.

Two Special Issues.

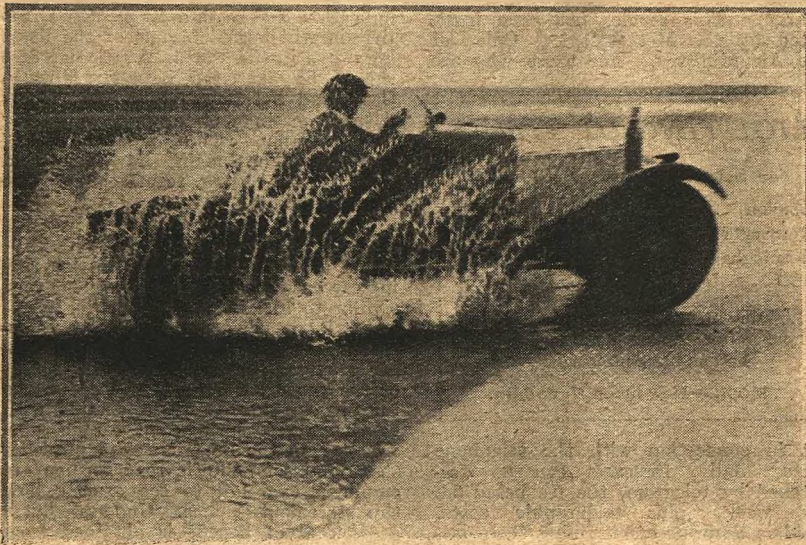
Amongst a variety of interesting and instructive articles contained in the current issue of *The Motor*, dated June 5th is a full and first report of America's great Indianapolis race. Intending visitors to the Grand Prix will also glean much useful information from a special article dealing with this classic event. A list of the best routes from the Midlands to Kent and the Channel Ports should interest tourists. The following number, dated June 12th, will be a great equipment issue, an outstanding feature of which will be a review of the many devices which can be fitted to a car with a view to adding comfort and convenience.

"Book of the Ford." New Edition.

A new and seventh edition of the very popular standard handbook, "The Book of the Ford," has just been issued by Temple Press Ltd. The author has for many years made a special study of the Ford from the ordinary non-technical user's point of view. He conveys in language anyone of intelligence can understand how to get the best and most economical results from the car, how to do one's own adjustments and repairs, how to drive it, and there is a wealth of information on the Ford's peculiarities which could only otherwise be learnt by long experience and at quite possibly considerable expenditure of time and money. There is a number of new illustrations and an extended index, and not the least point of importance is the new price of the book, viz., 2s. 6d., instead of the former price, 3s. "The Book of the Ford," 7th edition, is on sale at all leading booksellers, and can also be had post free, 2s. 10d., from Temple Press Ltd., 7-15, Rosebery Avenue, London, E.C.

Timing That Went Wrong.

The story is told of an enthusiastic amateur who boasted that his car could cover seven miles in ten minutes. An observer was taken aboard, and it was arranged that the timing should be carried out by the dashboard clock. At the end of the run the driver was surprised and delighted to find that the seven miles had been covered in six minutes. It was not until he had received well-earned congratulations that he discovered the dashboard clock had stopped during the run!

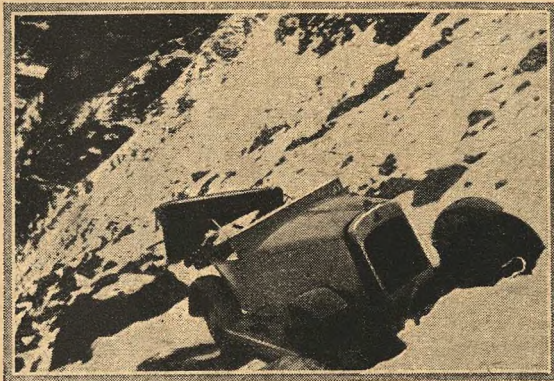


AT SKEGNESS.

A spectator taking the water-splash which was encountered en route to the speed trials' course on the sands.

The Great West Road.

All motorists should try the new West Road, a mile of which has just been finished. Claimed to be the finest road in the world, its minimum width is 50 ft., and the engineers are anxious that



CRASHED AT APPLECROSS.

The Ariel Nine as it appeared after its appalling crash down the precipitous side of the famous Scottish "terror."

A Remnant from Scotland.

The accompanying photograph shows the Ariel Nine which was driven by S. E. Bradshaw in the Scottish Trials, lying half-way down a precipice after it had crashed at Applecross. The car was hauled back to the road with the aid of a ship's anchor, two sets of pulley blocks, and half a dozen fishermen, and after the front axle, which was badly bent, owing to its impact with the wall, had been straightened out, it was driven away without mishap under its own power.

Won a "Gold."

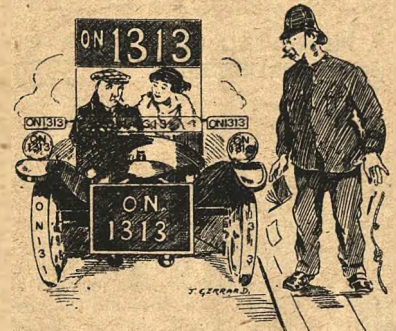
We understand that C. B. Clarke, who drove a Webb car in the London to Holyhead Trial, has now been awarded a gold medal in place of a silver, as previously notified.

More Tourists.

The number of small cars and cyclecars heavily laden with luggage now encountered on the roads during mid-week is a sign that the touring season, although cold, has at last commenced. Assuming that the registration letters denote, roughly, the county in which the motorist resides, tourists are being met farther and farther afield.

Salmson Wins Again.

Salmson cars gained first and second places in the cyclecar race for the Armangue Trophy, run on the Tarragona circuit. The driver of the winning car was Lucien Desvaux, who covered the 12 rounds of the 30.30-kilom. circuit in 4 hrs. 13 mins. 22½ secs., an average of 54 m.p.h. The time of the second car,



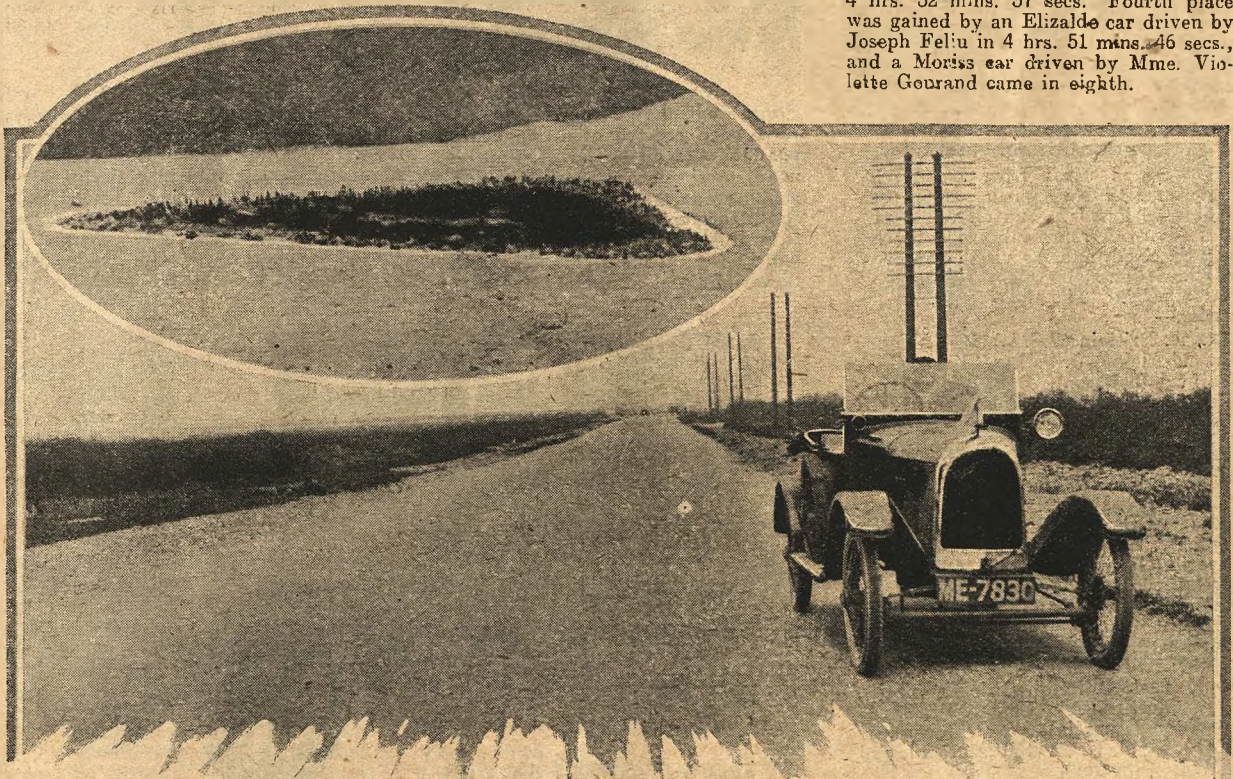
An amusing commentary on the three-wheeler number-plate question. It is to be hoped that our artist is no prophet!

drivers should use the finished stretch, as the surface is such that disuse affects it. Just through Brentford, on the right-hand side, is Sion Lane; turn down here—driving slowly, as the road is full of pot-holes—and one comes to the West Road. When we drove along it recently there was not another car to be seen, and we spent a very pleasant half-hour trying a car up and down the finished mile, with no fear of traffic. The surface is perfect, and it makes an ideal spot in which to give novices their first lesson.

Restarting on a Gradient.

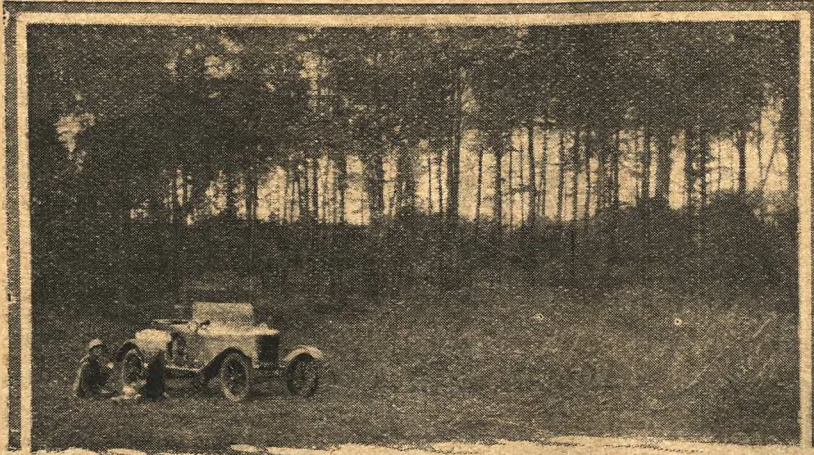
"Family" light carists will be interested in a test which was recently carried out on a four-seater A.-C. car by the R.A.C. With a full load of passengers, this car ascended the Test Hill at Brooklands track (117 yds., average gradient 1 in 5.027) stopped on the steepest portion of the hill (1 in 4), and successfully restarted. It is generally conceded that there are very few hills in England that have a gradient so genuinely steep as that of the Test Hill.

driven by Robert Benoist, was 4 hrs. 22 mins., and that of the third car, a Loryc driven by Patricio de Satrustegui, 4 hrs. 52 mins. 37 secs. Fourth place was gained by an Elizalde car driven by Joseph Feliu in 4 hrs. 51 mins. 46 secs., and a Morris car driven by Mme. Viollette Gourand came in eighth.



THE GREAT NORTH ROAD.

A glimpse of a fine stretch of the newly completed highway near Brampton Hut. Note the anti-skid indentations. The car is a 1923 9 h.p. Derby. (Inset) One of the concrete-edged safety "triangles" which have been built at junctions with by-roads.



PICNICKING IN HERTFORDSHIRE.

This county boasts of many charming spots, one of which, a few miles from Northaw, and referred to on this page, is shown in the photograph.

Leaking Petrol Cans.

Apropos of a recent paragraph which appeared in this journal concerning leaky petrol cans, a garage proprietor has pointed out that the two-gallon container is often damaged as the result of being bumped about in the tool locker, where it is carried, sometimes for several weeks, as a spare. To eliminate the possibility of such damage the can should be rested on a bed of cotton-waste.

For Hertfordshire Picnickers.

Although little known, the singularly picturesque common land in Hertfordshire affords ideal spots for picnicking. One such venue can be reached by bearing left at Northaw Church, carrying on to and ascending Handpost Hill, crossing the Enfield-Hatfield road at the top and continuing for about half a mile. Here is an open, gorse-covered heath, the elevation being high and the view excellent.

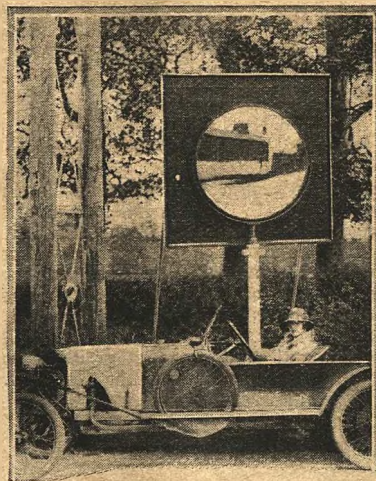
London-Manchester.

Starting as usual from Barnet, the Junior Car Club's annual London-Manchester trial will be run off to-morrow, Saturday. A representative entry has been received, and, as usual, the event will be followed by a social evening in Cottonopolis. The following are the entries.—

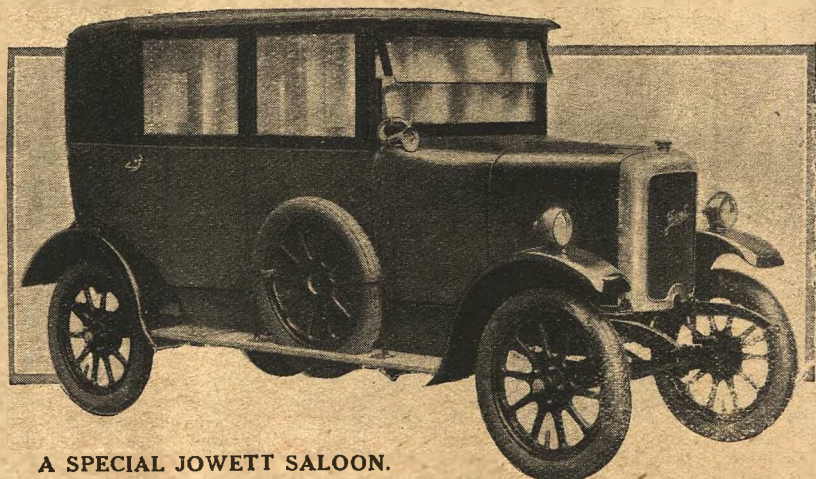
A. W. Brittain (B.S.A.), C. E. Maney (Enfield-Allday), J. Cocker (Clyno), C. R. Freeland (Salmson), J. S. Wood (Wolseley), H. P. Lucas (Wolseley), W. H. Oates (Lagonda), F. King (Lagonda), S. W. Phillpott (Bayliss-Thomas), A. J. Dixon (Singer), F. Harris (G.W.K.), A. Farrar Hockley (Marseal), A. C. Kelway (Marseal), R. Don (Marseal), G. C. Formilli (New Carden), W. G. Mattick (New Carden), A. Simpson (Riley), J. F. Deverill (Gwynne Eight), H. G. Debnam (Deemster), C. J. Myson (Calcott), J. C. Stafford (Swift), W. G. Bennett (Rover), C. M. O'Connor (Rover), H. Savage (Horstman), J. H. Whittindale (Cooper), B. Alan Hill (Rhode), A. A. Orfila (Mercury), H. J. C. Smith (Eric Campbell), J. S. Martin (Eric Campbell), F. A. Houghton (Tamplin), W. G. Brownsort (A.-C.), H. E. K. Sawtell (Morgan), and S. Watson (Surrey).

An illustrated report will be a feature of next Friday's issue of *The Light Car and Cyclecar*.

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For seeing round corners. Mirrors have been erected at a dangerous road junction on the Carlisle-Penrith road, and the above photograph strikingly portrays the unique "peep round the corner" which is afforded. It is anticipated that these mirrors will be the means of averting both serious and minor accidents.



A SPECIAL JOWETT SALOON.

The body was built to a private order and supplied to a customer of the Westminster Bridge Garage Co.

Women Motorists.

It is estimated that women own 5 per cent. of the cars in the United States.

The New Fuel

Discol is becoming increasingly popular with sporting motorists. We noticed at several events over the week-end that there was the strange but significant odour of new bread from several exhausts.

Should Not be Flooded.

The sunken stretch of the Holyhead road near Brownhills has been built up and repaired, and there is now no longer any likelihood of it becoming submerged.

The Motor Cycling T.T.

Next week the classic Tourist Trophy motor cycling races will be run off in the Isle of Man, and those interested should not fail to secure copies of our associated journal *Motor Cycling*. A complete report of the Junior T.T., with exclusive photographs, will appear in the issue dated June 13th.

Testing Petrol Consumption.

Testing petrol consumption by means of a Milegal meter in a strong wind the other day revealed the somewhat curious fact that, whether travelling against or with the wind, the consumption hardly varied at all. The speed, naturally, down wind was greater, but the m.p.g. remained constant between 36 and 37.

One Advantage of the Starter.

A journey across the Metropolis nowadays is punctuated with as many full stops as a punctilious schoolboy's essay. Often the driver has to endure hold-ups five minutes or more in duration, and he is a foolish motorist who fails to switch of the engine, making use of the electric starter directly the all-clear signal is given.

What's in a Name?

The derivation of car names is always interesting. At the dinner given by the A.A. to Sir William Joynson-Hicks, the Earl of Lonsdale told how the name of Mercedes came into being. In the early days when Herr Gottlieb Daimler started manufacturing cars in Germany, he named the make of car after his daughter Mercedes, and the title has been perpetuated.

FROM A.A. TO THE CABINET.

Dinner in Honour of Sir William Joynson-Hicks.

ON Wednesday, May 30th, a dinner was given to the Rt. Hon. Sir William Joynson-Hicks, Bt., D.L., M.P., at the Hotel Victoria, London, by the Automobile Association and Motor Union under the chairmanship of the Rt. Hon. The Earl of Lonsdale, D.L. In proposing the toast of the guest of the evening, the chairman paid high tribute to the work done by Sir William Joynson-Hicks in furthering the cause of automobilism. He briefly recounted the history of the A.A. and M.U. from the day of their inception to when, instead of being separate bodies, they were combined in a common interest, and Colonel Charles Jarrott seconding the toast, touched in a lightly humorous vein on the origin of the A.A., which he and other enthusiasts first founded with a view to enabling motorists to band together and employ cyclist scouts as some measure of protection from police traps. Referring to Sir William Joynson-Hick's almost meteoric career via the Department of Overseas Trade to Postmaster-Generalship, and now as Financial Secretary to the Cabinet, he paid appreciative tribute to his business ability, and welcomed the fact that motorists

would now have sympathetic representation in the Cabinet. Sir William Joynson-Hicks responded to the toast in one of the best delivered and most human speeches that it has been our lot to hear. On retiring from the chairmanship of the A.A. he said that he left

one career behind him, and on taking a seat in the Cabinet he felt that he was embarking on an entirely new phase of his life.

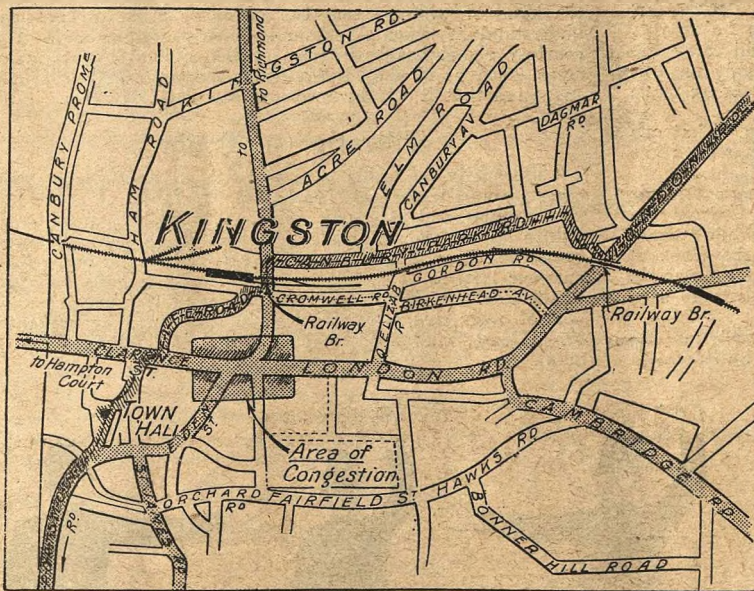
The work that had been accomplished by the A.A. was the outcome of hearty co-operation between the committee under his chairmanship, and a full measure of honour was given to the work put in by Major Stenson Cooke. Both Sir William and the secretary of the A.A. had during the year achieved ideals, one by becoming a member of the Cabinet and the other by winning the fencing championship. The A.A., said Sir William, was a constitution of fellowship among motorists, and the work done by its subsidiary bodies, such as the Motor Legislation Committee, was in every sense a fight for the right of motorists to free and untrammelled use of the King's highway. On behalf of the A.A. and M.U. the Earl of Lonsdale presented the guest of the evening with a beaten silver rose bowl, on which are inscribed scenes depicting the progress of the activities of an organization which all British motorists should be very proud—the Automobile Association and Motor Union.



The rose-bowl presented to Sir W. Joynson-Hicks by the A.A. and M.U.

AVOIDING THE KINGSTON CRUSH.

Bye-pass Routes on the Main Portsmouth Road.



The shaded route (down Canterbury Park Road) should be taken when congestion on the main road in Kingston appears to be likely, as it is at almost every week-end.

THE advent of fine weather, now that there are still more cars on the road, sees the trouble experienced in the bottle-neck at Kingston-on-Thames becoming more and more acute. On a fine week-end it is no unusual occurrence for drivers to have to wait for a quarter of an hour or even more. Few apparently seem to know of the good by-pass road which misses the strangulation point—the junction in the centre of the town, where four converging lines of traffic

from London, Richmond, Hampton Court, and the Portsmouth Road all meet.

Those desirous of missing this jam should take the road that leads off to the right immediately before the railway bridge that is met when approaching Kingston from London via Roehampton Vale; the bridge is at the bottom of the tram-lined Kingston Hill. Having turned to the right, the first turning to the left

down Canterbury Park Road should be taken, and at the bottom thereof the main Richmond Road should be taken for about 50 yards, passing to the left underneath another railway bridge, when the first turning to the right should be followed, bearing left round the curve. This road leads into Kingston main street. Turn right, and take the second to the left, which leads through the market place and straight on to the main Portsmouth Road. The by-pass is certainly longer, but usually it avoids the delay occasioned by the crush of cars in the centre of the town. The latter half of the route can, of course, be used by those who are proceeding from Richmond or Kew, and once in Kingston main street the road either to Hampton or the main Portsmouth highway can be followed as desired.

The Rover Programme.

So many rumours regarding the Rover policy for next year have been rife that it is with interest that we learn officially that the 8 h.p. air-cooled car will be continued with next season, as will the 12 h.p. four-cylinder model, and, additionally, a six-cylinder de luxe Rover will be introduced some time during 1923. It is not proposed to alter Rover prices until next season, and in the meantime the prices of all raw materials are rising, and it is impossible to forecast at the moment exactly what will happen.

Our Cover Picture.

The striking picture on our front cover this week depicts the new Avro monocoar in front of the latest military aeroplane—the 800 h.p. Avro Aldershot bomber.

STANDARDIZED TRAFFIC SIGNALS.

Full Details of New Safety First Road Rules.

AS the result of recommendations of a conference between representatives of the Metropolitan, County, City, and Borough Police Forces in Great Britain and the Secretary of the Automobile Association, the series of traffic signals illustrated on this page has now been recommended for universal use by the police and road users.

It behoves all motorists thoroughly to familiarize themselves with these signals, and to use them at every available opportunity.

Police Signals.

The illustrations in themselves are generally self-explanatory. Taking, in the first place, a constable controlling traffic: to halt a vehicle approaching from the front he extends his right arm and hand at full length above the shoulder, with the palm of the hand towards the driver of the vehicle, it being also stated that where two vehicles are approaching by converging roads, and only one is to be halted, the constable should face towards the driver of the vehicle to be stopped.



At present the least used signal—"I am turning to the left."

hand are extended horizontally from the shoulder, with the back of the hand towards the driver. These "stop" signals could be combined to halt two streams of traffic simultaneously.

The "release" signal is made by the constable beckoning on the driver with whichever hand happens to be nearest the vehicle, and to "bring on" a vehicle he will carry the arm forward with a circular sweep across the body until it almost touches the opposite shoulder, this signal being made with the arm extended.

Then as to the signals to be made by motorists. That one meaning, "I am going to stop," consists of holding the right fore-arm and hand vertical, palm turned to the front.

"I am going to turn to the right" is indicated by extending the right arm and hand horizontally straight out from the offside of the vehicle, palm turned to the front, while "I am going to the left" is given by extending the right arm and hand horizontally straight out from the offside of the vehicle and then carrying it forwards and towards the near side with a circular sweep on a level with the shoulder.

This important signal is the least used at present, and we strongly urge motorists to commence putting it into practice



"I am turning to the right."



"Pass me on my right."



"I am going to stop."



"I am going to slow down."

right away, for everyone will appreciate that proper use of this signal will prevent a great deal of the confusion now extant.

Indication of intention to slow down is given by the right arm and hand being held horizontally, but with the palm turned downwards and the arm moved slowly up and down. "Come past me on my right" is given by extending the right arm and hand below the level of the shoulder and moving them backwards and forwards, this being the ordinary "pass" signal, which should be made so that it is quite distinct from the one that means "I am turning to the left." A rider is added that a driver of any vehicle, when approaching a corner, should point as clearly as possible with the hand or whip so that the police or other drivers may understand in which direction he intends to proceed. This courtesy signal has been more or less obligatory in certain areas (such as in the Midlands) in the past, and it is now suggested that it should become a universal practice.

Filtration of Traffic.

Additionally (and this is important), at cross-roads, when one stream of traffic has been halted, constables on point duty are recommended to permit drivers who wish to turn to the left to do so, and to this end drivers of vehicles who wish to proceed straight forward at a cross-road should leave space on their left, so as to allow other vehicles to pass and turn to the left. By the general observance of this point a great deal of delay that is experienced in traffic will be prevented or, at least, minimized, and all drivers should bear this in mind.



TO AVOID
CONFUSION.

Considerable gratification will be felt over the announcement that the police in all parts of the country are to adopt the series of signals illustrated herewith, instead of practices varying in different localities. The signs are self-explanatory.

The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.
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Letters.

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

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

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Subscriptions should be addressed to the Manager.

The

LIGHT CAR & CYCLECAR

was founded in 1912 to cater for the needs of users and potential purchasers of various new types of cyclecars and light cars, and it has consistently encouraged the development of this new motoring movement for over ten years.

The journal is published every Friday. There should be no difficulty in obtaining a copy at any bookstall or newsagent, as arrangements have been made to ensure a regular supply. Should any difficulty be experienced, we should be greatly obliged to receive the name and address of the reader's newsagent.

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Topics of the Day

Tyre Consumption.

THE petrol and oil consumption of a car is a feature that every prospective purchaser studies carefully. Tyre consumption, on the other hand, although an equally important characteristic, is seldom investigated. Statements are loosely made that the covers should run so many thousand miles, and, in the absence of any definite figures, naturally are accepted.

Better Estimation of Costs.

It seems perfectly logical, however, that the tyre consumption of a standard car should be included in any list of the vehicle's capabilities. Standard cars are turned out with certain standard makes and sizes of covers, and their tyre consumption should be able to be calculated. It may be argued that so many variable factors have to be taken into consideration as to render the estimates misleading, but the answer is supplied when the number of variables entering into a petrol or oil consumption claim is also considered.

Tyre wear can be measured in ounces per 1,000 miles, or more accurately in ounces per ton per 1,000 miles. When the system had been in force a few months the public would be just as accustomed to think of a tyre consumption of so many ounces per thousand miles as a petrol or oil consumption of so many m.p.g.

The method of arriving at the figures for the tyre consumption of a car would need careful consideration and would have to be scientifically carried out. Probably Brooklands track would be the fairest place to conduct the trial, for the road conditions are more or less constant, and the effect of speed and atmospherics could fairly accurately be calculated.

Systematized Signals.

ROAD users of all classes will hail with acclamation the news that at last a standardized system of traffic signals for general use has been evolved, and that the police throughout the country are being requested to put these signals into effect. It will be observed that the signals adopted differ but slightly from those we have insistently recommended in *The Light Car and Cyclecar* during the past 12 months, and we congratulate the authorities on having adopted a series that is, in the main, self-explanatory; thus no confusion should exist due to misunderstanding on the part of visitors to this country.

So far as motorists are concerned, it is to be hoped that the hand signals will be used regularly and intelligently. One of the greatest faults that exist at the present time is that of merely extending the right arm when it is intended to turn to the left, a practice leading to no little confusion and needing alteration.

Scope of the Monocar.

THE monocar, or single-seater cyclecar, which is described in this issue, is of more than ordinary interest in that it represents the attempt of a designer who, unhampered by convention, has given himself free scope in arriving at the lay-out of a machine that satisfies certain ideals. We are frankly of the opinion that it is only by making convention subservient that the gap that now exists between the solo motorcycle and the light car proper can be bridged. There must be a big market awaiting for the simple machine which, costing approximately the same as a modern high-class motorcycle, does not suffer from its inherent defects, which may be summed up in one word—uncleanliness.

The fact that the rider's clothing is exposed to the elements has deterred hundreds from purchasing a motorcycle, although it is undoubtedly the most economical means of rapid road transport extant to-day. The advent of a weatherproof and roadworthy monocar would increase the ranks of motorists by hundreds of thousands.

"IDOLS WITH FEET OF LEAD."

On May 30th there was run off at Indianapolis, U.S., one of the most exciting motor races held in that famous city of speed. Although it was for cars of two-litres capacity, the fact that a man (or woman) drives a 1,500 c.c. economy car does not prevent him from being interested in the doings of the world of automobilism—and so we give herewith an account of the event. Further, as our valued contributor "S.S." has recently been wallowing genially in American literature, we let him tell the story in his own way, and thus obtain local colour.

"SO you say, Rube, it was a real top-notch?" "Shore, kid, it was just *the* race. And I'll tell you; if you've felt your heart beat like a two-stroke watching Sid J. wham the hide on the old home base, you'd certainly have felt some genuine emotion to see them dinky little one-man projectiles whoop through the 500 miles of sunshine death or glory on the brick track."

Thus the conversation that greeted my aural nerves when I stopped the old flivver at Rube Callahan's gasoline store on the first day of this bright June. Business being kind of slack, and the heat of the midday not unpleasant, I felt that for once, anyway, the part of the eavesdropper fitted me like a new boot, wherefore I decided to lay doggo and wait until such time as Rube, who, like all good gasoline fans, had taken a day off to see the Indianapolis "500," should have finished telling his 15-cent youth the great yarn.

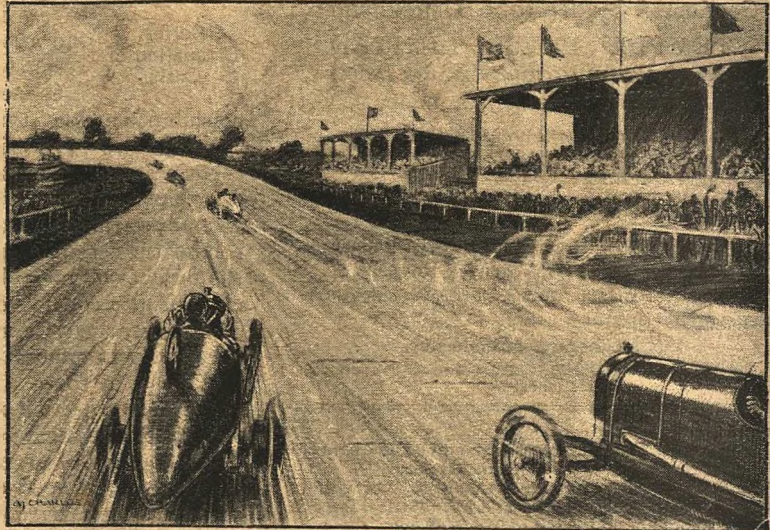
"One hundred and fifteen thousand folk lined them rails—packed like Ford chassis in the hold of a ship. Not breathing space there was—the cracks in the natural atmosphere was mostly filled with shouting. How they all got there, I don't know, but 'most everyone could see at least two arms of the track—it's kind of oblong, with the bends just graded sixteen degrees—not enough to stop skidding, but just enough to make them comet pushers keep the soles of their pedal extremities hard ag'in the footboards."

A Cosmopolitan Crew.

— This through the half-open door.

"Well, when the pack lined up they sure looked quite a cosmopolitan collection. There was our own Durant Specials, Tommy Milton's H.C.S., the French Bugattis, and the German Mercedes, with Lautenschlager and Weiler, the fellows who used to drive the Kaiser's staff car in 1914 day, so 'tis said, at the wheel. Lots of fans fancied the chances of the count man, Zobrofski, or whatever his name is, 'cos the French have had a twelvemonth longer than we have to get their two-litre motors tuned up to C sharp. Anyway, flop when the flag, and—oh, boy, that sound! Like fifty thousand Rockefellers all tearing up their boiled shirt fronts, it was—fairly split your ears.

In the mush of the first few turns nobody could see what was where, but out of the bunch comes Milton, Murphy, and Hartz, going hoot-boys for shoe leather and turning the track almost wheel to hub at a cool 95 per. Not that they were getting too far ahead. Oh no, sir. Let me tell you that this was a *race*. No runaway Willy about the 1923 "500." Well, bye 'm bye, we get used to seeing the death-stealers clipping cushion-stuffing from Father Time's beaver patch, and I began to think about some eats. Might have thought that there'd been a let-up on Prohibition to judge from the faces of the spectators, so excited they was, but when I gets back to the look-out and gives the field a once-



SOME
INJINAPPOLUS!

"... you'd certainly have felt some genuine emotion to see them dinky little one-man projectiles whoop to death or glory."

over there was enough thrills about to keep the haunted wigwams at Coney Island Fair-grounds busy on mass production for a month of weeks. Milton had dug himself a nice little foothold up ahead, but Murphy and Hartz were not so far behind as to miss the boat if Milton chanced to stub his toe, so to speak.

The Frenchies were not doing any great business after half-time. They seemed to have the power good and proper when they had it, but somehow the facts about time and place didn't seem to have been sufficiently well impressed on their sparking gear when it was young. The count man and three others had to become watchers in the depot. Then a German took things nasty, Lautenschlager side-stepping his Mercedes into the concrete guard wall with a mighty swoop that injured three schoolboys, but left him unscratched. Funny how these fellows get away with it.

The Field Thins Out.

And Alley, who had taken the wheel of Cooper's one-man Durant, cut things a bit too close on the bend when trying to pass another. Like a police cop that hears the crack of a Colt, the tail of that car swung round and hit the rails—crack—at a square 80, and some more lookers-on became hospital-cases. They up-ended the car quick and Cooper took it on.

"There's a sting in this race game, kid. If you wants to see all the fun you got to park close up to the rails, and then you stands a chance of getting yours good and proper if there's a pile-up. Still, it kinder adds to the interest—makes it more of a personal affair, so to say."

"So on with the dance. A car some folk got a bit loopy over was the seventy-five per cent. Flivver driven by Corum. I guess there may have been old man Henry's blessing in the frame, but that was

"IDOLS WITH FEET OF-LEAD" (contd.).

about all that was left of the original layout. Still, it kept on keeping on, faster than any of the imported stuff, despite their high-falutin' names and whatnot. It was sure an American day out.

"Y'see, most of the racers had eight-in-line motors, and as the folk in Yurrupe have gone crazed over the one-litre light-engined stuff the home fans thought, natural like, that the visiting side would have a hunch over the Yank team, being used to building motors with these small cylinders. But, as I'm telling you, things didn't pan out as per contract, or, anyway, not so far as you'd notice."

By the time the Milton speed-bug had put over half-distance under his tail things looked pretty good for Murphy and Hartz, but something put a fly in Murphy's ointment jar and he had to let up at the depot to view his motor. Exactly what they did, I couldn't see, but—fox-trotting rattlesnakes—did that boy drive when he took the bricks again?

"Ninth, he was, when he pulled into the going, but that babe just coughed up a bibful and let things go *some*. If ever you seen a rattled buck-rabbit in a cornfield, just think big and you've got the boy Murphy. Maybe he was just out to win, but it

looked as though he was out to get sparks from rubber. Turning the course at over a hundred needs nerve, sonny: likewise brain and muscle, and there's not always any of that left after 400 miles of track race. In and out, cut high, cut low—'an idol with a foot of lead'—some guy near me bawled for description—he sure *did* strive. But the stock of miles was getting near to sold-out, and when Tommy Milton was hailed King of the Speed-feast, five hours twenty-eight minutes, and six point something seconds after he had lammed his clutch-home Murphy was still 18 miles astern. Hartz drove up into second figure five miles after Milton, and so Jimmy Murphy had to be content with third.

"So far as I recollect, fourth honours went to Cooper's Durant Special, the 'flivver' was darn-well fifth, another Durant, piloted by Elliot, was sixth, and eighth and ninth was the nearest the overseas visitors could claim, with Seiler on his Mercedes, and de Cystria (who, they say, is a Prince), as ninth on a Bugatti.

"Well, I reckon Milton's purse is lined to the tune of 35,000 dollars over the day's workings. And, believe me, those fellows earn their dough. . . . Say—that boob been waiting for gas long? What? . . . M'm? Four gallon! Right. Here y'are."

S.S.

MUCH CHEAPER PETROL.

No. 1 Spirit at 1s. 9d. per Gallon. Is it Good Quality?

THE LIGHT CAR AND CYCLECAR, in keeping with its policy of furthering the interests of economical motoring, is investigating the question of cheaper petrol. In various garages in the London area motor fuel is being sold at prices lower than that of 2s. per gallon, as fixed by the big oil concerns. During last week-end an advertising parade of cars was held in the West End, advertising Blue Bird petrol at 1s. 9d. per gallon for the No. 1 grade and 1s. 7d. per gallon for the No. 3, and other garages are selling "no-brand" spirit at 1s. 8d. The Blue Bird fuel is sold at the Blue Bird Service Station, 340, King's Cross Road, Chelsea, S.W.

In order to test its quality our representative (incognito) obtained a tankful in the ordinary way at this station, and on the road could find no difference in the running of his car compared with that obtained on the ordinary No. 1 grades of fuel. There was no greater tendency to pink, starting was equally easy, and the fuel appeared to be of normal quality. Inquiries made afterwards elicited the information from the concern that the fuel was claimed

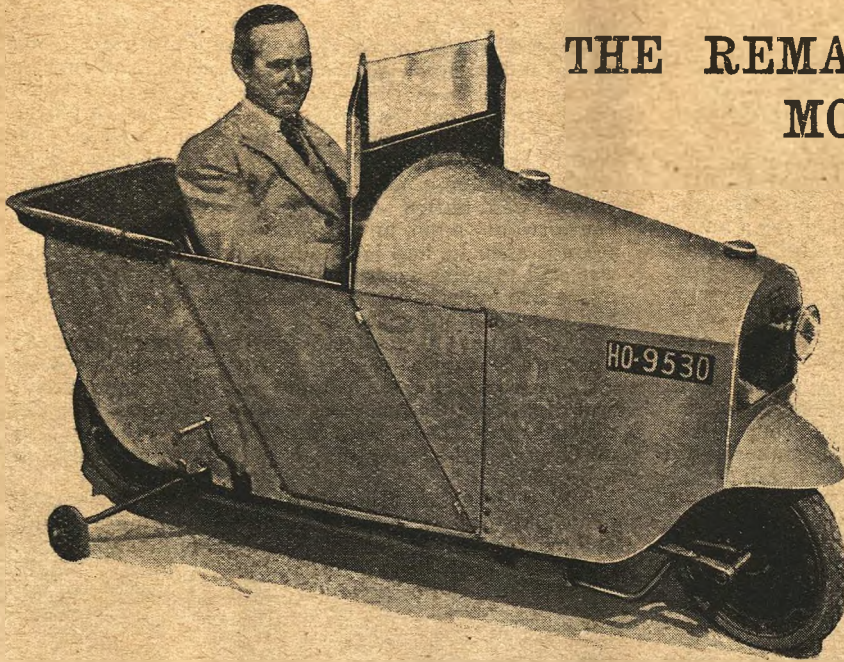
to be of standard good quality and that any amount of it could be supplied. Good forward contracts have been arranged, and it seems likely that Londoners will be able to obtain a ready supply of this low-priced fuel for some time to come. We naturally cannot vouch for the quality of this spirit without extended tests; we merely state that it is difficult to trace any difference in the behaviour of the car when it is running on No. 1 Blue Bird and ordinary No. 1 petrol. The No. 3 spirit at 1s. 7d. per gallon is stated to be suitable for commercial vehicles. The concern does not supply in bulk to retailers, but only sells direct to the public. The recently opened station as King's Road, Chelsea, is very well equipped with a large number of measuring pumps for rapid replenishment.

In further connection with motor fuels we shall be glad to receive reports from readers as to their experiences with the petrol-benzole mixtures that are now being sold. Certain cases have come to our notice of engines pinking appreciably when running on these fuels.



Part of the "cheaper petrol" advertising parade that has been carried out during the week in London. No. 1 spirit at 3d. per gallon lower than normal certainly sounds attractive.

THE REMARKABLE AVRO MONOCAR.



Providing complete protection for the rider, and self-supporting when at rest, the Avro monocar, fitted with a 2½ h.p. engine and a three-speed gearbox, has approximately the same performance as a high-class medium-weight motorcycle.

A MIXTURE of flying and motoring is how Mr. A. V. Roe, designer of the famous Avro aeroplanes and now of a unique little monocar, describes the sensation obtained when piloting his earthcraft. For long past efforts have been made to produce a satisfactory substitute for the solo motorcycle—something that sells at a price competitive therewith and yet is easily controlled, is clean to use, and which provides adequate protection from the weather.

It was with these desiderata in mind that Mr. Roe laid down the principles for the machine that he has now produced in practical form, and which has proved itself entirely satisfactory over a long period of use.

It is estimated that the Avro monocar, in production, would be sold for about £75. Its fuel consumption is better than 100 m.p.g., and on the open road it can average 25 m.p.h. without worry. Being built low, it is not so prone to skid as is the ordinary motorcycle.

Monocars for the Masses.

Among these characteristics there certainly seem to be sufficient advantages to make the Avro monocar a practical commercial proposition.

Simplicity being the price-controlling factor, and price being a very important consideration, the machine contains little that could not be made without the utilization of expensive machinery. The frame consists of two lengths of straight channel pieces running fore and aft, the front and rear wheel being attached thereto by means of quarter-elliptic springs, the back wheel incorporating torque rods, which resist the pull of the driving chain. The wheels, of the same size as those which are employed on the Harper Runabout, are shod with ordinary pneumatic tyres, the metal centres being so arranged that the tubes can be withdrawn easily when a puncture is experienced. The engine, of the ordinary air-cooled motorcycle type, is in the present model a 2½ h.p. sleeve-valve Barr and Stroud unit. This

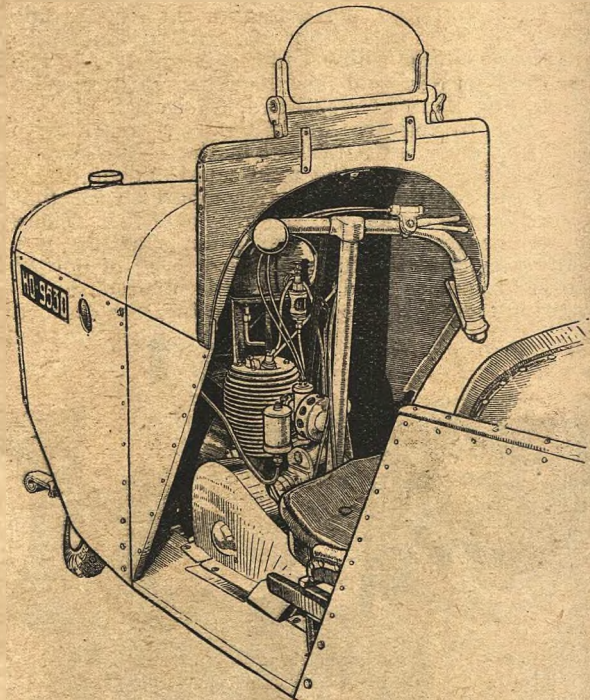
c28

Interesting Two-wheeled Runabout Designed by Famous Aeroplane Constructor.

drives by means of a chain to a three speed gearbox, another chain taking the drive to the back wheel. It is not unlikely that shaft drive will be substituted in the production models, but this will not entail alteration of the general layout.

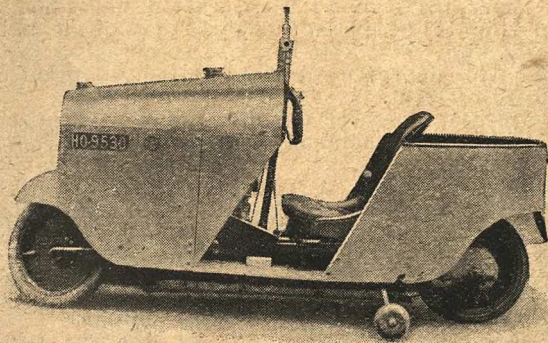
On the off side of the vehicle a kick-starter pedal projects, which enables the engine to be started easily, and the two smaller wheels which are visible in the photographs, are arranged so that they can be lowered or raised by a suitable handle mounted inside the body of the monocar. Thus, when the machine is standing, these wheels support the machine upright, the driver kick-starts, takes

his seat through the sprung hinged doors, lets in the clutch, and as soon as he is moving at about 2 m.p.h., the small wheels are lifted clear and the monocar then performs in the same way as a motorcycle. There is one great exception, however.



Showing how the engine is fitted underneath the scuttle of the car, and demonstrating the way in which the steering gear is mounted.

The driver sits in a well-padded seat in a natural position, instead of being astride a saddle, the handlebars come easily to his hands, and his whole body is properly enclosed, so that no road dirt or dust can find its way on to his clothes. As a test,



The Avro monocar with the side doors removed to show the car-type bucket seat, which is adjustable for reach.

Mr. Roe kept one light grey suit specially for wearing when he was driving his experimental monocar, in order to find out definitely whether it was a clean machine or not. This simple, but practical, trial proved that the monocar was in every way as clean to use as is an ordinary two-seater light car.

Three speeds are provided, the change being of

the ordinary motorcycle type, which does not require double declutching and is quite foolproof. The only controls for the engine are the air and throttle levers on the handlebars, and the clutch is hand-operated. The bucket seat is adjustable fore and aft, and there is space behind it for parcels to be carried, and occasional passengers have actually been accommodated in this position, which obviously is a great deal more comfortable than is the flapper bracket on a motorcycle. The hood is raised in bad weather after the driver has taken his seat, and it forms a reasonably good protection. Electric lighting is part of the outfit.

This Avro monocar, at the time of writing, is not on the market, for detail experiments are still being conducted with it, but there is no doubt that it is a most interesting production. We were prevented from trying the machine on the road ourselves by reason of the fact that the experimental model is built for a man of short stature, which caused our knees to foul the handlebars; but this, of course, is a matter easily remedied. Mr. Roe is to be congratulated on the way in which he has broken away from the conventional run of automobiles, and we are convinced that it is only by being unconventional that the gap between the motorcycle and the light car proper will ever be bridged.

A NEW STONELEIGH MODEL.

Well-equipped Two-four-seater with Side-steering and Ample Accommodation for Luggage.



The seating accommodation in the new Stoneleigh is now on more conventional lines and, as will be observed on the left, the weather protection afforded is particularly complete.

IN response to many requests from customers and agents, Stoneleigh Motors, Ltd., Parkside, Coventry, now introduce a new model fitted with a two-four-seater body and side steering, this model being additional to the three-seater central-steered car with which the public is already familiar.

The appearance of the new model is much more conventional than that of the old one, while the standard finish of mole grey, grey hood and black wings is both smart and workmanlike.

Taking the body first, the familiar single-shell type is retained, with the two front doors opening on to the driver's and passengers' seats. These are large and

comfortable, and, being of the separate semi-bucket type, support the whole of the back up as far as the shoulders. The rear seat hinges forward in one movement, and so provides access to the rear compartment, wherein are found two occasional seats hinged to the sides of the shell and folding downwards and practically flat when not required. When these seats are folded down considerable floor space is available for luggage, the ordinary floor space being supplemented by more room which is available under the roofed-in tail of the shell. This extra accommodation can be used when the rear compartment is occupied by one grown-up or two children, its floorboard on being raised disclosing a shallow receptacle for the storage of the four celluloid side curtains which are supplied as standard equipment with the car.

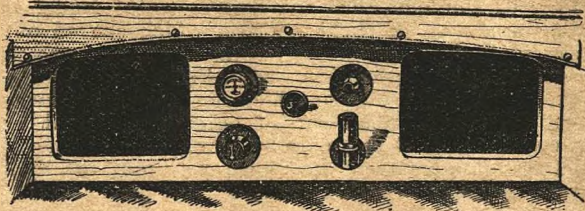
Front and rear compartments are fitted with coconut mats, while the rounded rail, which forms a

STONELEIGH (contd.).

shoulder rest for the occupants of the rear seats, is suitably padded to fit a person sitting either facing sideways or forwards. The hood extends over the whole of the interior, and with the addition of the side curtains, each of which is carried on two vertical rods sliding into sockets in the body sides, the front pair opening with the doors, converts the car to a completely weatherproof vehicle.

Rigid Steering.

The steering is mounted direct on the crankcase and is of the worm and sector type. Both it and the pedal controls are conveniently located for the driver in the off-side seat, while the hand brake and



The dash of the new Stoneleigh, showing the cubby holes provided for parcels, and the neatly arranged instruments.

change-speed lever, which remain central, are also reached quite easily.

The appearance of the car benefits by the adoption of a new one-piece bonnet hinging upwards and backwards to disclose the petrol tank and engine and harmonizing well with the lines of the scuttle, which, in turn, is neatly merged into the shell body.

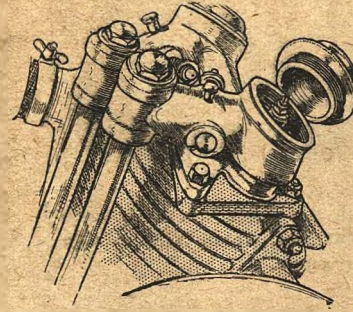
The instruments are grouped centrally between two glove cupboards and are thus equally visible to both occupants of the front seats, who, in addition to being provided with ample leg-room, are allowed 40 ins. in width, which is sufficient for two large people clad in thick coats to sit comfortably side by side.

The engine, a 90-degree air-cooled twin, and the chassis remains practically unaltered, their absolute reliability having been proved in the stiffest trials of the past two years. The steering box is, of course, removed from the angle between the cylinders to the off front side of the crankcase. The oil filler is more accessible and is hand operated, while the oil level tap is also easier to reach.

The most noticeable alteration is the new exhaust-heated induction pipe, with which is incorporated a new and simplified exhaust pipe system. A single exhaust pipe leading from the off cylinder sweeps across the front of the engine and, picking up the gas from the rear cylinder, is then led backwards

and under the engine. The jacketed inlet pipe is coupled up to the first and final portions of the main exhaust pipe, the effects being so encouraging as to produce an improvement in petrol consumption of about 10 per cent.

The overhead rocker spindles are now definitely located in their aluminium housings, and lubricators are provided on the exterior of the cases. Another improvement is the fitting as standard of a special oil lead to the wall of the rear cylinder.



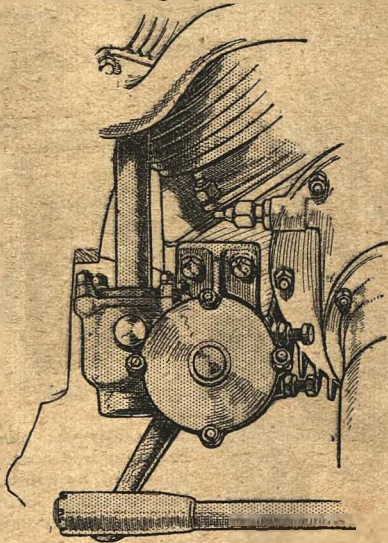
The new enclosed overhead-valve rocker gear with one of the screw caps removed for tappet adjustment.

Finally, the adoption of a large dynamo, which at a road speed of 25 m.p.h., with full lights on, produces as much current as is being consumed by ignition and lights, is a really practical improvement, as is the fitting of the 11-in. diameter brake drums and malleable, instead of aluminium, brake shoes.

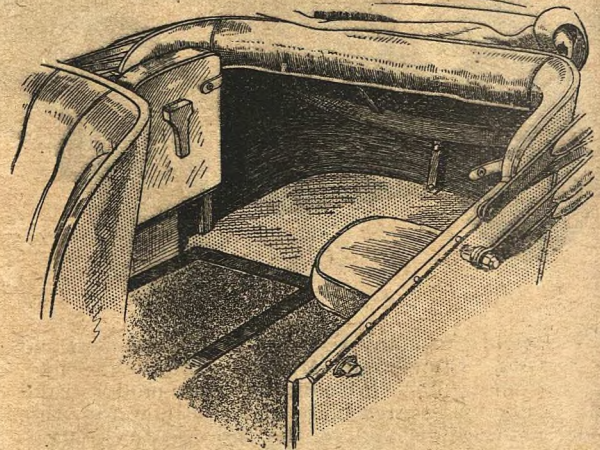
The system of air cooling used on the Stoneleigh consists of a fan which forms part of the flywheel and draws air past the cylinders, the latter being partially cowled in by aluminium sheaths which make a ground fit with the two lower radiator fins. The success of the system is best illustrated by a recent experience of a member of our staff who has been running one of these cars for the past nine months. This car, which has only once been decarbonized, recently climbed the notorious Bwlch-y-Groes non-stop with full load and without any preliminary tuning, a considerable tribute to air-cooling and the advantages of a go-anywhere bottom gear ratio.

All-on £185.

The price of the new model remains the same as the old, viz., £185, and it should be clearly understood that this new model in no sense replaces the old three-seater which has already won for itself golden opinions and has done extraordinarily well in arduous events such as the Scottish Six-Day Light



The steering gear is now mounted direct on to the crankcase of the engine, this view being from the front of the car.

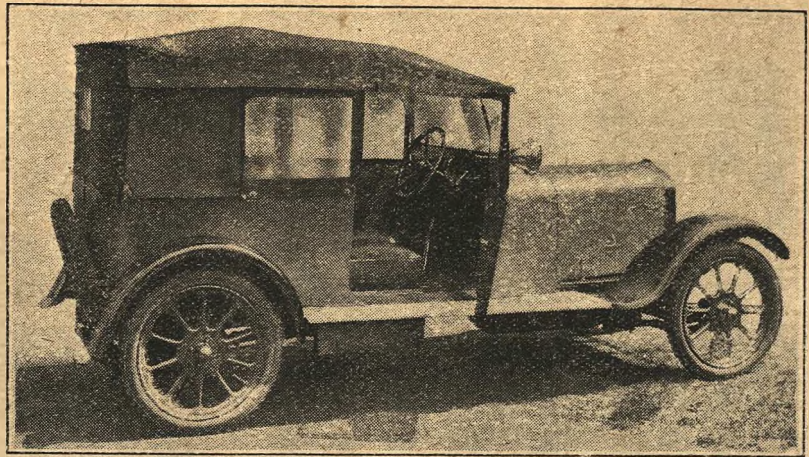


The rear seats of the new Stoneleigh are hinged, so that the ability to carry an ample quantity of luggage conveniently is very marked.

Car Trial. Thus, the Stoneleigh retains its position as a utility light car, while the new model will appeal to those who prefer a more conventional arrangement for the seating accommodation.

TWO NEW CROUCH MODELS.

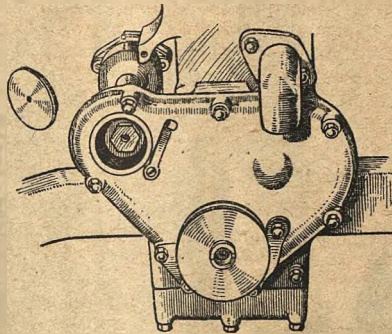
The Climatic Four-cylinder Two-seater and the Economic Four-cylinder Four-seater.



The new Economic model Crouch equipped with a single-shell type of four-seater body. Access to the rear is obtained by tipping either of the front seats.

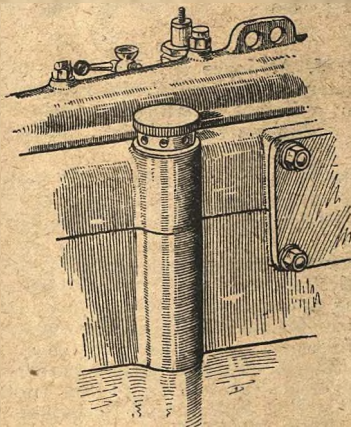
CROUCH MOTORS, LTD., now introduce two new models, utilizing their present design of chassis equipped with a new four-cylinder engine and two different types of body. The engine, which has been specially made for the job, has a bore and stroke of 63 mm. and 96 mm (1,196 c.c.). Roughly rectangular in form, its exterior is of particularly clean design, the crankcase being a one-piece casting with a large inspection plate on the near side, and plates at the front and underneath, which form the timing cover and oil sump.

The monobloc cylinder casting is threaded on to



A front view of the 10 h.p. engine, showing the timing cover and oil sump. The pulley drives the dynamo belt, the dynamo being located above the magneto.

four studs anchored in the crankcase and carries the valves on the near side, where the external exhaust manifold and Cox Atmos carburetter are also located. Incidentally, it is worth noting that compression taps and valve caps are fitted. The off side of the cylinder casting incorporates the oil filler chimney, the oil system employed utilizing a pump driven from the camshaft and thus supplying oil to troughs, which are adjustable for level, and also to the timing case, wherein are accommodated roller chains operating camshaft, and B.T.H. magneto, the latter being



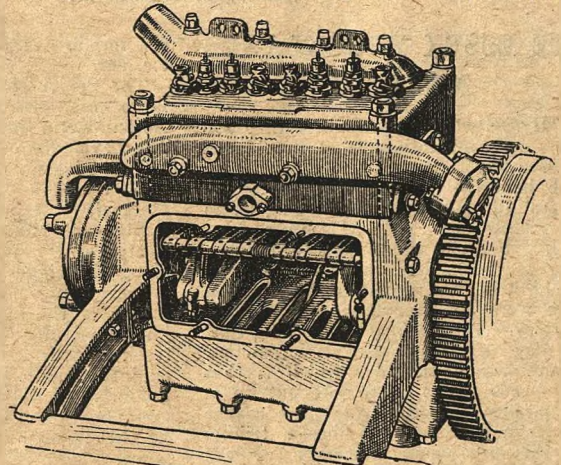
The oil filler and chimney breather in the 10 h.p. power unit.

located on the off front side of the unit. The C.A.V. belt-driven dynamo is found above the magneto, while the C.A.V. starter is neatly housed on the off

rear engine arm, which, like the other three arms, rests direct on the side members of the frame. The crankshaft runs on two bearings and carries a Ferodo-lined cone clutch and toothed flywheel at its rear end.

The Bodywork.

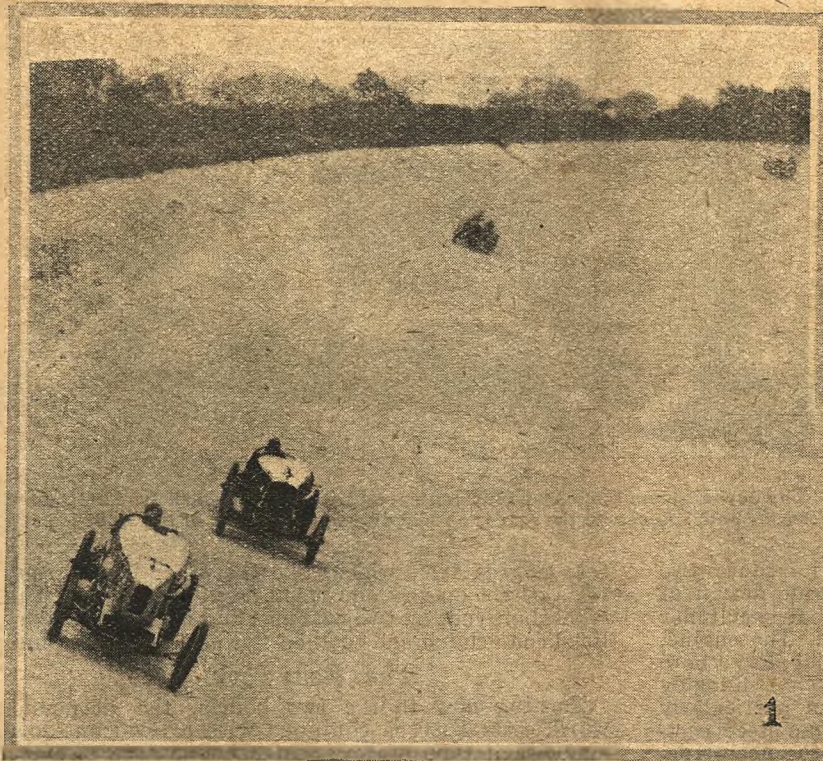
Turning now to the two bodies, the Economic, which costs £250, is equipped with a two-front-door single-shell type of four-seater body, access to the rear seats being obtained by tipping either of the front seats. Independent side panels operate with both front doors, while the rear curtains, which are attached to the side of the body and hood, complete



The four-cylinder side-valve engine with the near-side crankcase plate removed to show the crankshaft and valve operating gear.

the weatherproofing arrangements of the vehicle, and when not required are stored behind the rear squab, which hinges forward and so discloses a capacious locker. The equipment includes three C.A.V. lamps, spare 26-in. by 3-in. wheel and tyre, and single-panel windscreen.

The other model, called the Climatic, costs £275, and is fitted with a two-seater body and capacious double-dickey seat. Here, again, the side screens open with both front doors and, in conjunction with the erected hood, convert the car into a coupé. The body is of particularly graceful appearance, its equipment, including a double-panel windscreen, a cupboard in the dash, three lamp set, black all-weather hood and nickel fittings. The makers' address is Crouch Motors, Ltd., Tower Works, Coventry.



(1) Eyston, on the 200-Mile Aston-Martin racer, leading Douglas on a car of the same make, and H. W. Cook (T.T Vauxhall) on the home banking at Brooklands.

WEEK-END SPEED EVENTS.



(2) J. A. Joyce on his two-seater A.-C., and E. R. Hall on a Talbot, starting at the Skegness Speed Trials.

THE ESSEX BROOKLANDS MEETING.

THERE was an atmosphere that was different noticeable at Brooklands on Saturday last when the Essex Motor Club held their mixed meeting for all classes of automobiles, ranging from solo motorcycles to the 117 m.p.h. Leyland. For one thing the catering has improved considerably, and, strange though it be, the waiters in the luncheon room were almost overbearing in their courtesy. Therefore, if for nothing else, the day deserves comment. Another feature was noticeable, which is that the speeds of the races were put up in the paddock practically so soon as the winner had crossed the line—a tribute to the organizing efficiency of the Essex Motor Club.

Out of a series of eleven races eight were for cars, and light cars formed the majority of the runners. The first event was the Essex Junior Short Handicap, in which two Morgans were scratch, Mr. C. J. Joyce's four-cylinder Austin the limit car, along with the F.S., Captain Brittain's B.S.A. and S. Vernon's Amilcar, all of which were given 1 min. 10 secs. start in the 5½ miles. Of the limit men, Vernon, on the Amilcar, rapidly took the lead, and the race resolved itself into a duel between him and the two Morgans, which, very skilfully driven by W. D. Hawkes and G. N. Norris, daintily threaded their way through the field with remarkable speed, passing the two-cylinder Crouch driven by Thornton, Peaty's Bleriot-Whippet and a couple of Wolseleys and a Marseal. The race was excellently handicapped, the Amilcar only just getting over the line before Norris and Hawkes hurtled past it. The winner's speed was

63½ m.p.h.—very good going for a 970 c.c. car.

The Senior Handicap was mainly for large cars, but Major F. B. Halford's Aston-Martin made excellent showing. The Leyland won at 100¼ m.p.h.

The Lightning Short Handicap saw two Wolseley light cars, Marendaz's Marseal, Douglas's Aston-Martin "Nigger," Moss's Crouch, and C. F. Temple's Horstman, face the starter alongside bigger racers, the last two drivers being noteworthy: Temple, by reason of the fact that he is the well-known motorcyclist used to lapping the track at over 100 m.p.h. on an Anzani-engined mount, while A. E. Moss was quaintly attired in a blue and yellow creation which made him look as though he belonged to the cast of a pantomime.

Small Cars' Stern Struggle.

The race saw a neat piece of bunching in the first lap—Miller's Wolseley, Marendaz's Marseal, and Temple's Horstman chasing the old Lanchester, driven by T. Hann with considerable vigour. The scratch men seemed somewhat over-handicapped, and on the home banking Miller caught up the Lanchester, passed it, and gained first place at 75 m.p.h. Temple was third and the Marseal fourth.

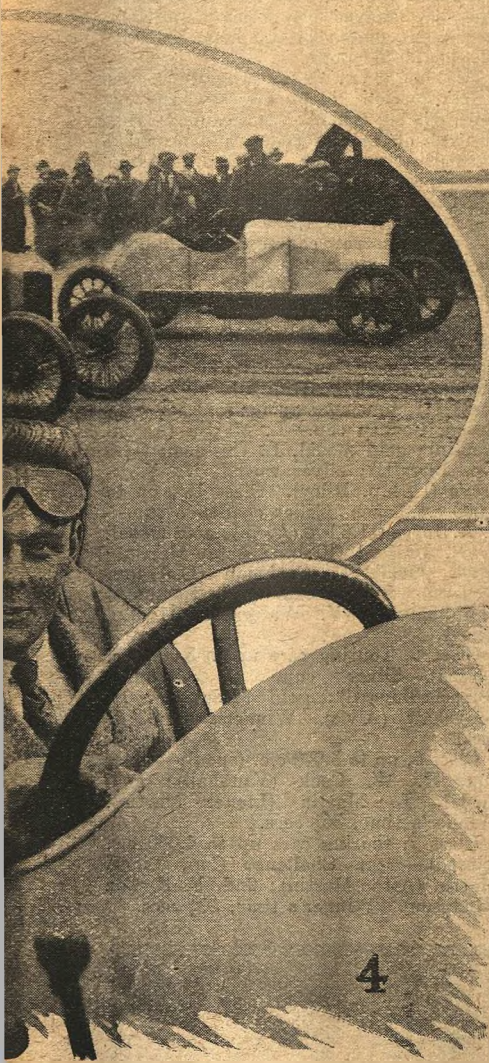
The Junior Long Handicap (3½ miles) saw Peter Thornton's two-cylinder Crouch do great things right from the get-away, when he took the lead and maintained it right to the end. The race was mainly notable for the excellent performance made by G. N. Norris on his Morgan; he ran through the field at great speed and almost challenged Thornton, actually scoring second place. Thornton's speed was 68¾—good work

for a fairly old two-cylinder model, and privately owned at that.

The Senior Long Handicap of 3½ miles was truly a light car versus big car event, with Joyce's single-seater A.-C. and Eyston's two-seater Aston-Martin starting abreast, which is a tribute to the Aston-Martin. Miller and Newman, on Wolseleys, were the limit men, Parry-Thomas, on the Leyland, scratch, and Miller kept his lead for the first two laps what time Halford and Eyston, on Aston-Martins, H. W. Cook, on his T.T. Vauxhall, fought a great battle for the lead, all driving very skilfully. Ultimately Cook passed Miller and won, Eyston's Aston-Martin being the fastest of the light cars and gaining third place.

The supremacy of the cyclecar was

Light Cars Do Well at Brooklands.
Two-day Race Meeting on the Sands at Skegness.



(4) C. F. Temple, who rides a 100 m.p.h. motorcycle, has now become a devotee of light car racing, and drives a Horstman.



(4) Capt. A. C. Miller on Wolseley (Moth I) winning the Essex Senior Short Handicap, by a few lengths only, from the Lanchester and Temple's Horstman.

In the last race—the Lightning Long Handicap—Eyston's was the only light car entered. It was a most exciting race, the Aston-Martin establishing a very good lead from its 40-secs. start.

It was only in the last lap that Cook passed it, but as these two cars roared past the Fork and down the finishing straight Parry-Thomas's Leyland (which was lapping at the remarkable speed of 117 m.p.h.) hurtled past both the cars, and the Aston-Martin had to be content with third place.

The meeting concluded with Mr. Rampon driving his Fiat through the fence bordering the side of the hill that leads from the track on his way home, but everyone conceded that it was one of the best race meetings they had attended and one that again shows that the Essex Club is *nulli secundus* when it comes to the matter of efficient organization.

SPEED TRIALS AT SKEGNESS.

AS a result of the successful speed trials held on the south foreshore at Skegness on Thursday, May 31st, and Friday, June 1st, this popular east coast resort once more springs into prominence as a motor-racing centre.

It is nearly 20 years since the last trials were held, but on that occasion the sea put a premature finish to the proceeding, for on the second day it receded, leaving a wet, soggy stretch decidedly unfit for racing. This year conditions were more favourable, a firm kilometre of high and fairly dry sand being presented at low tide on each of the two days.

The organization was not beyond criticism. On the first day the barrier which was used to hold back the crowd also

served as the electric bell wire between the start and the finish, and there was no telephone. The wire soon became broken in several places, signals being interrupted and official times, therefore, impossible.

To consider this and other aspects, a special committee meeting was held in the evening at the Town Hall, and, profiting by initial mistakes, the organization for the second day was very much better.

The officials, under the able supervision of Mr. G. Dutton, the secretary of the Skegness Advancement Association, worked hard and tirelessly, whilst the police and many R.A.C. scouts also gave valuable assistance.

Colonial Work for Spectators.

The site chosen for the events was necessarily some distance from the town, but despite this a crowd of between 4,000 and 5,000 people assembled on each day, and there were many spectators' cars lining the course, in spite of the fact that about two miles of real colonial work, including a watersplash about 10 ft. wide and several inches deep, had to be negotiated in order to reach it.

The weather was very cold, and a 25-30 m.p.h. head-wind effectively banished the idea of high speeds. Nevertheless, there were some keen struggles, and several of the innumerable heats were well fought out.

There were in all 11 items on the programme, the first four, confined to small cars, being run off on the Thursday, and the remaining seven, in which several big cars took part, on the Friday.

The heats were far too numerous to deal with in detail, and it will be sufficient if those of outstanding interest are

WEEK-END SPEED EVENTS (contd.).

dealt with. In Class I, C. H. Pettitt's two-year-old Morgan with new Anzani engine scored an easy victory over Alan Hill's Rhode, and in a second run was successful against R. M. Wright's 8 h.p. Talbot.



A POPULAR EVENT. — A section of the crowd which lined the course at Skegness. (Inset) Mr. R. J. G. Dutton, secretary of the Skegness Advancement Association.

The real business commenced, however, in Class 3 (Heat 4), when V. A. Bruce's A.C. was matched against Lionel Martin's Aston Martin. This proved to be an excellent tussle from start to finish, Martin eventually proving to be the winner. There was an interesting struggle in Class 4 between Brayshaw's Alvis and Walsgrove's sports Riley, which was followed by an uneven tussle between Raymond Mays's Bugatti and R. A. E. Sutton's Sports Hillman.

Mays was easily the victor, but this was his only outstanding performance, for in the next run his engine began to miss and he eventually retired.

In contrast, Leon Cushman's Brescia-Bugatti seemed to get better and better as the meeting proceeded, the high-pitched note of its exhaust being heard from end to end of the course as he sped along, an easy victor in several heats.

A.-C. Wins Miller Cup.

The pair of cars forming each heat on several occasions provided unequal matchings, and it should therefore be added that E. R. Hall's 8 h.p. Talbot, E. Lester's 11 h.p. Marseal, F. B. Halford's Aston Martin, and F. E. Cox's Hodgson put up really commendable performances. J. A. Joyce's famous 100 m.p.h. A.-C. probably put up fastest time on Thursday and succeeded in capturing the Miller Cup.

The second day's racing produced bigger thrills in so far as speed was concerned, a fast addition to the ranks being H. W. Cook's T.T. Vauxhall "Rouge et Noire." The proceedings were opened by a close duel between L. Cushman's blue touring Bugatti and Lionel Martin's well-known touring Aston Martin. Both made an excellent

get-away, Cushman inch by inch increasing his lead, and eventually proving the victor.

In Heat 3 of the same class, Cox's Hodgson was victorious over a 29.4 h.p. Hudson, and this was followed by a very fine race between Cushman's blue touring Bugatti and Brayshaw's Alvis, Cushman beating his rival in a close finish.

In the next event Brayshaw's Alvis was matched against Cook's Vauxhall, and although the winner was never in doubt, the Alvis clung with extraordinary tenacity to the tail of the Vauxhall, and only lost by a matter of

scored an easy victory in this particular final. In the next run Halford was smiling again, however, and although Cook's Vauxhall, against which he was matched, made fastest time of the day in 36 secs., Halford's speedy little car—the now famous "Bunny" of 200-Mile race fame—was always in the picture.

Event No. 10, the promised race between the fastest car and Mr. Rollason's aeroplane, did not take place, although the pilot delayed his decision until the very last moment in the hope that the weather would improve.

The final event on the programme was a consolation handicap sweepstakes, entries being taken on the course. This was run off in four heats, and provided a surprise win for Halford's Aston Martin, although it seems probable that, had Cook decided to risk threading his way through the three cars ahead of him on the narrow course, he would have secured the victory.

Results.

Class I, touring cars up to 1,100 c.c., Silver cup.—C. H. Pettitt (Morgan). Class II, four-wheelers up to 1,100 c.c., Silver cup.—E. R. Hall (8 h.p. Talbot). Class III, touring cars up to 1,500 c.c., closed, County cup.—L. Martin (Aston-Martin); gold medal, L. Cushman (11.5 h.p. Bugatti); silver medal, V. Walsgrove (11 h.p. Riley). Class IV, up to 1,500 c.c., open, Miller challenge cup.—J. A. Joyce (11.6 h.p. A.-C.); gold medal, F. B. Halford (10 h.p. Aston-Martin); silver medal, L. Cushman (11.9 h.p. Bugatti). Silver medal (for first amongst semi-finalists).—V. Walsgrove (11 h.p. Riley).

Class 5, Touring cars up to 3,000 c.c. (closed).—Silver cup, L. Cushman (Brescia-Bugatti); gold medal, H. H. Brayshaw (Alvis). Winner's time, 48 secs.

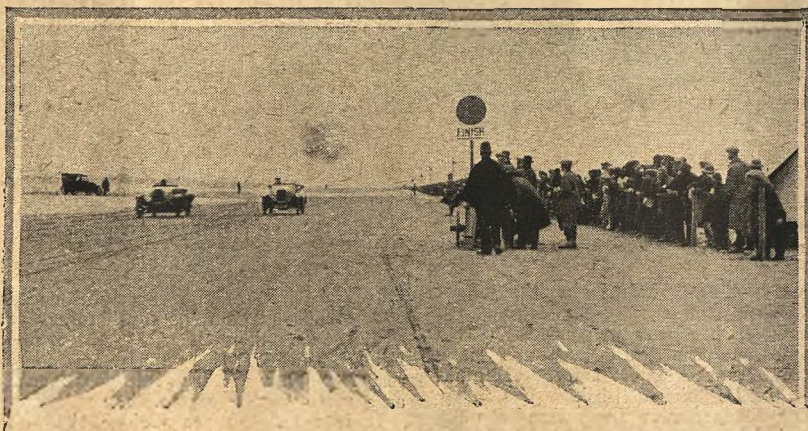
Class 6, up to 3,000 c.c. (open).—Silver cup, H. W. Cook (Vauxhall); gold medal, L. Martin (Lionel Martin). Winner's time, 36½ secs.

Class 7, touring cars up to 4,000 c.c. (closed).—Bean Challenge Cup, Lionel Martin (Aston-Martin); 2nd, F. E. Cox (Hodgson). Winner's time, 50½ secs.

yards. This was followed by another excellent tussle between Cook and Lionel Martin, Cook again being successful, however, after a very close race.

The final in Class 7 provided another good finish, the Hodgson being paired off with the Aston Martin. The former made a very fine get-away, but Martin overhauled him and won by a couple of lengths.

Symptoms of trouble, however, de-



A CLOSE FINISH. — The Aston-Martin wins by three lengths from the Hodgson after an exciting struggle in the final of Class VII.

veloped later on in the Bugatti, and although it ran a fine race in the final of Class 8, it was discovered that the back cylinder sparking plug had slacked off.

In this final, trouble also overtook Halford's Aston Martin, and he wasted valuable seconds, as he was unable to engage top gear. Cook, therefore,

Class 8, up to 4,000 c.c. (open).—Silver cup, H. W. Cook (Vauxhall); gold medal, L. Cushman (Bugatti). Winner's time, 36½ secs.

Class 9, unlimited (open).—Silver cup, H. W. Cook (Vauxhall); 2nd, F. B. Halford (Aston-Martin). Winner's time, 36 secs. (fastest time of the day).

CLUB NEWS AND FIXTURES.

Forthcoming and Week-end Events Described.

Private Owners' Successes.

The three recent successes of Crouch light cars in races at Brooklands were obtained by private owners competing against what are usually understood to be "trade" drivers.

Individual Championship Trial.

Saturday, July 14th has been fixed for the South Midland Centre A.-C.U. individual championship trial, with which is incorporated the team trial for the Surbiton Cup. Three-wheeled cyclecars are eligible to compete. The start and finish will be at High Wycombe.

South Wales Fixtures.

One June 29th, the South Wales Automobile Club will run off its open and closed speed trials on Rest Bay Sands, Porthcawl, near Cardiff, whilst on the following day the open and closed hill-climb organized by the same club will take place at Caerphilly.

Speed Trials at Bexhill.

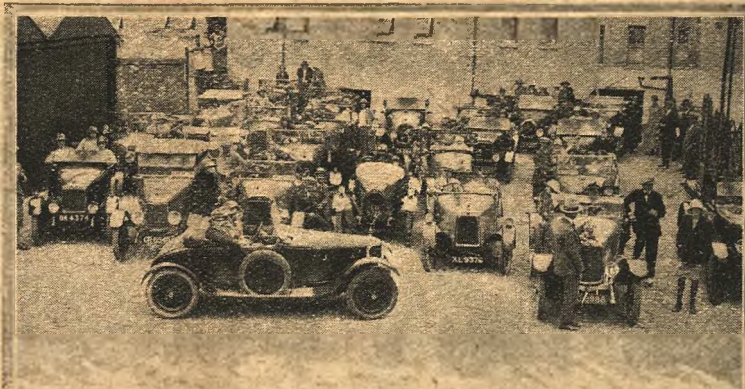
The Kent Automobile Club's speed trials will take place on the West Parade, Bexhill, on Saturday, June 16th. There are in all 13 classes, one of the most interesting being No. 13, which is limited to veteran cars which are subject to a rebate on licence.

Rover Successes.

In the Cumberland County Motor Cycling Club's trial held on Saturday, May 26th, the Alan Trophy was won by I. H. Dickson, driving an 8 h.p. Rover. The same competitor also won the special award for meritorious performance on Old Garth. The Carr Cup was won by F. Stych, on another Rover. Both Dickson and Stych received special awards for meritorious performances.

Carnival at Brighton.

Brighton is holding a decorated car carnival from June 13th to 16th, the prizes offered being £50, £15, and £5 for the first, second and third respectively, in the private car class, and £20, £10, and £5 for first, second and third in the light car class. Communications should be addressed to the hon. sec., Carnival Offices, Royal Pavilion, Brighton. The telephone number is Post 521.



J.C.C. AT BOURNEMOUTH.

The scene at the Haven Hotel, the occasion being the second social run of the South-western centre of the Junior Car Club.

A Hill-climb in Spain.

The Penya Rhin Motor Club of Barcelona are organizing a hill-climb for all types of motor vehicles from motorcycles to racing cars of unlimited capacity on Rabassada Hill for June 17th. The record for this hill at present is held by Patricio de Satrustegui, who, driving a Bugatti, made the climb in 4 mins. 39 secs. Continental clubs do not appear to have any better method of running a hill-climb than we do, for in this event there are over 50 separate classes.

Bayliss-Thomas Rally.

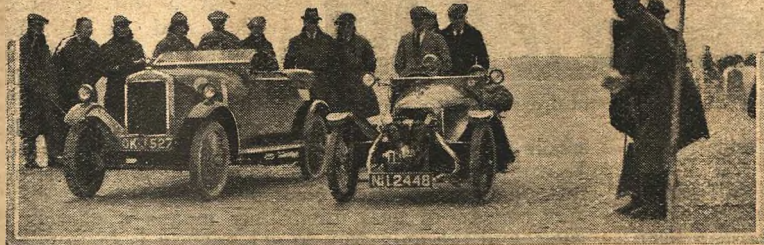
Forty-seven Bayliss-Thomas light cars turned up at the "Red Lion," Little Budworth, in response to an invitation sent out to owners of this particular make of machine. During the afternoon the judges inspected the cars and the owners' records, with a view to allotting the prizes, of which the following are interesting:—Best petrol consumption, Mr. G. F. Harrison, Greasley (50 m.p.g.); greatest mileage on one car, Mr. L. Gorsky, Liverpool (25,000 miles since April, 1922); most noteworthy performance, Dr. Eward, Stoke-on-Trent. Dr. Eward purchased his car in July, 1922, since when he has covered 10,000 miles, with an average petrol and oil consumption of 40 m.p.g. and 1,300 m.p.g. respectively. The highest speed attained was 57 m.p.h., whilst the most noteworthy single journey was one of 228 miles at 31 m.p.h. on five gallons of petrol.

FORTHCOMING EVENTS.

FROM JUNE 8th to JUNE 17th.

- June 8th.—J.C.C. (Northern Centre) Manchester-London Trial.
- June 9th.—Bradford and Huddersfield M.C. Holme Moss Hill-climb. J.C.C. London to Manchester. Reigate M.C.O. and Wallington M.C. Reliability Trial. Coventry Hospitals Motor Gymkhana.
- June 10th.—Norfolk M.C. and L.C.C. Tea Rally at Roman Camp.
- June 11th, 13th, and 15th.—A.-C.U. T.T. Races.
- June 14th.—Oxford M.C. Gymkhana.
- June 16th.—Yorkshire A.C. Saltburn Speed Trials. Disabled Drivers' Club Reliability Trial. Kent A.C. Speed Trials at Bexhill. York M.C. Blackpool Open Speed Trials. Wallington M.C. Speed Event. Dumfries and District M.C. and C.C. Find Your Way Trial.
- June 17th.—Spanish, 1,500 c.c. Grand Prix at Penya Rhin. Surbiton M.C. Hill-climb at Alms Hill.

RACING AGAINST 25 M.P.H. HEADWIND.

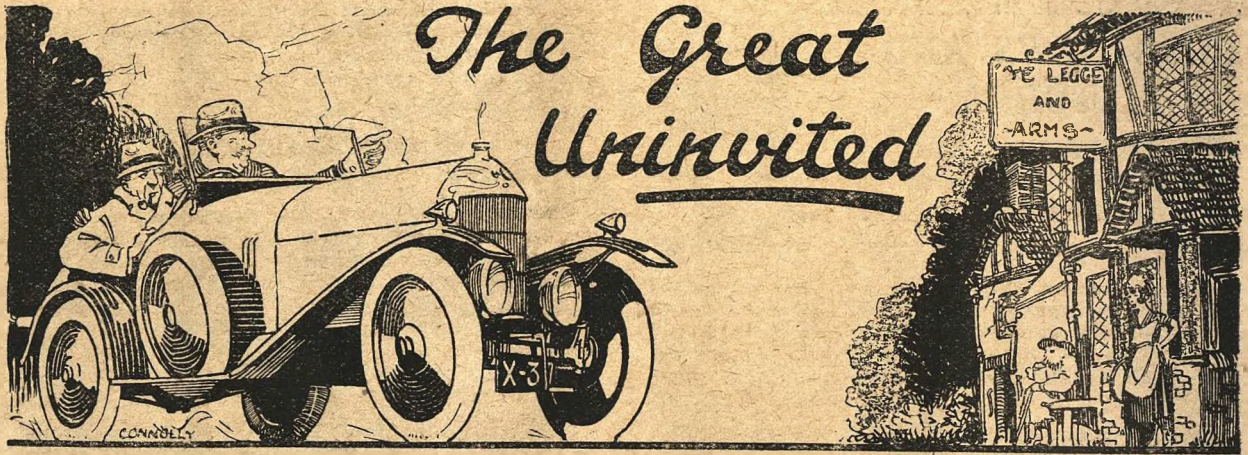


The start of Class I in the Skegness Speed Trials. C. H. Pettitt (Anzani-Morgan) beat Alan Hill (9.5 Rhode). He also won subsequent heats and secured the cup.

Speed Trials at Chesterton.

A good afternoon's sport was provided at Chesterton, near Oxford, on Saturday last, the occasion being the speed trials between the Oxford University Motor Club and the Oxford Motor Club. There were three classes open to light cars, in each of which the honours went to the Oxford M.C. The fastest time of the day was made by A. E. Keen, on a Morris-Cowley, Keen covering the standing mile in 52 1-5 secs., the best time by a light car being that put up by G. L. Hawkins (G.N.), 57 4-5 secs. Times were also taken over a flying kilometer, the full results in the car classes being as follow:—Class 9, open to cars up to 1,100 c.c. capacity: J. L. Hawkins (G.N.), Oxford M.C., mile, 60 2-5 secs.; kilo., 30 4-5 secs.; C. A. S. Parker (Crouch), University, 65 2-5 secs. and 32 4-5 secs.; T. G. Lindsay (Amilcar), University, 70 4-5 secs. and 37 2-5 secs. Class 10, for cars up to 1,600 c.c. capacity: A. E. Keen (Morris-Cowley), Oxford M.C., 52 3-5 secs., and 26 4-5 secs.; J. L. Hawkins (G.N.), 58 secs. and 30 1-5 secs.; C. A. S. Parker (Crouch), 66 1-5 secs. Flying kilo.: C. Summers (Hillman), University, 32 secs. Class 11, for cars of unlimited capacity: A. E. Keen (Morris-Cowley), 52 1-5 secs. and 26 2-5 secs.; J. Scadamore (Ballot), 56 3-5 secs. and 27 3-5 secs.; G. L. Hawkins (G.N.), 57 4-5 secs. and 29 2-5 secs.

The results as above show that the Oxford M.C. gained 15 points whilst the Oxford University M.C. gained 7. The event was well organized.



Some Pertinent Points About Passengers.

By "CLUCATOS."

EVERY owner of a car has at some time or other to take a passenger. Even when a man has been careful to buy something tight-fitting and short-waisted like an A.V. or old-type Carden, he is not altogether passenger-proof, as most of these little vehicles testify on any bright afternoon. The passenger has to be accepted as part and parcel of motoring, and therefore a few hints on the selection of a suitable specimen may be of service. On the other hand, they may not.

The Classification.

Passengers fall into two classes: the invited and the uninvited. Mine also fall into the road occasionally, because one of my running boards is not running at the moment, and in the dark it appears comparatively easy to step on it. However, this is really beside the point.

Invited passengers can usually be distinguished from the other sort, because they do not turn up—at least, mine never do. The average passenger never accords to a run the same dignity that he does a visit to the dentist's or an operation for appendicitis. If his dentist sent him a note to say that he would go round his mouth with a pair of side-cutting pliers and a footprint at 6.30, he would be there to the tick. If his doctor told him that it would be convenient to slice him about at 8.30, he would put himself out no end in order to get both amusements in on the same day. But if he is invited for a run in a car at any specific time, he at once registers a hefty negative. This would not matter, perhaps, but he invariably follows up with the time and date he would like to go, at once transferring himself to the Great Uninvited.

The two classes we have just dealt with fall naturally into two other classes: male and female, or, if you like, thirsty and talkative. It has always been a puzzle to me how it is that this division is possible. You would think that the talkative ones would automatically soon become the thirsty. But it is not so. The phenomenon must be put down as one of the

things unaccounted for by science or the daily Press.

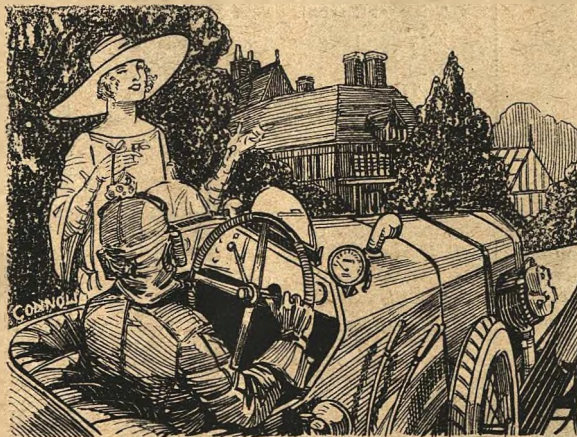
The most conspicuous member of the thirsty clan is very thirsty. It gives him a pain to pass any sort of "Arms"; he might be a professor of the College of Heraldry—his interest is so keen. Lions of any colour bring out his love of natural history. Even incongruous combinations like pigs and whistles and crowns and anchors—surely two things a man could seldom want at once—call for an excuse to stop the car. But you have all carried this gentleman; I will say no more.

"Sufficient Unto, etc."

Then we have the adequate passenger. When he makes friends with men who own Daimlers or motor coaches he is quite a good fellow. But the trouble is he never does. For some reason or another he always cultivates people who run sporting G.N.s or Morgans, and the consequence is that either you have to allow half of him to overflow the gunwale or sit behind him and put your arms around his neck in order to steer. However, he has the merit that when once he is stowed he stays where he is put—he has to.

You have all suffered at the hands of the musical passenger. There is a type of man who, if asked to sing in the evening to the strains of the best Broadwood or Bechstein, would blush furiously and say: "Sorry, I don't sing." This is substantially true. But put this man in a car, even in traffic, and he at once accepts the engine as an accompaniment. Starting with something from "La Tosca," he gurgles his whole repertoire, via Grieg and Dorothy Forster. It would not be so bad if you could tell where one left off and the other commenced.

A change of gear invariably means a change of song, and the only way to get variety is to take him to Cornwall or the Lake District. Music is undoubtedly contagious, and it is fairly certain that in his presence you also will want to sing. As you seldom know his particular numbers the effect on



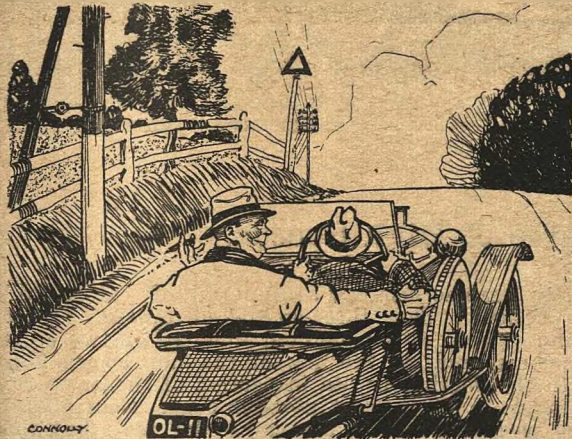
... they usually come out dressed all in white."

THE GREAT UNINVITED (contd.).

the passengers in the rear seat is more easily imagined than described. I well remember coming home from a dance in the dicky of a small car, the confines of which kept me equidistant from the two vocalists in front.

The Strong, Silent Type.

But perhaps the worst of the male species is the strong, silent type. His strong, silent eyes watch your hand as it goes to the gear lever. When you get into reverse by mistake and back against the garage wall you know what his strong, silent thoughts are. Your own are strong, but not silent. When you



“... somehow he always cultivates people who run Morgans.”

let in the clutch with the side brake on, his strength and silence seem to double, and when you have climbed over him, feeling like a particularly puny Gulliver in Brobdingnagville, you probably find that the engine is strong and silent, until you dive under the bonnet and turn on the petrol. You hope that he will step on the missing running board as he gets out, and be tempted to break his Trappist vows, but he never does. But you probably do yourself, and sprawl at his feet. But enough of this passenger.

I believe Kipling wrote that the “Female of the species is more deadly than the male.” Although the gifted poet was probably thinking of cooks or the medical profession, this wisdom might also apply to passengers. The little girl with the “little curl right in the centre of the forehead” undoubtedly grew up to become a light car passenger.

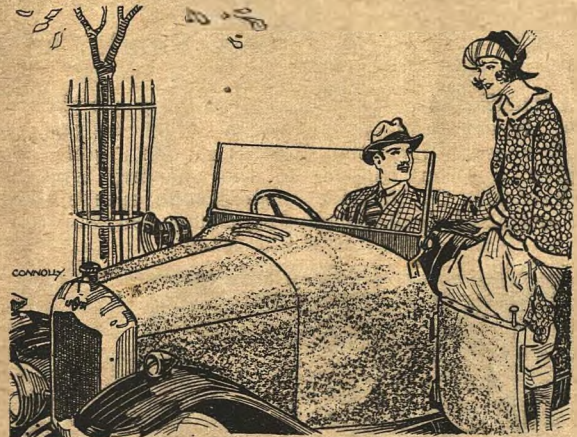
One of the most tiresome types of shemale is the Fussy. They usually come out for a run dressed in white, just as if they were going to play tennis or get married. If possible, they put on a big hat, which has to be recovered once or twice per mile, until a friendly chauffeur sympathizes with you and passes his back wheel over the crown. The whole of

the run is given up to seeing that no oil gets on to their dresses—for, after all, oil costs money—and, as likely as not, if asked to crawl under the car to tighten up the universals they will refuse.

They Mean Well.

Then we have the Inquisitive, whom we have to respect, because they mean well. They ask pertinent questions and make odious comparisons. As you change gear, perhaps, they say: “Who smashed that window?” or “How many miles do you run to a gearbox?” Sometimes they inform you that they much prefer your car to their brother’s, because they like to see the cyclists go past. They have just the little knowledge which is so dangerous, and when they say that the pleasant music of your engine on a hill reminds them of the village smithy at his finest, they mean well, as I said before.

The lady who “believes she could drive” is a positive menace. If she is your sister it is a fairly simple matter to tell her that she would believe anything, but when she is somebody else’s sister, as she probably is, things are rather more difficult. I once



“... for the female of the species is more deadly than the male.”

knew a man who used to spill a can of oil on the driving seat so soon as the subject was raised by a passenger. It ruined his suit, of course—the one he was wearing, not necessarily the other—but, as he said, a new suit was cheaper than a new car.

But there are angel passengers also. I remember one once who sympathized when I muffed a simple gear change, and said it was because the gate was a little awkward. She started the engine for me after I had let in the clutch, and filled the radiator at a cottage when the water began to boil. She lighted cigarettes for me, adjusted the screen to my convenience, and generally proved herself to be an ideal passenger.

In the end I bought the car she was demonstrating.

SPEEDING UP LONDON TRAFFIC.

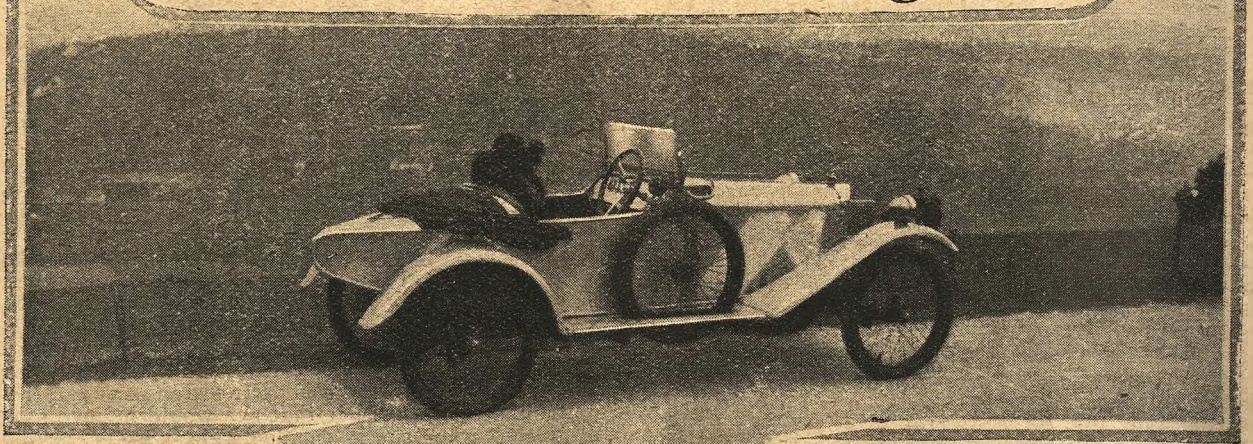
Two interesting questions relating to London traffic were asked in the House of Commons recently. Captain Brass suggested that, in view of the large numbers of people who attempt at certain hours to board motor omnibuses at the same time, the Home Secretary should adopt the French system, whereby intending passengers tore off small numbered tickets which were attached to the omnibus company’s pavement stand-

ards, and were then allowed to board the buses in rotation. Mr. Locker-Lampson, who replied, said the conditions under which motor omnibuses operated in London and Paris were dissimilar, and such a system would not be practicable in London.

The need for a complete scheme of national roads was urged in the House of Lords recently by Viscount Astor. Calling attention to the importance of

better housing, he said he believed we should have in the near future to face the fact that we must have a scheme of national roads, under a national authority, paid for by a national authority. We were moving in that direction, and the Ministry of Transport was already engaged in classifying many of the roads and giving financial assistance to local authorities.

200 Miles on an Eric Longden.



A Lively Small Car Capable of High Speeds.

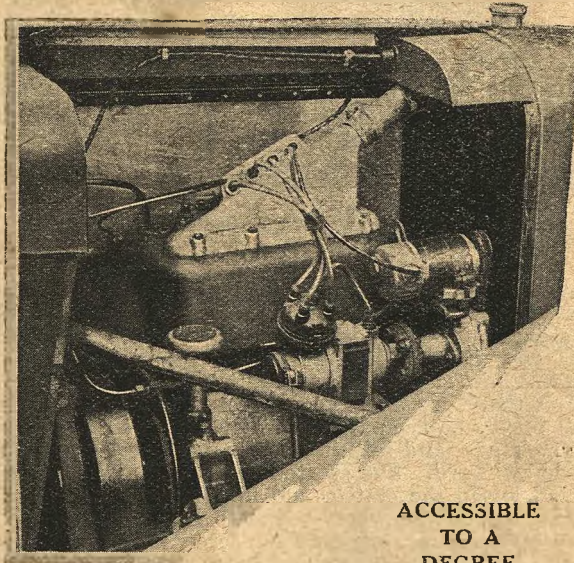
SMART and trim in appearance, simple in layout and providing a high degree of accessibility, the Eric Longden light car makes a strong appeal to the sporting type of enthusiast. To obtain consistent high speeds from an engine of small capacity a primary consideration

ponents are so disposed as to permit of "all-round" inspection. The three-speed-and-reverse Oppermann gearbox is four-pointed mounted on two cross-members, and, as the top of the box comes flush with the floorboards, an inspection of the gears can be made in the shortest possible time. Central control was adopted on the car under test, but this feature and the direct steering are optional, as the Eric Longden can be supplied with right-hand control and geared-down steering if desired.

An open propeller shaft conveys the drive to a differentialless back axle with open-drive shaft, the quarter-elliptic springs and torque rods being suitably mounted on the bearing housings.

Easy Starting.

Owing to the fact that the ignition was timed on the advance side, it was necessary to swing the engine briskly, but no difficulty was experienced in starting during the time the machine was in our possession.

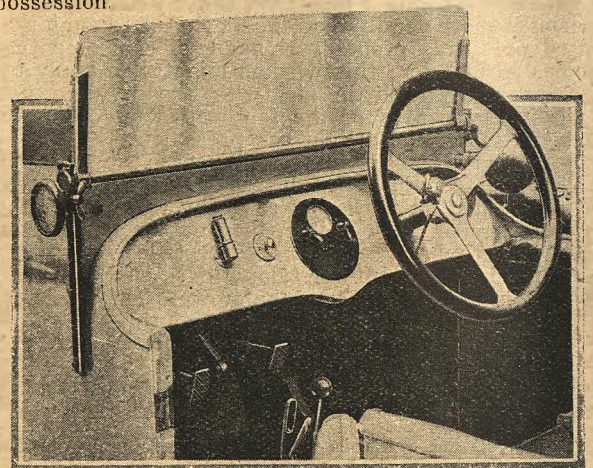


ACCESSIBLE
TO A
DEGREE.

Accessibility is a marked feature of the Eric Longden, as may be appreciated from the disposition of the dynamo, magneto and distributor, and the oil-filling aperture.

is that of power to weight ratio. There are few light cars to-day that turn the scale at 8½ cwt., but the Eric Longden is within a few pounds of this figure, so that with a 1,088 c.c. four-cylinder engine, rated at 9 h.p., and suitably graded gear ratios, it is not surprising that this light car can lay claim to a turn of speed and a degree of liveliness far above the average.

From the owner-driver's point of view the accessibility which is provided is not the least attractive feature, for although the complete car appears somewhat diminutive the various com-



This photograph shows the clean instrument board and the disposition of the controls.

It was soon appreciated that the engine possessed a degree of liveliness sufficient to satisfy the most exacting sports model enthusiast, even to the extent of putting up a really comfortable speed on first gear. Forgetting the top speed for the moment,

200 MILES ON AN ERIC LONGDEN (contd.).

there is no doubt that a feature looked for in this type of vehicle is the ability to top 30 on the second ratio, as, for practical purposes, first gear is forgotten. The Eric Longden was found to be capable of revving well up to 35 m.p.h. on second, such hills as Ranmore Common—1 in 7 at the worst—and Coombe Bottom being taken fairly comfortably on this gear. Pebble Coombe, with a maximum of 1 in 5½, necessitated first gear being engaged, but, even so, the pace on the worst portion must have been in the neighbourhood of 15 m.p.h.

Regarding maximum speed on the level, 60 m.p.h. is claimed, and, although this was not attained or attempted, there is no reason to believe that the claim cannot be substantiated, for it reaches the 50 mark comparatively easily.

Comments on the Steering.

As previously mentioned, direct steering is optional, but it is worth remembering that stability at high speed may be impaired with geared-down steering. Frankly, we found the direct steering left little to be desired at speed or on the straight in any circumstances, but for manoeuvrability and general handiness the steering was much too lively. It should be pointed out, however, that such a feature is only a matter of use, as, after a time, one looks round for other points to criticise.

The seating and disposition of the controls are comfortable and convenient, but exception might possibly be taken to the rather forward position of the brake lever. It is not, however, by any means inaccessible, but it is necessary to make a dive forward. Both the foot brake and the hand brake were found to be efficient and their action easy, but towards the end of the test the foot brake did not "bite" to that extent which rapid deceleration in an emergency demands. This was proved to be a matter of adjustment only.

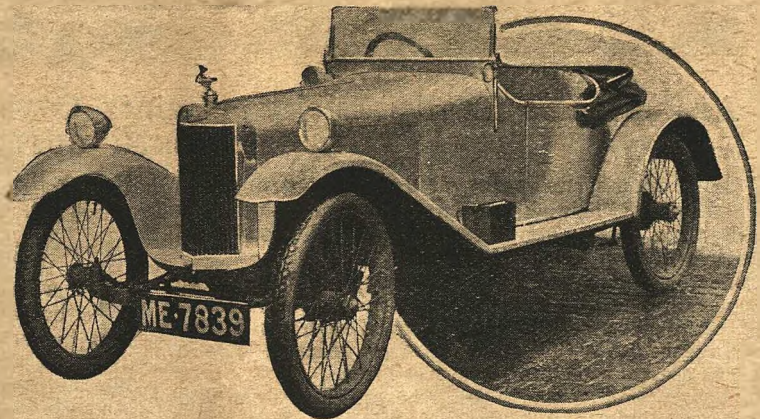
Despite a slight "pinking," brought about by over-advanced ignition, acceleration in top was found to be very good indeed. With three passengers aboard, pick-up was moderate from about 8 m.p.h. on a bend with a slight up grade, but with two up on the level the degree of acceleration and the pro-

gressive increase in speed were found to be distinctly praiseworthy.

Sports type cars, by common consent, are not so efficient in the matter of weather protection as one might desire, but we found no cause to criticise the Eric Longden in this respect, although the forward edge of the hood might with advantage be allowed to overlap the top of the screen or form a seal with it.

With a clutch that was inclined to chatter on engagement at low road speeds, traffic driving called for careful manipulation of the clutch pedal, but as most of the mileage was covered across country, no effort was made to treat the surfaces of the clutch.

From the tourist point of view it will be found that



BUILT FOR HIGH SPEEDS.

The speedy lines of the Eric Longden do not belie its capabilities in this direction. It is a car which should appeal strongly to sporting enthusiasts.

the Eric Longden will accommodate a fair amount of luggage in the bulbous tail.

As a general-purpose vehicle we should prefer geared-down steering, but in every other respect the Eric Longden would meet the demands of the speed-loving and touring motorist, as the suspension is good and the seating comfortable, whilst it has a distinctly creditable road performance.

The model under review costs 265 guineas, and full particulars can be obtained from the authorized agents, Messrs. Mann and Handover, 116, Great Portland Street, London, S.W.1, through whose courtesy we were able to conduct this test.

A FORMULA PROBLEM.

Does Weight Help to Win Hill-climb Awards?

A LARGE number of hill-climbs are decided on the
$$C \times T^2$$
 formula $\frac{C \times T^2}{W}$, and the effect is not always

realized by entrants until too late. One is apt to shy at the time and trouble involved in tuning and stripping one's car and to reason that one will "come out all right" on formula, provided one carries plenty of weight.

As a matter of fact, a glance at the results of almost any formula climb will reveal the fact that it is the fastest car that wins in almost every case, the weight which a slow car would have to carry in order to equal the performance of a fast one of equal capacity being prohibitive.

For those who are interested in this question I will set a little mathematical problem.

Car "A," weighing 11 cwt., climbs the hill in 75 seconds.

Car "B," weighing 10 cwt., climbs it in 55 seconds. The capacity of the cars is equal.

What weight will car "A" have to carry in order to equal the performance, on formula, of car "B"?

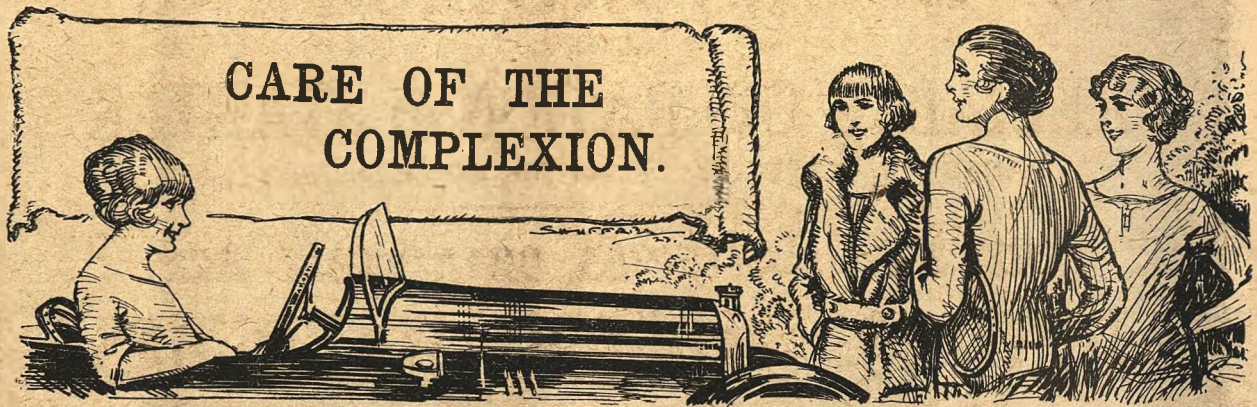
The answer is rather surprising.

I give these times and weights because, approximately, they represent my own experience. I found that by stripping about 1 cwt. off the weight of my car, and taking a little trouble over the tuning, I cut down my time on a certain hill from about 75 seconds to 55, thereby improving my formula figure enormously. If, instead of cutting down, I had added sufficient weight to obtain a proportionate improvement, it is doubtful if I could have climbed the hill at all!

The question of cubic capacity is, of course, a factor to be reckoned with, but time, being squared, has by far the greater effect on the result.

C.A.P.

Mainly for Lady Motorists.



Are Mascots Really Lucky? Chintz Covers for Summer Weather.

By ELIZABETH BUTLER.

SOME women can motor all day without any bad effect on their skin, others find that unless they take great care their faces become chapped and rough in a very short time.

Benzoin and Cucumber Lotion applied just before a run will preserve the skin and prevent the unpleasant burning caused by the sun or a high wind. An astringent tonic lotion is always refreshing and proves a good antidote for insect bites.

When touring, cream should be applied night and morning; this nourishes the skin, keeps it in a healthy condition and removes any roughness caused by exposure to the weather.

Compressed bath-salts tablets should find a place in the luggage of every woman who is touring; after a long day's driving nothing is so refreshing as a hot bath to which one of these tablets has been added.

Lotions and skin foods should be purchased from a reliable firm, otherwise you may do your complexion more harm than good; nearly all toilet accessories can be obtained perfumed with your favourite scent.

For the Journey.

BEFORE starting to pack, a list should be made out of the things that are absolutely necessary, all boots, shoes and heavy stuff going in first. If your trunk is to travel on the luggage-carrier or will only fit sideways on in the dickey, put your bottles, such as scent, face lotion, etc., in your suit case, thus minimising the risk of breakages.

Most women have their own special method of packing; some roll everything, believing this to be the best way of avoiding creases; others spread their frocks as flat as possible, putting plenty of tissue paper in the sleeves and between each garment. If possible, keep a thin silk dressing-gown specially for travelling purposes—the ordinary ones take up too much space. Boot polish should be in tins not bottles, and a wire brush for suede shoes should not be forgotten.

Heavy sweaters, mufflers, raincoats, etc., may be rolled up and put in a bolster-shaped canvas bag, which can be bought at most trunk stores; they are fitted with a brass ring at the top and a special lock.

A trunk that is going on the luggage carrier should be covered with a mackintosh sheet to keep out dust or rain, great care being taken in strapping trunk on to the carrier, especially on a long run, otherwise it may work loose and fall off.

Should you stop anywhere for lunch or tea, keep an eye on your trunk, as expert thieves make short work of the strongest strap.

A canvas suit case that has become snabby should be brushed with kitchen soap and warm water; when dry, a coat of stain and then one of varnish will make

c40

it look like new, while a hot iron on top of a damp cloth, applied from inside, will remove any dents.

Superstitious Women Drivers.

AT a tea-party yesterday, I met a woman whose husband had just given her—as a surprise—a new two-seater. Instead of rejoicing she grumbled at great length because it was painted dark green—her unlucky colour—and refused to drive the car, which is at present being repainted.

Another woman present stated, that nothing would induce her to take her car out on a Friday.

Not very long ago I saw a car literally festooned with mascots of all kinds. It was standing outside a shop, and curiosity compelled me to ask the woman driver why she had adorned her car in this extraordinary fashion. She told me that the first time she ever drove her car she had an accident, and since then she buys every mascot she sees to ward off bad luck; she had five others in one of the pockets of the car. On the other hand, a girl I know who was born on Friday, May 13th, regards 13 as her lucky number, and was delighted on being allotted 1,326 as her registration number.

Pillion Riding.

NOW that light cars can be had so cheaply there is little to be said in favour of this most dangerous form of motoring. Though I don't ever remember seeing a case of a woman motor cyclist with another woman on the pillion, yet quite a large proportion of pillion riders are girls, mostly young ones.

Let us hope women motor-cyclists have too much respect for their own safety and that of others too, to indulge in what—to most sane-minded people—is a form of madness which ought to be forbidden by law.

Several coroners' juries have added riders to the effect that pillion riding should be forbidden. Is it too much to hope that our women M.P.s should take the question up for the sake of girls who apparently have not enough commonsense to see for themselves that they risk their lives every time they indulge in this form of joy riding?

Chintz Car Covers.

NOW that summer is coming, owners, anxious to save the upholstery of their car from dust, are buying loose covers.

It is an excellent idea to have these made of chintz or cretonne, which are no more expensive than the usual holland covers.

Besides adding a fresh and pleasing look to the car, the choosing of a suitable pattern gives plenty of scope for originality.

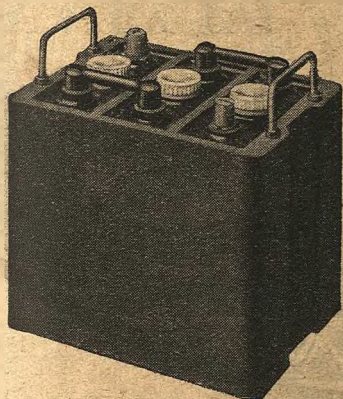
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RELIABLE OPERATION of STARTER

CANNOT BE EXPECTED FROM AN INFERIOR BATTERY.

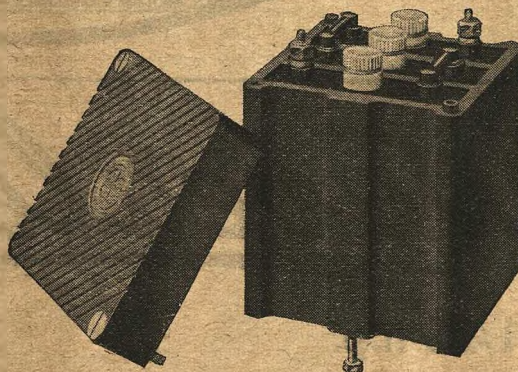
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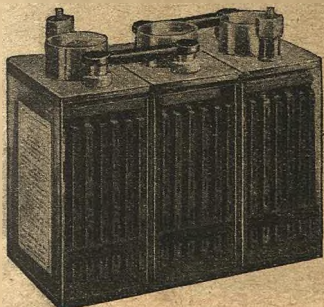
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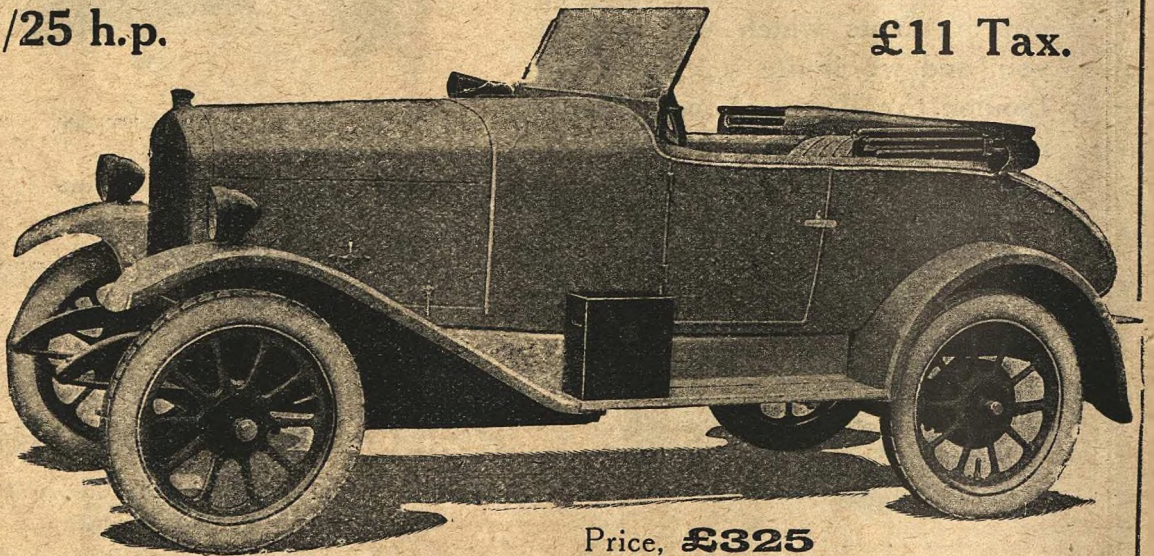
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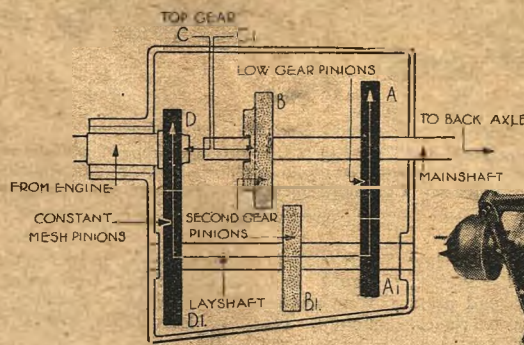
The Light Car in Simple Language.

CONSTRUCTION AND WORKING OF A GEARBOX.

EVERY motorcar has a gearbox or some form of change-speed mechanism, and, no matter how the desired results are obtained, the object in view is to alter the leverage between the engine and the road wheels. Before dealing with the construction of an orthodox type gearbox, the principle of its working will be explained. Taking an ordinary bicycle, there are two sprockets or chain wheels—a small one on the back wheel and a much larger one to which the pedals are attached. The respective diameters of these wheels, over which the chain runs, determines the extent of the leverage which the rider has over the machine, and, whilst a large pedal-wheel would permit of the cycle being propelled faster for a given number of turns when on level road or going downhill, immediately a rise was encountered it would be found that the "ratio of gearing" was too high and that the rider had not sufficient strength to push down the pedals. Now, imagine that the rider has the choice of three wheels of varying diameters, and that, by manipulating a lever, any one of the three could be brought into action, the wheel most suited to the work in hand would be engaged, and thus the leverage over the back wheel would be made favourable to the particular circumstances obtaining.

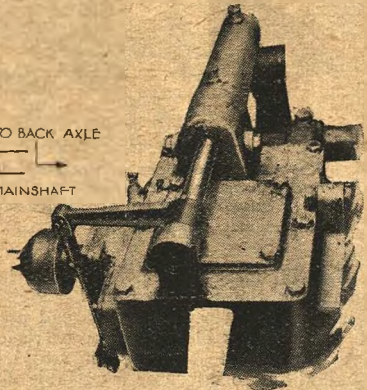
Sliding-pinion-type Gear.

It is not found practicable to employ chain wheels and chains in a light car gearbox, as space and weight are important considerations, and therefore gear wheels or pinions are used, whilst a stout



SLIDING PINION-TYPE GEARBOX.

The diagram on the left shows the principle of working of the gearbox shown on the right. First gear is in engagement, whilst the reverse-gear pinion is omitted to avoid confusion.



Thus it is either a three-speed or four-speed box.

The Duties of the Pinions.

In the case of a three-speed unit, which is that more generally employed, there are six pinions used—excluding the reverse gear—being arranged in pairs to give first speed, second speed, and constant motion to the layshaft. The two latter are, therefore, known as the constant-mesh pinions, because these are always in engagement. The top or high gear is obtained by what is known as a dog clutch, which is actually a means

mesh pinions D and D¹. It should be made perfectly clear that the pinion D is free to revolve on the main shaft independently of the pinions A and B.

It will be noted that pinions A A¹ and D D¹ are of different relative sizes, and, for purposes of explanation, it will be assumed that D is 2 ins. in diameter and D¹ 4 ins., A¹ 1 in., and A 4 ins. Therefore, to every revolution of D, D¹ will make one half of a revolution, as will A¹; but as A, which is in engagement with A¹, is 4 ins. in diameter, it will only make one-eighth of a revolution. Thus, between the engine which is driving D, and the pinion A, which is connected to the back axle, there is a speed reduction of 8 to 1, and as there is always a fixed reduction (usually about 4½ to 1) in the back axle, it will be seen that in this, the low gear, a ratio of 36 to 1 would be obtained. In practice, however, the lowest gear provided is about 14 to 1, although in some cases 20 to 1 is used.

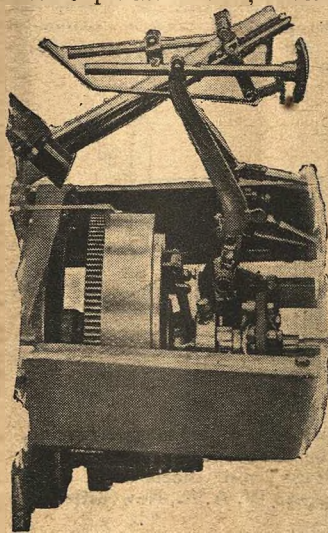
If A and A¹ be now disengaged, and the pinions B and B¹—both of the same diameter—be meshed, the total reduction will be that represented by the difference in diameter of the constant-mesh pinions, which, as shown above, produced a reduction in speed in the order of 2 to 1. With the same reduction in the back axle, i.e., 4½ to 1, the total reduction thus becomes 9 to 1, which represents the second-gear ratio.

Meaning of Direct Drive.

When top or high gear is engaged, the only pinions in mesh are D and D¹, but in this case they revolve idly, that is to say, they do no useful work. The actual drive is taken through the dog clutch, one set of teeth of which are on the pinion (D) and the other on the pinion (B). Thus it will be seen that the drive is direct from the engine to the back axle, as the mainshaft is now coupled direct to the engine shaft. Therefore the top-gear ratio is 4½ to 1, which represents the gear reduction in the back axle.

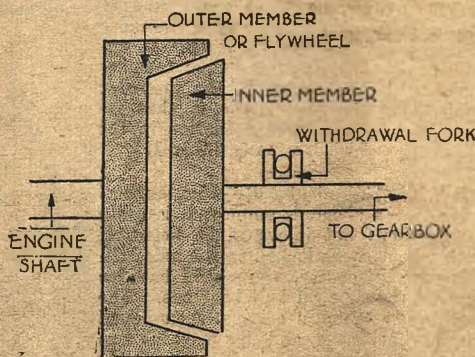
To obtain reverse motion of the mainshaft a third or idle pinion is introduced, which, when required, is made to mesh with the two low-gear pinions A and A¹.

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HOW A CLUTCH WORKS.

There are several types of clutch in use, but they all serve the purpose of disconnecting the power of the engine from the gearbox at the will of the driver. The photograph shows a plate clutch, whilst the diagram represents a cone clutch.

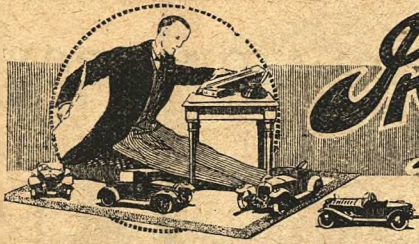


shaft, known as the propeller or cardan shaft, is employed to convey the drive from the gearbox to the back axle.

These pinions are carried on two shafts—one the main shaft and the other the layshaft—the whole being enclosed in an aluminium box. The number of pinions used depends on the number of stages of leverage or gears required, but this is usually three, and never more than four.

positively of engaging any two pieces of mechanism when it is desired that they shall revolve as one.

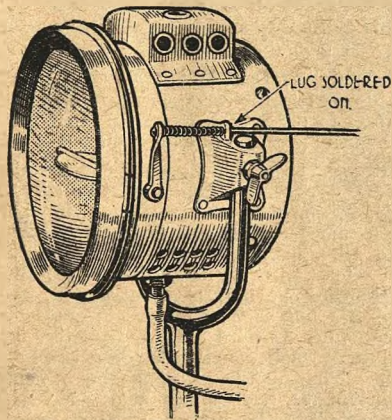
When the gear lever is in what is known as the neutral position, it means that the pinions A A¹ and B B¹ (see sketch) are out of engagement, but the layshaft on which the pinions A¹ and B¹ are mounted will be revolving, as it is being driven through the constant-



In Answer to Your Query—

The expert services of the staff of "The Light Car and Cyclecar" are always at the disposal of readers. Queries can be answered either in the paper or through the post. If the latter is required, a stamped and addressed envelope must be enclosed. Correspondents are requested to write upon one side of the paper only.

G.S. (Taunton).—No. there is no law governing the brilliance of headlights, but out of courtesy for other road users it is not advisable to go to extremes. One method of dimming an acetylene headlight is to interpose a movable disc in the beam. This disc should be suitably supported, and connected by Bowden wire mechanism to the dash.



A simple anti-dazzle device for an acetylene head light. (See reply to G. S., Taunton.)

G.P.T. (Coventry).—Your plug trouble on your A.B.C. is due to the oil being sucked up into the heads when descending a long hill against compression. It may be due to the lower ring on the piston, which acts as a scraper, having become fixed in the piston. We would advise you to remove the cylinders, and thoroughly to clean the pistons and cylinder heads. No, it is quite a simple matter to take off the cylinders, as all the nuts are readily accessible.

T.E.F. (Hull).—Regarding the overheating trouble which has recently developed in your 1921 model de luxe Morgan, as you say everything appears to be in order in connection with the timing, valve operation, and adjustment, and, further, that the cylinders have recently been decarbonized, it would seem that either the water circulation or lubrication system is at fault. The continual use of hard water for cooling results in a deposit being left in the radiator tubes, and in time this can become so bad as to impede the circulation of water. Try Boilerine tablets. Are you sure that the engine is getting plenty of oil, as a shortage would soon cause trouble in this direction? Too weak or too rich a mixture will also produce overheating trouble, and therefore it might be advisable for you to check the carburetter setting.

R.C.B. (Tottenham).—Your best route would be via Guildford, Godalming, Winchester, Stockbridge, Salisbury, Yeovil, Taunton, Barnstaple, Clovelly. The mileage is 213.

H.V.T. (Bristol).—You will be able to obtain all the information you require concerning the new Albatros light car from Albatros Motors 69, Great Queen Street, Kingsway, London, W.C.

D.H.D. (Waterloo).—Your query is very involved, and the symptoms of trouble which you mention require an actual examination. Why not endeavour to drive the car over to the manufacturers at Coventry. They may be able to trace the trouble in a few moments.

H.J.K. (Llandudno).—The cylinder holding-down nuts on the nearside of an Anzani engine as fitted to your Deemster will be found when the valve cover plates have been taken off. These nuts also serve to hold down the tappet guides, and are situated between the tappets. A special spanner is required.

F.E.B. (Leytonstone).—Some cars are very noisy on the lower gears, due to the indirect drive. The reason the noise disappears when the high gear is engaged is because the drive then becomes direct from the engine to the propeller shaft. The top gear ratio is that represented by the fixed reduction in the back axle, which is usually 4.5 to 1.

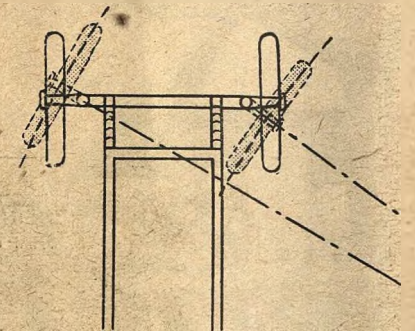
B.S.M. (Maidenhead).—Single-wheel drive, when a belt is employed, is quite satisfactory; but it would be better if both wheels were locked to the axle. In this case, of course, you would have to support the axle on ball bearings. The belt-driven Tamplin originally employed single-wheel drive, and this machine was conspicuously successful. [See also reply to "S.F.A." (Hendon).]

L.H.J. (King's Lynn).—You must not expect any ordinary type of carburetter to give you full power from cold if it is not set to provide too rich a mixture when the engine is warm. Providing the slow running jet of your Zenith is sufficiently big to give easy starting, it does not matter much if there is a flat spot between it and the main jet, so long as this hiatus disappears when the engine gets hot. A good test for mixture strength is examination of the plug points. If they are brown and healthy the mixture is not too rich; if they are sooted, however, the size of the jets should be reduced. It is not advisable to alter the choke tube setting from that supplied by the makers.

H.A.S. (London, S.E.).—The symptoms point to a short circuit in the wiring system. The guilt or innocence of the dynamo may be established by disconnecting the leads and reconnecting the accumulator wire which you have removed. If the dynamo is to blame, the ammeter needle will make no movement.

S.F.A. (Hendon).—The Bleriot-Whippets which are advertised at 79 guineas have final belt drive. No, this system of transmission is naturally not so positive as chain or shaft drive, but it has the merit of simplicity and light weight. Providing the pulleys are fairly large, and the belt kept in proper adjustment, there is no fear of slip being experienced.

W.A.N. (Newcastle).—Of course it is possible to obtain true Ackerman steering with mechanism of the direct type. The means adopted for turning the wheels does not enter into the question; it is the angle at which the steering arms are set. As the wheels are turning through different arcs, it is essential, from the point of view of manoeuvrability, that the Ackerman principle be adopted.



The principle of Ackerman steering, showing the respective arcs through which the front wheels turn. (See reply to W. A. N., Newcastle.)

W.O. (Maidenhead).—Gear changing on your car should be quite easy, especially from second to top, and there should be no need to double clutch as a clutch stop is fitted. Apparently this needs adjustment, but do not overdo it, otherwise changing up will become even more difficult, not because the clutch shaft continues to spin, but because it commences to slow down too suddenly. You are also liable to burn out the stop, as, if you declutch with gears in mesh, this stop acts as a car brake and is called upon to deal with the momentum of the whole vehicle.

Five thousand miles trial of a B.S.A. 10 h.p. Car by the Royal Automobile Club.

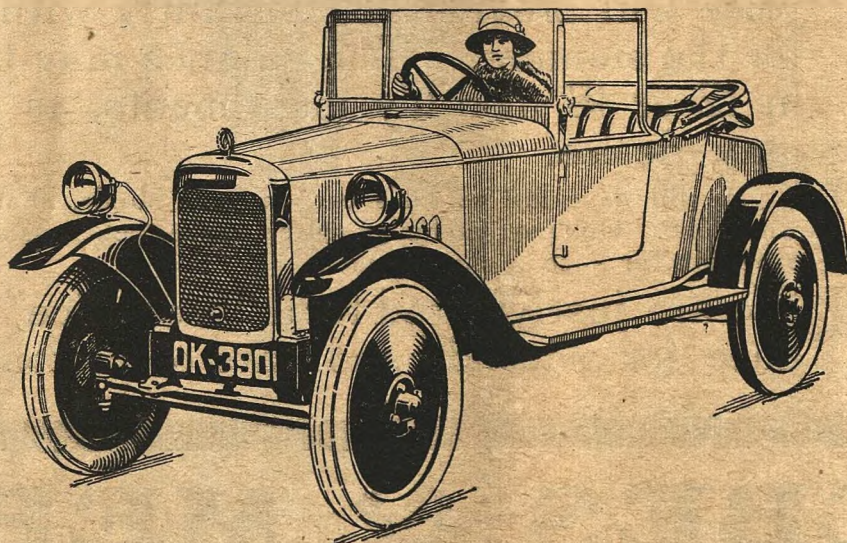
This was not a car especially prepared for trial, but was selected by an R.A.C. official from a group of 25 cars and the trial commenced without any alteration or adjustment being made, the car being exactly in the condition as supplied to the public.

After running 5,000 miles the car was driven at a speed of 44.9 m.p.h. without any tuning up or adjustment whatever.

The only work done on the car throughout the trial was due to dirty plugs and a broken speedometer cable — neither of which were made by the B.S.A. Co.

Write for Booklet, P.O. 79, which contains a copy of the Royal Automobile Club's Certificate of Performance.

In so far as this advertisement refers to an R.A.C. Official Trial, it has been approved by the R.A.C.



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Messrs. S. Wolf & Co., Ltd.,
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Dear Sirs.

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I recently fitted a Solex Carburettor to my Horstman four-seater 1923 model. The results are so astounding that I feel I must tell you of them.

In the first place, the mileage per gallon has increased from 28/30 to 40 miles per gallon. The power has increased to a remarkable extent, and engine revs. in a like manner, so much so that I am five miles an hour faster on low gear (which I now seldom use except when engine is cold), eighteen miles an hour faster on second speed, and sixteen miles an hour faster on top gear—which represents the limit of my ability to hold the car on the road—as roads are to-day, and representing more than three times the legal limit.

Furthermore, there is an added sweetness of running, a flexibility which is truly remarkable, an ability to pull at slow speeds which is no less so, and an entire absence of overheating even on the worst and longest of our Scottish hills. I congratulate you on the manufacture of a most perfect instrument, and you are at liberty to refer anyone to me should you desire to do so.

I would add that the increase of speed on low gear mentioned above does not represent the possible increase, as the acceleration is so rapid that I considered it unwise to open the throttle wide in order to find out the limit of speed obtainable.

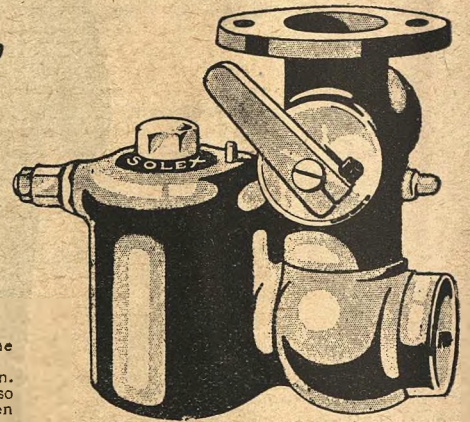
Anyway, there it is.

Yours very faithfully, W. PADDON.

S. WOLF & CO., LTD.,
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COVENTRY : 6, WARWICK ROW.

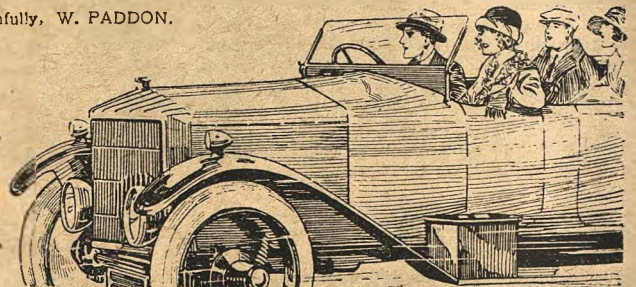
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TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.



OUR READERS' OPINIONS

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

WITH AND WITHOUT A DIFFERENTIAL.

As manufacturers of a differentialless light car, who firmly believe in the virtues of a solid axle, we have carefully examined the figures obtained in the recent test of an A.C. car at Brooklands, where it made two runs on the one on a circular course—one with and one without a differential—and the comparative tyre wear was noted. During each run the car made approximately 370 complete revolutions, equivalent to making about 1,500 sharp right-angle turns, such as the average car on an ordinary run would make probably not more frequently than three or four times per hour, say, once every five miles, hence the tyre wear measured would be that developed in turning corners during, say, 7,500 miles of ordinary running. The test, therefore, bears out well the contention that the life of a tyre is not seriously affected by employing a solid axle, which has the added advantage that no differential renewals will even be required, owing to the entire absence of this mechanism.

Another interesting point in the above demonstration is the unequal wear of the front tyres, due, presumably, to incorrect

steering gear, and this, again, confirms our experience that a great deal of unnecessary tyre wear may take place on front wheels if they are not kept in correct alignment. We have found that where front wheels have been strained, and the tyres run as little as $\frac{3}{8}$ in. out of parallel, the treads of some makes of tyre have been entirely worn out in less than 1,000 miles. This shows that a very slight degree of scrape will soon produce very serious wear, and if a corresponding degree of scrape existed with the back wheels of the solid axle, and was not neutralized in some way, the effect would be very apparent.

Appreciating to the full the dislike of the owner-driver for tyre-pumping, we prefer to provide robust tyres of ample size that will not require continual inflation, rather than to provide a differential, and we accordingly fit 26-in. by 3-in. Avon Durooliths to a car weighing, without passengers, approximately 700 lb. less than the above A.C., which was shod with tyres of these dimensions.

FOR G. F. STACK AND CO.,
G. F. STACK.

A Compromise the Only Solution.

We have read with interest the results of the tests carried out with an A.C. car with and without a differential, and, having considered this question very carefully and made a number of experiments during the past ten

Tyre Wear a Secondary Consideration. years, we should like to make a few criticisms.

Obviously the excessive wear on the outer front wheels is brought about by the extra weight on them due to centrifugal force and to the greater distance run. It is easily calculated that, in the case in question, the wear should have been in the proportion of approximately 2 to 1. The difference shown by the results is at least 4 to 1, and the extra is apparently due to misalignment.

With differential, after similar allowances have been made, the wear on both rear wheels is approximately equal, as would be expected. Without differential the diagonal wear is noticeable; this is also what would be expected.

Of course the test shows that, going round in circles of 70 ft. diameter, at the rate of 5 r.p.m., on a smooth road, the wear with a differential is less than without. This is obvious to anybody who understands the action of a differential, so that the general result was a foregone conclusion; but this does not prove the superiority of a differential in actual use, any more than the locking of the steering to give a 70 ft. radius would prove the value of immovable steering gear.

There is, however, another factor which must be taken into account.

Progress over bumpy roads, acceleration of the wheel as it leaves the ground, and the shock to the tyre as it is decelerated may easily account for more wear than that due to the slipping of one revolution per mile.

Obviously, a much more sensible test would have been a run of, say, 2,000 miles over "give-and-take" roads at a 25 m.p.h. average. [This, unfortunately, is illegal.—ED.]

From various tests we have made we feel sure that the difference in wear between the two types would be very slight.

To our mind the disadvantages of a "solid" axle are due to other causes. A burst tyre (which the writer has experienced) can cause the car to swerve dangerously, due to the sudden difference in diameter of two wheels keyed to the same shaft, and the results of this to the average owner-driver would entail serious risk of accident.

Last, but not least, is the awkwardness of manoeuvring a car in a small space, which is very marked.

What is apparently required is a compromise between both types of axle, and we have lately constructed for a client an axle which appears to meet the case, and of which you will, no doubt, hear very shortly. This axle has a differential much the same as the ordinary type, the teeth of which are so formed that, when relative movement between the driving wheels takes place, this movement is resisted to an extent arrived at by experience. Thus, when one wheel leaves the ground it does not accelerate to such an extent as with an ordinary differential, so that the wear due to bumping is practically insignificant. On the other hand, the resistance to turning on corners is not sufficient to cause slipping of the tyres, and no wear takes place from this cause.

A real test between the various types of axle should, in our opinion, include the following:—

- (1) A 2,000-mile run over "give-and-take" roads;
- (2) a hill-climbing test on a hair-pin bend;
- (3) a run along a measured distance with one tyre inflated to about 20 lb. per sq. in.;
- (4) a braking test on a greasy surface;
- (5) a test of hill-climbing on wet grass;
- (6) a test of hill-climbing on a very rough surface.

LEOPOLD WARD.

Harmood Place, Chalk Farm,
London, N.W.1.

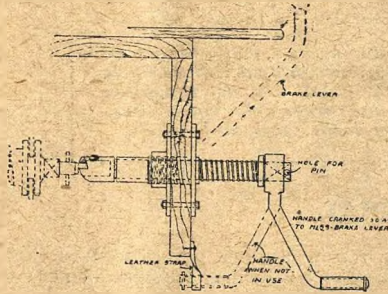
OUR READERS' OPINIONS (contd.).

A Temperature Indicator on Air-cooled Engines.

A useful accessory, and one which, to my knowledge, has not been dealt with, would be a thermometer for registering the heat of the cylinders of an air-cooled engine. I have sometimes found, after a long climb or long run at normal pace, that my engine peters out, and on examination it appears to be overheated, but it may be nothing of the sort. If one could have a definite test or, better still, an indicator on the dash, to give warning of impending trouble, it would be very helpful. There must be a normal and fever temperature, and perhaps some of your readers would kindly inform me the degrees of each.

Another question: Which cools an engine the best on a long descent. (1) keeping the gear engaged and opening up the air, or (2) coasting in neutral?

DEVONIAN.



An improvement in the starting arrangement on a Morgan carried out by Mr. E. J. Maskell, a Morgan owner well-known in the competition world.

48 m.p.g. on a Belsize-Bradshaw.

I have read with interest the remarks in a recent issue on the subject of petrol consumption of the 9 h.p. Belsize-Bradshaw. I am using the Zenith carburetter supplied with the car, and have not altered the setting in any way. My consumption averages about 40 m.p.g., which includes a fair amount of driving in London, while on long runs in the country I usually get between 45 and 48 m.p.g. I have recently fitted an Arc atomizer, but the only effect of this seems to be to make the engine heat up and knock. [Obviously because the mixture is already sufficiently "lean."—Ed.]

I am only getting about 500 m.p.g. of lubricating oil, which seems poor.

I should like to get in touch with any other Bradshaw owners who live near here, so that we could compare notes and experiences. Perhaps "XN 1108" would oblige?

76, Porchester Terrace,
London, W.

E. E. WATSON.

Petrol and Oil Consumption on Belsize-Bradshaw.

I notice in a recent issue of *The Light Car and Cyclecar* the further comments on petrol consumption on Belsize-Bradshaw cars, and I think that I may be able to help. A friend of mine owns one of these cars, which, unlike my own, is fitted with a Zenith carburetter. He first complained of difficult starting and poor consumption. He now gets

45 m.p.g., and on a long run has succeeded in getting 47 m.p.g. at an average speed of 25 m.p.h. The jets used are 35 compensator and 80 main and 19 choke.

The starting difficulty was overcome by adjusting the slow-running jet, that is to say, slackening off the locknut and screwing down the knob half a turn at a time until the engine started from cold. The locknut was then screwed down again.

With regard to the oil consumption, it would be well for "Dissatisfied" and others if they looked to the steering-box security nuts, as these have a habit of working loose, with the consequent loss of oil. If all joints, etc., are tight, the method used by the writer to effect oil economy was by adjustment of the oil pump when the engine was hot. This is done by running the engine slowly, removing the dome cap, slaking off the locknut, and unscrewing the plunger until the indicator on the dash returns slowly when pushed in and with very little pressure. I may add that my oil consumption is in the neighbourhood of 800 m.p.g. air-cooled Filtrate being used.

I may add that I am highly satisfied with my car and consider it the best light car in its class on the road, and shall be pleased to hear from "Dissatisfied" as to whether the above remarks have proved of assistance.

12, Newmarket Road,
Norwich.

ERIC W. EDWARDS.

C50

A "Bumping" Engine—

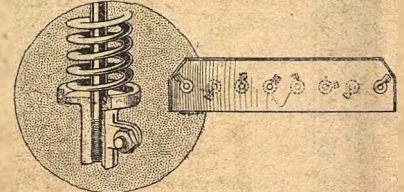
I have recently traced a bump in a 1920 long chassis Standard car, which has been bothering me since I purchased it, and which is a well-known defect of this type; otherwise, however, it is a very pleasing car to drive.

—and How It Was Cured.

The bump was intermittent, mostly perceptible at low speeds with full throttle, but also gave rise to a roughness at high and medium speeds. It usually worked itself off in time.

There are no tappet adjustments in this model. The lower end of the valve is threaded, as is the collar, the latter being

The nuts on the split caps on the extreme left and right fouled the cylinder casting. (See accompanying letter.)



split at the lower end with a side boss, a small hexagon nut serving to lock it.

For some time I have noticed that No. 1 and No. 4 exhaust valves got gummed up more often than they should, and I had continually to be cleaning them, although they were a fair fit in their guides, and there was no trouble on Nos. 2 and 3 exhaust valves. The cause, however, evaded detection.

It was later discovered that there was not enough clearance for the nut to pass the sides of the box at one place only, with the result that the valve would bind and refuse to return quickly enough to prevent misfiring. The cure was obvious—taking 3/32nd of an inch off the corner of each of the offending nuts has cured the trouble, and the engine has not bumped since, and runs perfectly sweetly at all speeds.

B. ALLMAN.

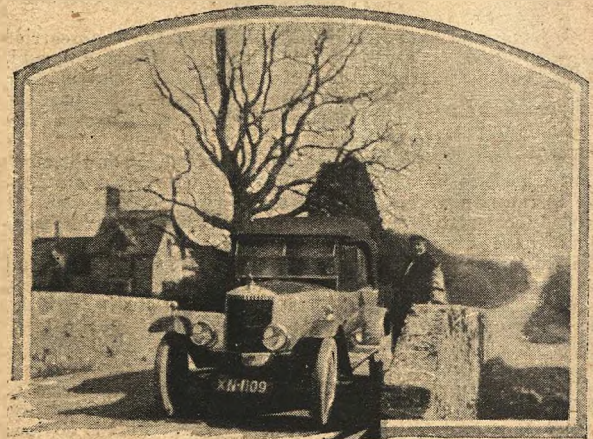
Hand Brake Adjustment on B.S.A.

I am a constant reader of *The Light Car and Cyclecar*, and am also an owner-driver of a 10 h.p. B.S.A. light car, concerning which an interesting article was published in your issue dated May 25th, entitled "Maintaining the Tune of a B.S.A."

How It Can be Effected.

In the paragraph concerning the brakes it is mentioned that there is no method of adjusting the hand brakes. I would like to state that on the car which I have this is possible by taking out the pin of the shackle connecting the lever to the brake rod; this shackle can then be either screwed up or unscrewed, thereby lengthening or shortening the rod or rods as required.

J. H. MORGANS, Lieut., R.N.



Mr. L. Jackson's Horstman halted just beyond a dangerous cross-road on the Plymouth-Exeter road. (See letter below.)

Dangerous Cross-roads.

I think the accompanying photograph may be of interest to readers of *The Light Car and Cyclecar*. It shows my 1923 Horstman at a very dangerous cross-road.

It is taken on the spot where the main Plymouth-Exeter road crosses that from Newton to Bovey Tracey.

Both roads are much used, and, I think, are two of the straightest stretches in Devon.

L. JACKSON.

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MOTOR OIL



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As the leading Motor Manufacturers recommend and actually use Sternol Oils, Lady Motorists need have no hesitation in trying them. Indeed, they are the outcome of an experience which dates back to the time when the very first motor car was made. If your garage does not stock Sternol Oil, please fill in this coupon.

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Please forward me, carriage paid to..... station, one { 5-gallon drum } (please cross out size not required) of Sternol Oil. Also please forward me the FREE STERNOL BRASS TAP. I enclose cheque for 28/9 (5-gallon drum) 110/- (20-gallon drum.) My car is a..... and the year of manufacture is..... Should my car not require the heavy grade oil for which the price is as above, you will refund me the difference in cost.

Name

Address

The name and address of my usual dealer are as follows:

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Try a tin and you will experience the very best of which your engine is capable.

Write us for revised E/R Illustrated List.

**Price's Patent Candle Company
Limited,**

Battersea, LONDON, S.W.11.

AROUND THE TRADE.

We understand that the Astra Dynamo Co. have now taken much more commodious offices and showrooms at 124, Victoria Street, London, S.W., opposite Victoria Station.

Peugeot (England), Ltd., advise us that, through an agreement between the French and English Governments, a number of British workmen have secured employment in the Peugeot works in France, and there is every likelihood of the number being largely increased.

Bowden Wire, Ltd., Victoria Road, Willesden Junction, N.W.10, have produced a new catalogue, a copy of which will be forwarded to any of our readers upon request. In addition to their well-known range of fittings, several new applications of Bowden wire mechanism are included.

The Bournemouth Imperial Motor Works (1919), Ltd., 244, Christchurch Road, Bournemouth, recently supplied a fleet of 12 Jowett cars to Rowson, Drew and Clydesdale, Ltd., of London, for use by their travellers. Each car is fitted at the back, in lieu of the dickey seat, with trays for the purpose of carrying samples.



A part of a fleet of 12 Jowett cars sold to Rowson, Drew and Clydesdale, Ltd., by the Bournemouth Imperial Motor Works (1919), Ltd.

With so many different types of fuel available, it is only natural that some doubt exists in the mind of the owner-driver as to whether his carburetter needs readjusting when using one of the home-produced spirits. In the case of the Zenith instrument we are given to understand that it will function equally well on any fuel.

We understand that the interest in the Wilcot (Parent) Co., Ltd., held by Mr. F. D. Medge, has recently been acquired by Mr. W. F. Cotterell, works manager, and Miss Mary Grose, secretary. Owing to increased business extensions to the Fishponds, Bristol, factory, of this concern have been found necessary, and a new building will shortly be erected.

In order to meet the convenience of customers who may find it difficult to get to town during business hours the following concerns in London have arranged to keep open every Friday evening during the summer season until 8 o'clock:—Godfreys, Ltd.; Lovetts, Ltd.; Maude's Motor Mart; The Service Co. (London), Ltd.; H. Taylor and Co., Ltd.

The increased volume of business being handled by the Leverett Kearton Co., Ltd., 79 to 83, Davies Street, Oxford Street, London, W.1, have enabled them to effect considerable reductions in their garage charges. The new rates vary from 1s. to 4s. for periods extending from 1 to 24 hours. Accommodation is provided for more than 100 cars under cover, no delay being encountered in either entering or leaving.

We are informed that Wood-Milne Tyres and Manufacturing Co., Ltd., have been formed to acquire the Ajax Rubber Works at Leyland. The new company will commence trading on June 1st, taking over the whole stocks of Wood-Milne solid tyres and foot pumps, and we understand that they will shortly be introducing a new type of pneumatic car tyre. The London service depot is at 43, Johnson Street, Page Street, Westminster, and other premises have been taken in the provinces.

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ANOTHER CALTHORPE

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MAINTAINS its record for speed and reliability :
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 May, 1923.—London—Edinburgh Run ... 3 Gold Medals.
 May, 1923.—Bol d'Or (France) ... 1st and 2nd (Dead Heat 24 Hours Race—52 m.p.h.)

The revised prices are :—

Popular Standard 2-seater	£195
Ditto Ditto with dickey seat	£210
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Speed Model, Sports, capable of 60 miles per hour	£235

Fast, luxurious, and essentially an "economy car."

Complete with electric lighting equipment, 5 lamps, and 5 detachable wire wheels and tyres.

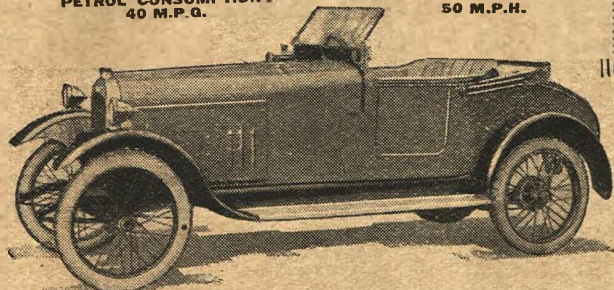
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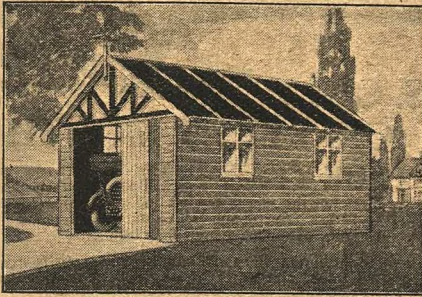
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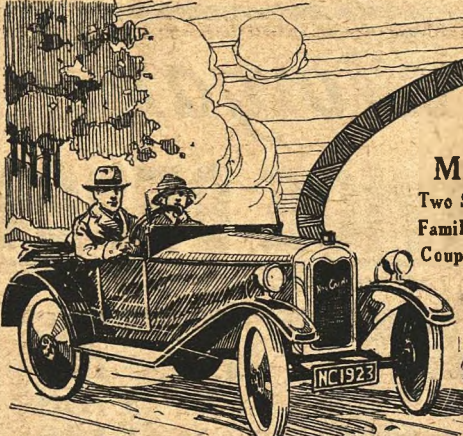
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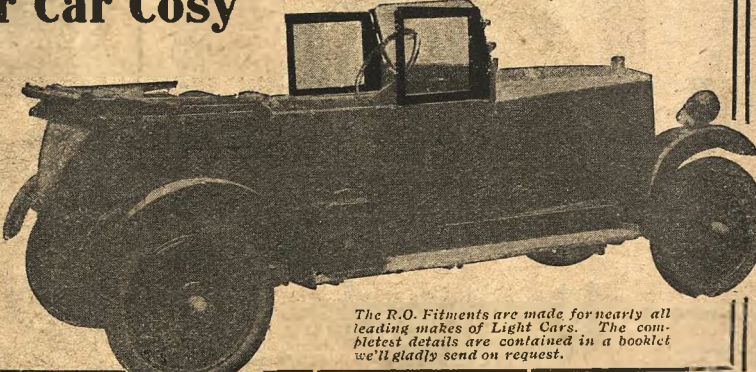
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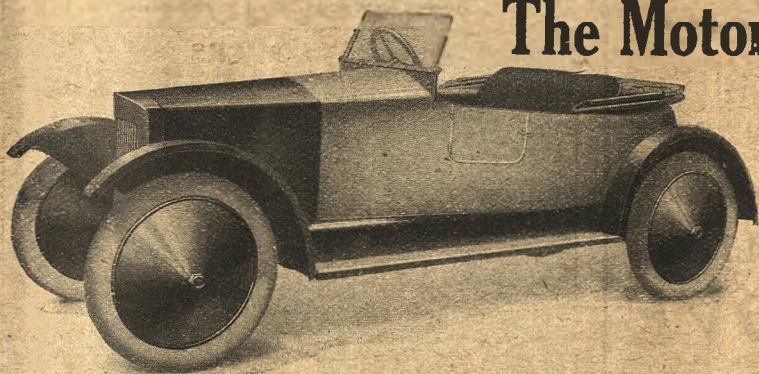
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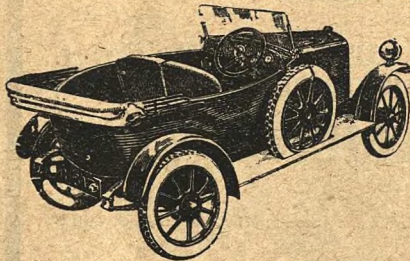


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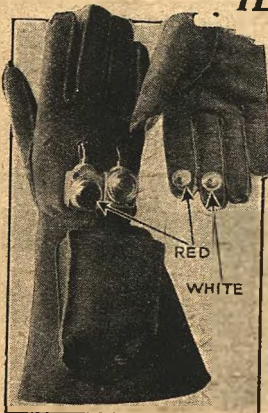
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FROM **35/6** PER PAIR.
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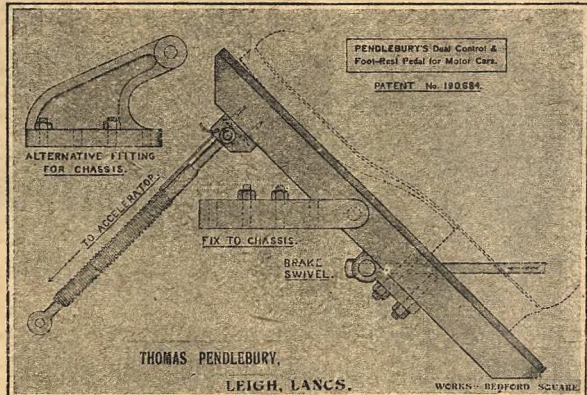
R. BARTON ADAMSON & Co.
ENFIELD HIGHWAY - MIDDLESEX.

A simple device which adds immeasurably to your safety when night riding.

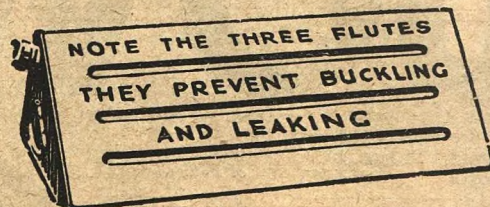
The right hand glove is fitted with one red and one white bulb, and a small battery in a neat pocket, as illustrated.

Contact is made by pressure of the thumb on either of the small plates let into the finger tips, giving a bright red light for signalling to overtaking traffic, or a white light as an inspection or map reading lamp, as desired.

SAFETY, COMFORT and CORRECT APPLICATION secured by SIMPLE METHODS. Send for Pamphlets.



The J.M. SPARE PETROL CAN & FOOTREST



Price 25/- each.

The Streatham Engineering Co., Ltd.,
47, Streatham Hill, London, S.W.2.

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

SECOND-HAND
AND NEW
LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

"The Light Car and Cyclecar" deals with its own types of machines exclusively. Old cars produced before 1912 as distinct from modern light cars, and cars with an engine of a cubic capacity exceeding 1,500 c.c., cannot be accepted for its advertisement columns.

RATES.

For advertisements in this section: 12 words, 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52 Terms: Cash with order, and otherwise net.

DISPLAYED ADVERTISEMENTS. Scale of charges, with reduction for series, sent on application.

Cheques, Postal Orders, etc., should be crossed and made payable to Temple Press Ltd.

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

All advertisement orders are subject to acceptance in writing from the Head Office.

All advertisements and contracts are accepted and made upon the express condition that "Copy" is subject to the approval of the Publishers generally, who also reserve the right to reject any advertisement, in whole or in part, referring to cars or accessories which in the opinion of the Publishers are outside the scope of the journal, and such refusal of copy shall not be a good ground for advertisers to stop a current contract, to refuse payment or to take action for breach of contract.

Advertisements received too late for insertion in the issue then closing for press will—unless accompanied by express instructions to the contrary—be inserted in the following issue. In the case of series orders, current copy will be repeated if new copy is not received at the time of closing for press.

Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors, nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover booking and cost of forwarding such replies. The words "Box", c/o "The Light Car and Cyclecar," count part of the advertisement.

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1 1/2 per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 3/4 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

WARNING.—Acknowledgments of deposits or instructions to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should ACKNOWLEDGE IMMEDIATELY any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach the Head Office first post Tuesday, and should be addressed to THE MANAGER, "THE LIGHT CAR AND CYCLECAR," 7-15 ROSEBERY AVENUE, LONDON, E.C. 1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

Head Offices:—7-15 Rosebery Avenue, London, E.C. 1. Telephone, Clerkenwell 6000 (7 lines). Telegrams: "Pressimus, Holb., London."

NOTICE.

Owing to postal delays and irregularities, it is advisable to post advertisements EARLY ON MONDAY so as to ensure, as far as possible, that they reach us by the FIRST POST on Tuesday. Lately several advertisements have been received too late for inclusion although despatched on Monday.

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE.

A.B.C. Gordon Watney and Co., Ltd., 51 Brook St., W.1 (Phone, Mayfair 2965 and 2966), West End wholesale and retail agents. Several second-hand 1922 models, fully guaranteed, from £150. Can be purchased on deferred payments. Cars and motorcycles taken in part exchange. zzz-752

A.B.C. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., London, W.1. Largest selection in England. zzz-538

A.B.C., 1922 sports, lighting, perfect, taxed year, £130. Below.

A.B.C., 1921, Surbiton, double dickey, perfect condition, £125. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 550-825

A.B.C., sports model, shop soiled only, complete with spare wheel, tools, etc., price £195. Milne and Russell, Ltd., 1 Brighton Rd., Croydon, 883 Phone. 550-4751

A.B.C., sports, 1922 price £145; 1922 Regent model, dickey, tax paid for year, price £157 10s.; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7600. 550-877

A.B.C., late model Sports, in good condition, for cash. C.S., Clayhall Tavern, Old Ford Rd., Bow. 550-d896

A.B.C., 1922, 10hp, 2-seater, dynamo lighting, detachable wheels, mileage under 2,000, tax paid, fully guaranteed, £165, exchange and deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 550-57

A.B.C., late 1922, sports model, in perfect condition and guaranteed, £140. Moulds, Tailor, Church St., St. Helens, Lancs. 550-d865

A.B.C., 1922, interior-drive saloon body, dynamo and starter, 5 lamps, interior light, speedometer, clock, dash lamp, spotlight, mirror, electric windscreen cleaner, oversize tyres as new, Parsons chains, electric and bulb horns, splendid condition throughout, ideal car for lady, registered, ready for the road, £200. Car Retailers, Ltd., 40 Russell Square, W.C. Phone, Museum 8019. 550-987

A.C., Sports model, 1923 type, in perfect condition, mileage 6,000, new second-speed pinion and new brake linings recently fitted, polished aluminium coachwork, unscratched, fully equipped as per makers' specification and with improvements, any inspection or reasonable trial at Brooklands or elsewhere; owner driven since purchase; grease-gun chassis lubrication has been fitted; in every way as good as new; price £375 for quick sale; will do from 6 to 60 m.p.h. on top, 37 m.p.h. on second; does 50 m.p.g. when averaging 25 m.p.h. Box No. 1766, c.o. The Light Car and Cyclecar. zzz-799

A.C. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., London, W.1. Largest selection in England. zzz-539

A.C., 1922, 2-seater, all-weather, lighting, starter, taxed year, perfect condition, £280. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 550-824

A.C. Sociable, B type, good 2-seater body, wheel steering, glass windscreen or in parts for builders, cheap. Lea, Engineer, Infirmary, Stoke, Staffs. 550-d824

A.C., 1921, 2-seater dickey, starter, full equipment, excellent condition, £215; extended terms and cars exchanged. Rey (A.C. Agent), 378-384 Euston Rd., Phone, Museum 7600. 550-873

A.C. 1920 2-seater, dynamo, excellent condition, 160 guineas. 15 Kendrick Mews, South Kensington Station, Kensington 7276. 550-928

A.C., 1921, 2-seater, dickey, dynamo lighting and starter, tax paid, £205. Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Tube Station. Phone, Langham 2933. 550-13

A.C., 1920 model, 2-seater, dynamo lighting, excellent condition, £175, exchange or hire purchase. The Light Car Co., 351, 410 to 414 Euston Rd., N.W.1. 550-10

ALLDAYS, 1915, 8hp, 2-seater, Dunlop wire wheels and spare, speedometer, beautifully painted, cushion covers, taxed, sound condition; exchange combination or sell cheap. Allbeg Garage, Thornsett Rd., Earlsfield, S.W. Phone, Latchmere 4588. 550-905

ALVIS 10-30 1921 Sports 2-seater, s.s., £275; cash, deferred, exchanges. Raiton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 550-969

AMILCAR 1923 8hp 2-seater, new, £155. Hawkes, 19 Pennard Mansions, W.12. Hammersmith 2471. zzz-57

AMILCAR, 1922, 4-cylinder, coupe, dynamo lighting, spare wheel, taxed 1923, like new, £138. Clark and Co., 7 Exhibition Rd., S.W.7. 550-899

AUREA, 1922, 10hp, 4-seater, shop-soiled only, lighting and starting, detachable wheels, spare wheel and tyre, price £275. Milne and Russell, Ltd., 1 Brighton Rd., Croydon. 883 Phone. 550-4732

AUSTIN Seven, demonstration model, fully equipped, mechanically perfect, licensed, price £160. George England (1922), Ltd., 11 Curzon St., Mayfair, W.1 Phone, Grosvenor 2191. zzz-529

AUSTIN, 1923, 7hp, licence to end of year, very little used, perfect in every way, sole reason for selling, owner going abroad immediately, £150; no exchanges and no offers entertained. Hodges, 2 Cedar Ave., Chelmsford. 550-809

A.V. monocars in stock, all fully equipped and perfect order; exchanges a speciality. A.V. Garage, Eleanor Grove, White Hart Lane, Barnes. 550-956

AVERY monocar, smart, perfect running order, £35 or near offer. Apply, Elliot, Drayson Mews, Kensington, W.8. 550-4904

BAUGHAN, 2-seater cyclecar with dickey, Blackburne engine, Sturmey-Archer gearbox, car practically new, dynamo lighting, painted blue, hood screen, etc., £125. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2631. 550-921

BAYLISS-THOMAS shop-soiled bargains:—
10.8 2-seater, standard equipment, cost £295, price £275
10.8 all-aluminium Sports, special engine and equipment, 60 m.p.h., cost £350, price £310
8.9 4-seater, standard equipment, cost £260, price £230
8.9 all-aluminium sports, with starter, cost £250, price £230
All carry full guarantee trials any time. W.B.G. and E. Co., Ltd., 202 Westminster Bridge Rd., S.E.1. Hop 6187. zzz-631

BAYLISS-THOMAS, new, 4-seater, with starter, licence, insurance and R.A.C. paid for year, many extras, sudden illness sole cause of sale, only run 40 miles, cost £360 with extras, would accept £310 for the lot. 1 Farringdon St., Leicester. 550-4714

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

ELSIZIE-BRADSHAW. Gordon Watney and Co., Ltd., 31 Brook St., W.1. (Phone, Mayfair 2965 and 2966), West End wholesale and retail agents. Several second-hand 1922 models, fully guaranteed, from £140. Can be purchased on deferred payments. Cars and motorcycles taken in part exchange. zzz-753

BELSIZE-BRADSHAW. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., London, W.1. Largest selection in England. zzz-340

BELSIZE-BRADSHAW, 1922, 2-seater, 6,000 miles, privately owned, £150. Surrey Motors, Ltd., Sutton. Phone 1000. 550-866

BELSIZE-BRADSHAW, 140 guineas, late 1922, speedometer, sunken dickey, year's tax paid, practically new condition; deferred terms; exchanges. McVoy, 75 Albany St., N.W.1. Museum 5984. 550-934

BELSIZE-BRADSHAW, 1922, splendid condition, £150; cash, deferred, exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 550-970

BELSIZE-BRADSHAW, 1923 model, 4-seater, dynamo lighting, spare wheel, speedometer, self-starter, all-weather equipment, superb condition, 165 guineas. Edwards, 175-177 Gt. Portland St., W.1. 550-956

BLERIOT-WHIPPET, 1922, used 400 miles, chain drive model, guaranteed perfect, £85. 11 Gloucester St., Oxford. zzz-351

BLERIOT-WHIPPET car, 1922, brand new, guaranteed, £82. R. B. Clark and Co. 7 Exhibition Rd., S.W.7. 550-900

BLERIOT-WHIPPET. Astounding offer, 79 guineas, brand new 1923 (not shop-soiled) Bleriot-Whippet 2-seater, with full maker's guarantee, electric lighting, spare wheel with tyre, hood, screen, magneto ignition, mechanical hand-starter, pump, jack, tools, belt drive and mechanical horn; any car or motorcycle taken in exchange; easy payments. Write, phone, or call, Short and Glass, Ltd., 362, 487, 469, 491 and 495 Upper Richmond Rd., East Sheen, S.W.14. Phone, Richmond 2362 and 2-63. 550-946

BLERIOT-WHIPPET 1920 8hp 2-seater, hood, lamps, horn, 5 detachables, perfect order, £38. A.V. Garage, Eleanor Grove, White Hart Lane, Barnes 550-937

BLERIOT-WHIPPET, 9hp, 5 detachable wheels, electric head and side lights, tax paid, all accessories, like new, any trial, £70 or near. 8 Malvern Rd., Dalston, E.8. 550-8852

BLERIOT-WHIPPET, 1921, brand new, 1923, 2-seater, electric lighting, spare wheel, handle starter, petrol can carrier, etc., maker's guarantee, 79 guineas. Below.

BLERIOT-WHIPPET, 1921, 8hp, 2-seater, handle starter, reverse gear, electric lighting, spare wheel, licensed, good condition, 50 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W.1. 550-959

BUCKINGHAM, 5hp, 1914 child's dickey, oversize tyres, good order, accessories, licensed to December, £35. Care of Rayner's Garage, Sutton, Surrey. 550-d135

BUGATTI. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., London, W.1. Largest selection in England. zzz-341

BUGATTI (new), under list price. Write only, 120 Marlborough Flats, Walton St., Chelsea, S.W.3. 550-d724

BUGATTI. Black and Finch, Ltd., 222 Gt. Portland St., W.1, sole London agents for Bugatti cars. Following good second-hand models for sale—1919 4-seater Bugatti, with dynamo, £250; 1921 three-seater Bugatti, dynamo, self-starter, £315; 1922 2-seater, aluminium body, special demonstration model, £390. Phone, Museum 2271. 550-d876

BUGATTI, 1922, special Brescia model, built for last year's Isle of Man Tourist Trophy Race, now fitted with aluminium mudguards, windscreen, dynamo lighting and self-starter; this car is in exceptionally fine condition, having been very little used, many special fittings; an exceptional opportunity to acquire one of these famous cars. Can be seen and tried at J. Smith and Co., Motor Agents, Ltd., 52-4 Hampstead Rd., N.W.1. Museum 5938. £575. 550-926

CALCOTT. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., London, W.1. Largest selection in England. zzz-342

CALCOTT, 1916, 2-seater, lighting, double dickey, splendid order, taxed year, £125. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 550-823

CALCOTT, 1920, 2-seater, starter, lighting, dickey, perfect order, tax paid for year, £187 10s.; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7600. 550-880

CALCOTT, 1918, C.A.V. dynamo lighting, speedometer, dickey, detachable wheels, with spare, tyres very good, and is mechanically sound, inspection at any time, £160. Rose, Bridge St., Soham, Cambs. 550-8869

CALTHORPE. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., London, W.1. Largest selection in England. zzz-343

CALTHORPE 1921-2 4-seater, starter, lighting, fully equipped, excellent condition and order, 195 gns.; terms; exchanges. Midland Garage, 303 Broad St., Birmingham zzz-562

CALTHORPE, 1922, 4-seater, de luxe, starter, lighting, perfect condition, £225; terms; exchanges. Midland Garage, 303 Broad St., Birmingham. zzz-565

CALTHORPE, October, 1922, all-weather 2-seater de luxe, mileage 5,000, lighting, starting, speedometer, insurance, expert examination invited, £230. Winter, 23 Dock St., Newport, Mon. 550-d736

CALTHORPE, 1922, de luxe, all-weather 4-seater, starter, lighting, paint and mechanical condition perfect, tax paid for year, £225; extended terms and cars exchanged. Rex (Calthorpe Agent), 378-384 Euston Rd. Phone, Museum 7600. 550-879

CALTHORPE, £170, 2-seater, single dickey, 1921, special sports, aluminium bonnet, 2 spare wheels, self-starter, 5 lamps, clock, speedometer, dash lamp, electric horn, fully taxed, excellent condition. 23 New Inn Hall St., Oxford. 550-d907

CALTHORPE, 1922, 4-seater, dynamo and starter, excellent condition, £225; 1922 de luxe 2-seater, dynamo and starter, exceptional condition, £220; 1921 model, 4-seater, dynamo and starter, excellent condition, £185; exchange or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London, N.W.1. 550-999

CALTHORPE de luxe 4-seater, like new, £225; cash, deferred, exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 550-972

CALTHORPE 2-seater, dickey, lighting, disc wheels, most beautiful car, practically new condition, £145; deferred terms, exchanges. Keyser's, 33 Holland Park Mews, London, W. (near Holland Park Tube). Telephone, Park 2111. 550-902

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

CALTHORPE Sports 4-seater, £150; cash, deferred, exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 550-973

CALTHORPE, Sports de luxe, 2-seater, 1922, cost £424, starter, lighting, tools, spare wheels, beautiful condition, cash £200 by 14th. Owner, 46 Yarbrough St., Whalley Range, Manchester. 550-d854

CALTHORPE, 72 gns.; exchanges, deferred; 1914 Calthorpe 2-seater, dynamo, 5 detachables, good little car. Below.

CALTHORPE, 148 gns.; exchanges, deferred payments; 1920 Calthorpe, 2-seater, dickey, lighting, starter, 5 detachables, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 550-912

CARDEN Official Repair Depot.
We have taken over the whole of the repairs and sale of spare parts from the Carden Engineering Co. Many great improvements to Carden cars. Leaf springing, sight-feed lubrication, side curtains, domed mudguards, hood covers. Send for full particulars to the New Carden Light Car Co., Ltd., 22 Hythe Rd., Willesden, N.W.10. Phone, Willesden 2297. zzz-943

CARDEN 1921 2-seater, all on, £35; exchange motorcycle. 62 Adams Rd., Peckham. 550-d881

CARDEN, 1921 model side-by-side 2-seaters. We specialize in these reliable and efficient little cars, prices from £32; models reconditioned throughout from £35; motorcycles taken in exchange; call for demonstration run. Castelnau Motor Exchange, 187 Castelnau Pl., near "Boileau Arms," Barnes. Open Sunday. 550-70

CARDEN, 1921, 2-seater, dynamo lighting, speedometer, finished mauve, splendid condition, £42 10s. Elce, Ltd., 13-16 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 550-952

CASTLE-THREE, 1921, dynamo lighting, spare wheel, dickey seat, excellent condition, perfect running order, £105 or near. 5 Tivoli Rd., Crouch End, N.3. 550-d885

CASTLE 3, 2-seater, 1922 (June), spare wheel, dynamo lighting, speedometer, 4 cylinders, 3 speeds and reverse, dickey seat, fully taxed and insured for year, tyres and paint like new, £140, cost £280; similar machine, without dickey, £120. Bunting's Motor Exchange, Wauldstone, Middlesex. 550-66

CITROEN coupe, 1921, 10.4hp, £275. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. zzz-396

CITROEN, 1923, 11.4, 2-seater, English body, absolutely as new, taxed year, £265. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 550-829

CITROEN, 1923, de luxe, 4-seater, 11.6hp, tax paid for year, cost £275 week ago, mileage under 100, £250; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7600. 550-889

CITROEN, 1920, 4-seater, dynamo lighting and starter, tax paid, £123. (Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Tube Station. Phone, Langham 2933. 550-14

CITROEN, 1921, 4-seater, dynamo and starter, licensed and in excellent condition, £165; 1920 model, 2-seater, dynamo and starter, in good condition, £110; 1921 4-seater, 4-door saloon, in excellent condition, £225; exchange or hire purchase. The Light Car Co., 351, 410 to 414 Euston Rd., N.W.1. 550-8

CITROEN, 10.5hp, de luxe, 4-seater, late 1921, little used, like new, starter, lighting, speedometer, shock absorbers, 1923 tax paid, cost new £425, price £175. 7 Victoria Rd., Guildford. Phone 503. 550-906

CLULEY, 1921 model, 2-seater with dickey, dynamo lighting, excellent condition, £165; exchange or hire purchase. The Light Car Co., 351, 410 to 414 Euston Rd., N.W.1. 550-11

CLYNO, 1923, 2-seater, de luxe, double dickey, self-starter, spotlight, 2 spare wheels, oversize tyres, special finish throughout, £230. 7 Exhibition Rd., S.W.7. 550-923

CLYNO de luxe, 2-seater, been used only for demonstration runs, clock, speedometer, self-starter, mileage about 500, £265; a real bargain and fully guaranteed for 6 months. Autocar, Ltd., 15 Woodstock St., London, W. Mayfair 2631. 550-920

COVENTRY-PREMIER. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., London, W.1. Largest selection in England. zzz-344

COVENTRY-PREMIER 1923 4-seater, all-weather equipment, speedometer, tax paid, used demonstration only, unscratched, £200. James and Adams, East Finchley, N.2. 550-c358

COVENTRY-PREMIER, 1922, double dickey, dynamo lighting, numerous extras, tax paid to end of year, splendid condition and appearance, £130. Balshaw, 22 Acresfield, Bolton. 550-d822

COVENTRY-PREMIER, 1922, double dickey, as new, £125; exchanges. James, over Alexanders, 482 Harrow Rd., Paddington. 550-895

COVENTRY-PREMIER, 3 wheels, late 1921 model, dickey seat, dynamo, spare wheel, etc., £90; good condition, nicely equipped. Frank Whitworth, 139 New St., Birmingham. 550-868

COVENTRY-PREMIER, 1921, 2-seater, dickey, dynamo, spare wheel, paint and tyres as new, running order, £110, near offer; seen by appointment. 1 St. John's Rd., Golders Green. 550-d925

COVENTRY-PREMIER, 1922, 4-wheel, double dickey, dynamo lighting, unsoiled condition, £125; earlier 1922, £110; exchanges. Hillier, 127 St. Mark's Rd., North Kensington. 550-d916

COVENTRY-PREMIER 1922 8hp 4-wheeler, 2-seater, dynamo, speedometer, spare wheel, licensed, insured, splendid order, £130, would make level exchange for good 3-4-seater. 271 Brownhill Rd., Catford, S.E. 550-d879

COVENTRY-PREMIER 1921 3-wheeler, dynamo lighting, 3 speeds, reverse, spare wheel, saxe blue, as new, licensed and insured, £108 52 Crouch Hill, N. 550-d898

COVENTRY-PREMIER, 3-wheeler, 1921, 8hp w.c. engine, dynamo lighting, spare wheel and tyre, tyres like new, 5-speed and reverse, does 60 m.p.h., excellent condition and sound, year's tax paid, cheap, £85, or nearest; room wanted; bought 4-wheeler. Clark, Musician, Dinnington, Rotherham 550-d935

COVENTRY-PREMIER 2-seater, double dickey,, almost indistinguishable from brand new, reasonable offer. 13 Florence Rd., New Cross. 550-d868

COVENTRY-PREMIER, 1922, 2-seater, dickey seat, dynamo lighting, spare wheel, in exceptionally nice condition, having been very little used by original owner, complete with all tools and accessories. £125. J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W.1. Museum 5938. 550-924

COVENTRY-PREMIER, 1922, 2-seater, large dickey, tax paid, insured, several extras, unscratched, offers. Apply, after 8 p.m., 42 Grasmere Rd., Muswell Hill. zzz-916

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

COVENTRY-PREMIER, 1921, 3-wheeler, dickey, dynamo, spare wheel, new hood, side curtains, overhauled, repainted, splendid lot. £105. 48 New St., Kennington. 550-d932

COVENTRY-PREMIER, 1922, 4-wheeler, speedometer, spare wheel, double dickey, mirror and accessories, tax paid for year. Devin, 46 Hartington Rd., West Ealing, W. 550-d933

CROUCH, 1921, perfect condition, electric lighting, particularly fine little car. £50; terms, exchanges. Midland Garage, 303 Broad St., Birmingham. zzz-350

CROUCH. F.O.C.H. have 1921 Crouch, completely overhauled, bargain; exchange or deferred. 5 Heath St., Hampstead (near Tube). 550-835

CROUCH, 1922 (November), 2-cylinder, aluminium, sports, 2-seater, dynamo lighting, speedometer, mileage 5,000, £195. E. H., 22 Guildhall St., Lincoln. 550-d727

CROUCH. Genuine bargain. Three only, 1923 all-weather models for sale, the famous 8-18hp, in perfect order; these have been used only by our travellers as Show models, and are equal to new, carrying our full guarantee, price £197 10s. Crouch Motors, Ltd., Town Gate Works, Coventry. 550-12

DERBY, 9hp, 4-cylinder, water-cooled Chapuis-Dornier engine, practically new demonstration car, C.A.V. lighting, speedometer, dickey seat, 50 m.p.g., 50 m.p.h., perfect condition, £165. Orton and Co., Ltd., Derby Works, Cookham, Berks. 550-x553

DUPLEX, 10hp, 1921, 2-seater and dickey, lighting set, repainted, detachable wheels, price £140. Milne and Russell, Ltd., 1 Brighton Rd., Croydon. 883 'Phone. 550-d730

EMSCOTE 2-seater, not run 2,000 miles, J.A.P. w.-c., Lucas lighting, spare wheel, bargain, £100, or exchange 3-wheeler. 714 Holloway Rd., N. 19. 550-d890

ENFIELD, 1914, 8hp, 2-seater, 3-speed and reverse, good order, £65, or exchange good combination, cash either way. Newnham, 245 Hammersmith Rd., W. 6. 'Phone, Hammersmith 1325 550-50

ENFIELD-ALDWAY, touring 4-5-seater, all-weather body, leather upholstery, excellent condition, complete with 5 wheels and tyres, 3 covers, practically new, special sports engine, Continental type, radiator fitted, 5 lamps, clock, speedometer, spot light, electric horn, etc., lighting and starting set, the whole in excellent condition, engine speedy but economical, well over 30 m.p.g., price £350. Box No. 1683, care of "The Light Car and Cyclecar." zzz-466

ERIC-CAMPBELL, F.O.C.H. have Eric-Campbell, 2-seater and dickey, dynamo, speedometer, licensed, excellent condition, bargain. 5 Heath St., Hampstead (near Tube). 580-832

FEDERATION, 1923, 3-wheeler, as new, 8-10hp J.A.P. engine, 3 speeds and reverse, Jucke's gearbox, dark blue, roomy, well upholstered body, hood, windscreen, tyres 26 by 3-in., tools, horn, jack, licensed 1924 sickness causes sale, cost nearly £200, sacrifice £90 or nearest offer. East End Works, Bilston Rd., Wolverhampton. 550-d823

FIAT, 10.15 (1922), 4-seater, perfect, as new, £300, near offer. Wilson, 332 New Cross Rd., S.E. 550-d864

GALLOWAY, 1923, 2-seater, slightly shop-soiled, demonstration model, as new, licensed, price £285. George England (1922), Ltd., 11 Curzon St., Mayfair, W. 1. 'Phone, Grosvenor 2191. zzz-523

G.N., 1920-21, dynamo lighting, speedometer, clock, spare wheel, all tyres new, tools, etc., perfect, tax December, sacrifice £70, delivered 100 miles. 153 Fitzwilliam Rd., Rotherham. 550-b346

G.N., 1920, just overhauled and repainted, a bargain, £67 10s. cash, or £17, plus insurance, down and £4 8s. 4d. monthly. Taylors, Ltd., 52-53 Sussex Pl., S.W. 7. 'Phone, Kensington 7260. zzz-194

G.N., late 1920, dynamo lighting, speedometer, spare wheel, tyres nearly new tools and spares, £80, or nearest offer. Coghlan Christ's College, Cambridge. 550-c279

G.N. Try Glass's Motor Show Mayfair Hall, 7 Hertford St., London, W. 1. Largest selection in England. zzz-345

G.N. F.O.C.H. have 1922 G.N., excellent condition, licensed, bargain. 5 Heath St., Hampstead (near Tube). 550-834

G.N. 1922, 2-seater and dickey, dynamo lighting, spare wheel, painted electric blue, soiled only, £135; deferred payments. Parker's, Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 550-851

G.N., June, 1921, 3-seater, clover-leaf body, hood, screen, mats, speedometer, dynamo, spot light, 2 horns, entirely overhauled and repainted buff, £105, including tax and insurance till December; photo. on application. Tunell, Trouville, Sheerness East. 550-d718

G.N., late 1920, touring, new hood, repainted, oil sight-feed, spare wheel, dynamo lighting, speedometer, spares, trial invited, £75 or offer. Alexander, Spinners, Barrhead, near Glasgow. 550-d711

G.N., October, 1921, 2-seater, dynamo lighting, 6 wheels and tyres, Rapsons on rear, good condition, £85. John Melbourne, Ltd., Wilderspool Motor Works, Warrington. 550-x550

G.N., late 1922, all-weather model (cost £250), oversize tyres, dynamo lighting, dickey; excellent condition £130; extended terms and cars exchanged. Below.

G.N., one 1920 and one 1921 dynamo, detachable wheels, both excellent condition, prices from £67 10s.; extended terms and cars exchanged. Museum. Rey (G.N. Agent), 378-384 Euston Rd. 'Phone, 550-881 7600.

G.N., 1922, de luxe model, fine condition, speedometer, clock, dickey, tax paid, £165; exchanges. James, over Alexanders, 482 Harrow Rd., Paddington. 550-891

G.N., £70 or deferred terms, 1921 (July), popular model, 2-seater, one owner throughout, little used, brand-new oversize tyres just fitted to rear wheels, others good, thoroughly sound, reliable little car, in nice condition; consider motorcycle part payment if price is reasonable. Graff, Hayes, Kent. 'Phone, Bromley 532. 550-865

G.N., 1920, de luxe model, dynamo lighting, Triplex screen, mirror, small dickey seat, excellent condition, 72 gns. Gill, 11 Craven Park, Harlesden. 'Phone, Ealing 689. 550-871

G.N., 1921, touring, dynamo, new tyres, spare wheel, taxed, sound condition, £67 10s.; exchanges. Alber Garage, Thornsett Rd., Earsfield S.W. 'Phone, Latchmere 4388. 550-904

G.N., 1921 Legere, 3-seater aluminium body, in excellent condition and perfect tune, tax paid, lowest cash price £50. Moore, Chilterns School, Watlington. 550-875

G.N., 1922, all-weather, dynamo lighting, extra headlamp, excellent order, very fast, fully licensed, £120. Frank Fele, Thame. 550-d874

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

G.N., £95, 1921 G.N., 2-seater, dynamo lighting, detachable wheels, tax paid, and in new condition, fully guaranteed; exchanges and deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451. 550-35

G.N., 1922 (July), blue, 2-seater, dickey, dynamo lighting, fully taxed, all spares guaranteed perfect, only used few week-ends, any trial, £100. 62 Wargrave Ave., Stamford Hill, N.15. 550-d859

G.N., 1922, de luxe, electric light, speedometer, clock, dashboard light, aluminium disc, full equipment, 50 m.p.g., perfect condition, £110. Chick, Royal Aircraft Establishment, Farnborough, Hants. 550-d926

G.N., late 1922, de luxe, dynamo lighting, every possible fitting, in unsold condition, £115, exchanges. 24 Balliol Rd., North Kensington. 550-d915

G.N., 1920, 2-seater, dynamo lighting, fully licensed, £85 (choice of 3; exchange or hire purchase. The Light Car Co., 331, 410 to 414 Euston Rd., London, N.W.1. 550-998

G.N., aluminium body, dynamo lighting, 6 wheels, oversized tyres, overhead-valve engine, very fast, £85. 3 Stamford Brook Rd., Hammersmith, Hammersmith 2967. 550-26

G.N.S., choice of 3, from £70; cash, deferred exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 550-964

G.N. Cass's Motor Mart, Ltd., 1920-21, 10hp, dynamo lighting, splendid 2-seater, just repainted, very fine condition, bargain £80. Below.

G.N., 1921, 10hp popular model, speedometer, excellent condition, absolute bargain, £70; deferred terms, exchanges. 5 Warren St., W.1 Museum 623. 550-985

G.N., 1921, standard model, clock, speedometer, taxed 1923, exceptional condition, £82 10s. Eloc, Ltd., 13-15 Bishopsgate Ave., Camomile St., E.C.3. 'Phone, Avenue 5548. 550-951

G.N., 1920, dynamo, speedometer, spares, etc., seen near Hammersmith, £65. Box No. 2117, care of "The Light Car and Cyclecar." 550-d930

G.N. Frazer Nash 1923, 4-cylinder, cloverleaf, 3-seater, brand new, speedometer, lighting and starting, painted blue, mahogany deck, aluminium bonnet, list price £325, our price 265 guineas. Below.

G.N. Frazer Nash, 1923, 4-cylinder chassis, fitted standard touring body with dickey, painted blue, brand new, price 195 guineas, guaranteed 60 m.p.h. Below.

G.N., 1923, 4-cylinder tourer with dickey, brand new, fitted dynamo and speedometer, painted blue, listed £240, our price 180 guineas. Below.

G.N., 1922, coupe model, with dickey, speedometer, clock, year's licence, excellent condition, 130 guineas. Below.

G.N., 1921, standard touring, dynamo lighting, spare wheel, clock, speedometer, licensed, 80 guineas. Below.

G.N. Legere, 1921, dynamo lighting, spare wheel, speedometer, discs, year's licence, superb order, 50 guineas; exchanges or deferred. Edwards, 178-177 Gt. Portland St., W.1. 550-960

GRAHAM-WHITE, 1921, cyclecar, 2-seater, 4-wheeled, trial, electric light, 70 m.p.g., perfect running order and condition, any trial, £40 or near offer. Dart, 56 London Rd., Redhill. 'Phone 290. 550-d715

G.W.K., 1920, 10hp, 4-seater, dynamo, 6 detachables, 5 new tyres, electric horn, tax paid, many extras, £110. R.U., 371 Earlsfield Rd., Earlsfield, S.W. zzz-464

G.W.K., 1922, 2-seater de luxe, dynamo lighting, electric starter, speedometer, side screens, dickey, oversize tyres, excellent condition, £175. See below.

G.W.K., 1921, 2-seater, oil and acetylene lighting, dickey, excellent condition, £150. See below.

G.W.K., 1920, 4-seater, dynamo lighting, tax paid to end of year, sound condition, £120; cash, exchange or deferred terms. Service Co., 273 High Holborn, W.C. 1. zzz-707

G.W.K., 10hp, 2-cylinder, 1919, de luxe, detachable wheels, 5 lamps, good order and appearance, tax paid, £75. Roupell, 5-11 Vauxhall Bridge Rd., S.W. 1. zzz-568

G.W.K., 1920, 4-seater, first-class condition, A.A. test invited, £130. T., 2 Gt. George St., S.W. 1. 550-d725

G.W.K., 1919, 2-seater, excellent condition, lamps, speedometer, tools, etc., £65; seen any time. Harris, 135 High Rd., Wembley. 550-8851

G.W.K., 1920, 4-seater, dynamo lighting, detachable wheels, excellent condition, £110; exchange or hire purchase. The Light Car Co., 331, 410 to 414 Euston Rd., N.W.1. 550-9

G.W.K. 1916 2-seater, attractive appearance, faultless, running order, fully equipped, detachable wheels, 1 spare, £65. Bunting's Motor Exchange, Wealdstone, Middlesex. 550-65

G.W.K., 1913, excellent condition, tax paid, trial, £50. Buckler, Carolgate, Retford. 550-880

G.W.K. 1922 2-seater, many extras, impulse starter, perfect throughout, £165. Stretton and Smith, 12 Woodstock St., Oxford St., London. 550-940

G.W.K. 1921 4-seater, dynamo lighting, spare wheel, tyres good, electric and bulb horns, taxed June, insured, small mileage, excellent condition, thoroughly sound and reliable, £135. White House, Tankerton, Kent. 550-8902

GWYNNE 8, 1923, 2-3-seater, 4-cylinder, w.-c., dynamo lighting, detachable wheels, accept £198. E.H., 29 Queen's Rd., Buckhurst Hill. 550-4140

GWYNNE, 1923, 8hp, 4-cylinder, almost new, cost £125 with licence 1923, all-weather hood, £220, accept £195. Smith, 7 Brunswick Sq., Gloucester. 550-8822

HANDS, 1922, 2-seater and double dickey, 10hp 4-cylinder, tax paid, dynamo lighting, self-starting, as new, 150 guineas. Spurling, 8 Courthope Rd., Hampstead, N.W. 3. 550-8838

HILLMAN cars. Official repairers, London district. J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 598-b617

HILLMAN, 9hp, 2-seater and dickey, engine as new, beautifully painted and upholstered, new hood, tax paid to December, £125; anyone wanting a genuine 2-seater would be wise to write for full particulars or come and see this one. Hyde, High St., Haslemere, Surrey. 551-871

HILLMAN, 75 guineas, exchanges, deferred payments; 1914, 2-seater, dickey, 5 detachables, hood, screen, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 550-913

HILLMAN Sports, purchased 1921, complete with electrical equipment, highly polished aluminium body and many extras, all plated finish, 7 to 70 miles on top splendid order throughout, 5 detachable wheels and tyres, cost over £600, owner must sell, accept 185 guineas. 69 St. Paul's Ave., Walthamden Green, London. 550-8892

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.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

HILLMAN, 1914-15, 9hp, 2-seater, excellent condition, £85; exchange or hire purchase. The Light Car Co., 351, 410 to 414 Euston Rd., N.W. 1. 550-4

HURSTMAN, £150; 1921 Hurstman, 2-seater, with dicky, mechanical starter, dynamo lighting, wire wheels, overhauled and repainted, guaranteed perfect; exchanges and deferred payments over 18 months. Allen-Bennett Motor Co. Ltd., 9-11 Royal Parade, West Croydon. Phone. Croydon 2450-2451. 550-36

HUMBERETTE Spare Parts Dept. Repairs, replacements, overhauls, repainting. Inquiries invited for second-hand cars.

HUMBERETTE. Humber Service Dept., Canterbury Rd., Kilburn, N.W. 6. Phone, Willesden 1298-1299. Telegrams, "Humberonia, London." zzz-999

HUMBERETTE. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., London, W. 1. Largest selection in England. zzz-346

HUMBERETTE. F.O.C.H. have a humberette, water-cooled model, fully equipped, decessed, bargain. 5 Heath St., Hampstead (near Tube). 550-837

HUMBERETTE, 1914, a-c., in good condition, trial run given, £30 or offer. 119 High St., Croydon 550-d821

HUMBERETTE, 39 guineas; exchanges; deferred payments; 2-seater, 8hp, air-cooled, wire wheels, spare rim, good appearance, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 550-908

HUMBERETTE, £70; 8hp, 2-seater, late property of A.C.U. engineer, first set of new tyres just been fitted, guaranteed perfect, exchanges and deferred payments. Allen-Bennett Motor Co. Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 550-38

HUMBERETTE, 1915, w-c. twin 8hp, electric lights, perfect, £50. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. 550-985

HUMBERETTES, choice of 2, £50 and £60; cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 550-966

JOWETT, several 1922 models from £165. Bournemouth Imperial Motor Works, 244 Old Christchurch Rd., Bournemouth. 550-903

JOWETT, 1922, de luxe, £185, full particulars on request. Kinsey, 550 Lower Addiscombe Rd., Croydon. zzz-24

KINGSBURY JUNIOR; good, serviceable little car, in excellent condition, £75, lowest. Patrick, Lewes. 550-d921

LAGONDA. Several good second-hand cars for sale. Full particulars and prices from Lagonda, Ltd., 195 Hammersmith Rd., London, W. 6. zzz-96

LAGONDA coupe, 1923, lighting, starter, double dicky, taxed year, indistinguishable from new, £290. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2563. 550-828

LAGONDA, 1915, 4-seater, excellent condition, hood, 5 detachable wheels, good tyres, 5 lamps, mirror, very smart, any trial, £95. B. 54 Albany Rd., New Malden. 550-d849

LAGONDA, 1920, coupe, dynamo lighting and starter, tax paid, £155. Garage, 12 Cornwall Terrace Mews, N.W. 1, rear Baker St. Tube Station. Phone, Langham 2953. 550-15

LAGONDA, 1915 model, 2-seater coupe, dynamo lighting, tax paid, in excellent condition throughout, £65; exchange or hire purchase. The Light Car Co., 351, 410 to 414 Euston Rd., N.W. 1. 550-3

LAGONDA, 1922 model K, 2-seater, dicky, starter, curtains, speedometer brand new, shop-soiled, £245. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 550-28

LAGONDA, 1923, K.K. model, 2-seater with large dicky, mileage under 250, price £255. Below

LAGONDA 1921 coupe, starter, just repainted and overhauled, £275, tax paid. Stretton and Smith, 12 Woodstock St., Oxford St., London. 550-958

LAGONDA, 1920, 4-seater, C.A.V. lighting and starting, complete with side curtains, hood, cover, clock, speedometer, tool kit, etc. This car has had very little use and is in practically new condition and very smart appearance, tax paid, £150. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 550-x557

LAGONDA coupe, 1922, lighting and starting, fully equipped, as new, £255. Car Retailers, Ltd., 40 Russell Square, W.C. Phone, Museum 8019. 550-988

LAURENCE-JACKSON, 69 guineas; exchanges; deferred payments, 1920, 2-seater, 8hp, water-cooled, electric lamps, 5 detachables, fast, smart. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 550-914

LITTLE GREGOIRE, 1922, 9.5, 2-seater, dynamo lighting, full equipment, in excellent condition, £150. Griffiths, Harrison and Co., 1 Albemarle St., London, W. 1. Phone, Regent 5440-1. 550-901

MARSEAL, brand-new, unregistered, shop-soiled, 1923 model 2-seater, dicky, starter and lighting, £185. Challenge Motors, Ltd., Haig Ave., Southport. Phone 1485. 550-d920

MATHIS, 2-seater, 10hp, 4-cylinder, excellent condition, 5 detachable wheels, good tyres, dynamo lighting, 5 lamps, overhauled, repainted, 100 guineas. M., 2 The Avenue, Willesden Lane, N.W. 550-d889

MATHIS, 8hp, 1922 model, 2-seater, fitted with dynamo and starter, in real good condition, licensed until June, £145; exchange or hire purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 550-997

MATHIS 1920 4-seater, s.s., dynamo, £150; cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 550-967

MCKENZIE, 1920, 10hp, 2-seater, double dicky, dynamo, etc., overhauled and repainted, £135. Vivian, 33 Spenser St., Victoria St., S.W. 1. Vict. 8677. 550-931

MORGAN Service Dept. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents. Homac's, 243 Lower Clapton Rd., E.5. Dalston 2408. zzz-580

MORGAN specialists. James and Co. (Sheffield), Ltd., 263 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. zzz-337

MORGAN, 1916, repainted, overhauled, new condition, extras, £75, offers. Anthiff, Ulverston, Lancs. 551-d162

MORGAN. F.O.C.H. have 1921 G.P. Morgan, luxuriously equipped, bargain; exchange or deferred. 5 Heath St., Hampstead (near Tube). 550-833

MORGAN, de luxe, 10hp, w-c., 1921, aluminium dash, speedometer, electric dash and tail, white, luxuriously equipped, perfect condition, £110. Ray Bungalow, Lock Meade, Maidenhead. 552-d716

MORGAN de luxe, 1923, M.A.G., w-c. engine, brand-new, shop-soiled culy, £153; extended terms and cars exchanged. Rey (Morgan Agent), 378-384 Euston Rd. Phone, Museum 7600. 550-882

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, 1923, G.P. Anzani engine, dynamo, numerous accessories, large headlamps, side lamps and tail, dash lamp, hood cover, 2 horns, tax paid guaranteed as new, £145. Allan Gruzelier and Co., Ulster Chambers, 168 Regent St., W. 1. 550-852

MORGAN, special Aero model (late 1920), grey streamline body, special w-c. sports M.A.G. (cost £20 extra), electric and acetylene lighting, Klixon disc, racing triple screens, 60 m.p.h., new condition, £100. 70 Station Rd., Harborne, Birmingham. 550-d883

MORGAN, 1922, de luxe, w-c. M.A.G. speedometer, discs, etc., tax paid, condition as new, £125. Corbishley, Jordangate, Macclesfield. 550-d887

MORGAN, 1923, delivered April, 10hp Anzani engine, dynamo lighting, headlights, side lights and dash light, disc wheels, leather hood and cover, oversize tyres, fixed starting handle, Zenith carburettor, foot accelerator, extra footboard, with petrol carrier, electric horn, etc., small mileage, better than new, very fast, open to any trial, £145. C. S., 26 Martin St., Stratford, E. 15. Tel., Maryland 2762. 550-d897

MORGAN, Family, 1920, w-c. J.A.P., good tyres, condition excellent, speedometer, drip feed, genuine bargain, 90 guineas, only wants seeing. 10 Courty Rd., Hornsey, N. 8. 550-d899

MORGAN, G.P., special o.h.v. J.A.P., cost £200 April, 1922, short mileage, too fast for owner, £130 or exchange. D. Robbie, 65 Northbrook Rd., Ilford. 550-d906

MORGAN, 1916, Grand Prix, 60 guineas, water-cooled 10hp M.A.G., also wheels, electric lighting, engine recently overhauled at makers, any trial or examination, tax paid for year. Gregson, 67 The Crescent, Chorley. 550-d905

MORGAN, 1916, G.P., 8hp w-c. side-valve J.A.P., licensed for year, clock, speedometer, domed mudwings, tyres, paint, upholstery really good, any trial given, 60 guineas. 56 Tollington Park, N. 4. 550-d901

MORGAN, 1917, G.P., w-c. J.A.P., special coupe body, 7 electric lights, dash, discs, tax paid, £60; appointment. 145 Leander Rd., Brixton Hill, S.W. 2. 550-d855

MORGAN de luxe, water-cooled 10hp M.A.G. engine, 4-speed gear, disc wheels, hood cover, extra wide body, complete with lamps, mileage under 100 miles, cost £210 September, 1922, present-day cost, £180, bargain at £160. Box No. 2115, c.o. "The Light Car and Cyclecar." 550-d872

MORGAN, Grand Prix, 10hp M.A.G. engine, 1920, discs, speedometer, tax paid, has been overhauled and re-upholstered, £90 or close offer. Hall, 91 St. Peter's St., St. Albans. 551-922

MORGAN, 1922, de luxe, with M.A.G. engine and dynamo lighting, £125. Newnham, 245 Hammersmith Rd., W. 6. 550-51

MORGAN, 1922, standard 2-seater, M.A.G. engine, many extras, £95. Newnham, 245 Hammersmith Rd., W. 6. 550-52

MORGAN, 1920, Family model, in very good order, £80. Newnham, 245 Hammersmith Rd., W. 6. 550-53

MORGAN, 1922, Grand Prix, 10hp Anzani water-cooled engine, dynamo lighting, 3 lamps, disc wheels, speedometer, small mileage, purple finish, £136. Maudes', Below. 550-d872

MORGAN 1921, de luxe, speedometer, clock, tax paid, £100. Maudes', 100 Gt. Portland St., London, W. 1. 550-980

MORGANS, G.P., choice of 2, £70 and £90; cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 550-966

MORGAN, 1915, perfect running, extras, licensed, J.A.P., £66. Phone, Reigate 411. (After 7.). 550-d954

MORGAN, 1922, G.P., electric lighting, splendid condition, £120. Elce, Ltd., 13-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue, 5548. 550-950

PERRY, 1914, electric lighting, dicky seat, hood, screen, 5 wheels, tax paid to December, 1923, wants slight adjustments, £50, or would exchange a Morgan. 8 Boscastle Rd., N.W. 5. 550-d732

PERRY 1914 7hp 2-seater, in fine order, spare wheel, a bargain, £45, any trial. 23 New Inn, Hall St., Oxford. 550-d908

PERRY 1916 2-seater, well equipped, fast and reliable, £60. Bunting's Motor Exchange, Wealdstone, Middlesex. 550-675

PEUGEOT, Bebe model, 3 speeds, exceptionally good mechanical order, £55; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7600. 550-884

PEUGEOT, 1922, 7hp, 4-cylinder ultra sporting boat-shaped body, dynamo lighting, etc., 50 m.p.h., mileage 300, any trial, cost price, £250, bargain at £125. The Car Purchasing Agency Ltd., 1 Albemarle St., Piccadilly, W. 1. Gerrard 4240. zzz-915

PEUGEOT 2-seater, 1922, 4-cylinder, splendid condition, any trial, £100. Lyndhurst, Oakington Ave., Wembley Park. 550-d886

PEUGEOT QUAD, 1921, special sports side-by-side 2-seater, 55 m.p.h., 50 m.p.h., £100; cash, deferred, exchanges. Railton, Cobham and Co. Ltd., 21 Blackfriars St., Manchester. 550-971

PHENIX 1920 11hp 3-seater, double dicky, starter, etc., smart and reliable, £150. Vivian, 33 Spenser St., Victoria St., S.W. 1. Vict. 8677. 550-930

PREMIER, 1922, 4-wheeler, dicky, dynamo, £127 10s.; extended terms and cars exchanged. Rey (Premier Agent) 378-384 Euston Rd. Phone, Museum 7600. 550-883

READING-STANDARD, 3-wheeler, new condition, not done 500 miles, fitted with new 2-seater body, hood, windscreen, any trial, tax paid, £68. Plested, Uxbridge, Middlesex. 550-d878

RHODE, 1922, occasional 4-seater, all-weather curtains, paintwork and tyres as new, 2 spare wheels; other extras, dynamo lighting, mechanically perfect, any trial, £175. Huxtable, North Down, Heathfield, Sussex. 550-d82

RHODE, 1922, 2-seater, occasional 4, tax paid, £160. Garage, 12 Cornwall Terrace Mews, N.W. 1, rear Baker St. Tube Station. Phone, Langham 2953. 550-17

RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. zzz-275

RILEY used cars wanted and for sale. Lewes Motor Works, Lewes. 555-524

RITZ, splendid 2-seater, dynamo lighting, 8-10hp, 4-cylinder, 3 speeds, reverse, hood, screen, 5 lamps, detachable wire wheels, runs beautifully, only 59 guineas; exchange motorcycle, easy terms arranged. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). Phone, Latchmere 4686. 550-917

ROVERS wanted in part exchange for new 8hp Talbots. Best prices given. Unique deferred payment scheme. Trial runs given with pleasure. Warwick Wright, Ltd., S.T.D. House, 150 New Bond St., London, W. 1. Telephone, Mayfair 6504. 550-817

ROVER coupe, 1923, lighting, starting, clock, speedometer, tax paid to December, and many extras, £198. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 4140. 551-651

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE

(continued).

ROVER. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., London W.1. Largest selection in England. zzz-547

ROVER, 8hp, 1923 (chummy 4-seater), almost new, side curtains opening with doors, taxed to 1924, insurance, if desired, painted Rover brown, £157 10s. Keith, 7 Norfolk Sq., W.2. Paddington 6469. 550-d880

ROVER, 8hp (November, 1921), perfect order, guaranteed, fitted R.O. coupe attachment, Jaeger speedometer, 4 spring gaiters licence paid, £125; owner buying 4-seater; any reasonable trial. Hatch, 62 Dalkeith Rd., Ilford. 550-d74

ROVER, 1923, real leather, all-weather, clock, speedometer, interior lighting, mechanically perfect 45 m.p.g., insurance, tax, £140. Evans, 5 North Parade, Lowestoft. 550-d229

ROVER, 8hp, 2-seater, dickey, de luxe, ex works February, 1923, as new, luxuriously equipped, £170. Rover, 47 Streatham Hill, London, S.W.2. 550-811

ROVER, 1921, dynamo lighting, electric horn, speedometer, dickey seat for child, tools, etc., in excellent running order, £85 cash, no offers; seen and tried. Conway Garage, Old Woking, Surrey. 550-d721

ROVER, largest stock in London, from 90 guineas, cash or deferred. Delancey St. Garage, Camden Town, N.W.1. 550-d717

ROVER 8, 1922, special mahogany dash, speedometer, mat, Aro atomizer, and 1925 torque rod, exceptionally nice condition, £125. Rover, Golden Lion, Romford. 550-d807

ROVER, 8hp, choice of 2, 1921, £100; 1922, £125; extended terms and cars exchanged. Rey (Rover Agent), 378-384 Euston Road. Phone, Museum 7600. 550-885

ROVER, 1922, unsoiled condition, fully equipped, £125. James, over Alexanders, 482 Harrow Rd., Paddington. 550-892

ROVER, 8hp, 1923, de luxe, 2-seater, small mileage, clock, speedometer, side screens, step mat, aluminium number plates, tax paid to December 31st privately owned, condition as new accept £160. 158 Norwood Rd., West Norwood, S.E.27. Phone, Streatham 2541. 550-864

ROVER 8, 1922, dickey seat, speedometer, electric horn, interchangeable wheels, spare unused, petrol carrier, privately owned, trial, £127, bargain. 18 Darley Rd., Wandsworth Common. 550-d850

ROVER, 1921, 8hp, clock, speedometer, exceptionally good condition, above the average, £110. J. Smith and Co., Motors Agents, Ltd., 52-54 Hampstead Rd., N.W.1. Museum 5938. 550-928

ROVER 8, 1923, standard specification, side curtains, etc., licensed, insured, indistinguishable from new, 145 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W.1. 550-958

ROVER, 1921, good order and appearance, £98. Elce, Ltd., 13-16 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 550-954

ROVER 8, 1923, model de luxe, unused, taxed for year, £160. Brans, 14 Hurlie Rd., Tollington Park, N.4. 550-d925

ROVER, 8hp, 1922, speedometer, glass side screens, curtains, petrol carrier, taxed for year, beautiful condition, £125, offer. 112 Stroud Green Rd., Finsbury Park. 550-d924

ROVER 8, 1922, late, every fitment in unsoiled condition, £125; ditto, very smart, 1921, £100; exchanges. 24 Balliol Rd., North Kensington. 550-d917

ROVER, 1921, 2-seater, tax paid, £100. Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Tube Station. Phone, Langham 2935. 550-16

ROVER, de luxe model, 1922, mileage negligible, unscratched and indistinguishable from new, tax paid to the end of the year, £170; exchanges and deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 550-54

ROVER. L. H. Pugh can always offer an excellent selection of Rovers.

ROVER 8, 1921, tax paid, speedometer, small mileage, £92 10s.

ROVER 8, 1922, perfect condition, tax paid, £120.

ROVER 8, 1922, as new, speedometer, tax paid, £125; week's trial if desired before purchasing, no extra charge. L. H. Pugh, 9 South Molton St., W.1. Mayfair 4435. zzz-652

ROVER 8, 1922, de luxe model, as new, taxed and insured for year. Moroney and Co., Semley Pl., Ebury St., Victoria. Victoria 8245. 550-21

ROVER, 8hp, 1922, de luxe, clock, speedometer, mileage 2,000, perfect condition, year's tax, £150. Below.

ROVER, 8hp, 1922, small mileage, perfect condition, £135. Pickworth and Hull, 107 Gt. Portland St., W.1. 550-29

ROVER, 1923, 8hp, 2-seater, speedometer, small mileage, indistinguishable from new, tax paid, £140; exchanges and deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 550-39

ROVER 8's, bought for cash, best prices given. Maudes', 100 Gt. Portland St., London. 550-981

ROVER 8's, choice of 3 from £100; cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 550-963

SALMSON, £195, 1923, absolutely the very latest type, with the best English model de luxe body, wide 2-seater, with double sunk dickey, dynamo, 5 lamps, 5 wheels, guaranteed for 5 months, the very latest reduced list price being £225; exchange or deferred payments considered. Graff, Hayes, Kent. Phone, Bromley 532. zzz-175

SALMSON, 1923, de luxe, double dickey, all-weather side screens, etc., actual gold medal winner in Land's End and Edinburgh trials, mechanically perfect and faultless, taxed, £195. Below.

SALMSON, 1922, de luxe, 2-seater, dickey, completely equipped as maker's specification, good tyres, taxed, insured, £150. K.J. Motors, Bromley. Phone 1927. 551-533

SALMSON, 1922, de luxe, excellent condition, £152. 7 Exhibition Rd., S.W.1. 550-898

SALMSON, 1922, 2-seater, dickey, dynamo, £145. Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Tube Station. Phone, Langham 2935. 550-18

SALMSON, 1923, Chummy body, dynamo lighting, etc., mileage 300, absolutely unscratched, tax paid, bargain £195. Vivian, 33 Spenser St., Victoria St., S.W.1. Vict. 8677. 550-929

SAXON, 58 guineas; exchanges, deferred payments; 11hp, 4 cylinders, 2-seater, dynamo, repainted, new hood, smart, any examination, tried. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 550-909

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SHORT-ASHBY, 1922, 8hp, 4-cylinder water-cooled, 2-seater and dickey, friction drive, hood and screen, Lucas dynamo lighting, spare wheel. This is the actual model exhibited at Olympia last November. Dark blue body with aluminium bonnet. An ideal no-trouble car. Trial run can be arranged in London. What offers? Major, 18 Russell Gdns., Golders Green, London, N.W. zzz-768

SINGER. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., London, W.1. Largest selection in England. zzz-548

SINGER, 1923, 4-seater model, in stock; exchanges. Janes and Adams, East Finchley, N. 2. 550-c359

SINGER, 1922, dark blue, perfect order, any trial, £210. Vane House, Hampstead. Phone, Avenue 3269. 551-c945

SINGER, 1922, all-weather coupe, lighting, starter, speedometer, new hood, taxed year, exceptional condition, £185. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2365. 550-826

SINGER. F.O.C.H. have 2 Singers, 1919 and 1920, both dynamo, starters, dickey seats, condition excellent, bargains; exchange or deferred. 5 Heath St., Hampstead (near Tube). 550-856

SINGER coupe, 1919, 2-seater Mulliner body, with dickey, dynamo lighting, just overhauled and repainted, speedometer, clock, spare wheel, with new tubes and tyre, all tools, tax for year paid, also insurance, £125. Photo. and particulars, Lawrence, 87 Cecil Rd., Enfield, Middlesex. 550-d728

SINGER, 4-seater, 10hp, 1923, 3,000 miles only, speedometer, clock, mirror, tool-box, spare oil and petrol, fire extinguisher, etc., excellent condition, £220; owner buying larger car; by appointment only. Winterbourne, Gipsy Lane, Putney. 550-d720

SINGER, super sports, 2-seater, one of three specially built for 1914 T.T. Race, mileage negligible, mechanically perfect, £250. Huskinson and Ashwell, Ltd., 96 Derby Rd., Nottingham. 551-x551

SINGER, 2-seater, 1921, starter, dickey, etc., £150; extended terms and cars exchanged. Rey (Singer agent), 378-384 Euston Rd. Phone, Museum 7600. 550-886

SINGER, 2-seater, 1919 model (new in 1921, good condition and appearance, £120. Frank Whitworth, 139 New St., Birmingham. 550-869

SINGER, 10hp, detachable wheels, new tyres, speedometer, lamps, etc., £50, good condition. 40 Linhope St., Upper Park Place, Baker St., N.W.1. Padd. 2854. 551-d860

SINGER, £63, 1914, 2-seater, dickey, 10hp, 4 cylinders, 5 Sankey detachables, dynamo lighting, speedometer, splendid condition; another, not dynamo, £58. 65 Solon Rd., Brixton. 550-d867

SINGER, exceptional 1917 coupe, dynamo lighting, speedometer, dickey, tax paid, £85; exchanges. Hillier, 127 St. Mark's Rd., North Kensington. 550-d914

SINGER, 1915 model, 3-seater, dynamo lighting, excellent condition, £85; 1915 model, 2-seater, £50; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., N.W.1. 550-7

SINGER 1919 10hp 2-seater, with dynamo lighting and dickey seat, excellent order. £115. Newnam, 245 Hammersmith Rd., W. 6. 550-49

SINGER 1921 (late) 2-seater, 10hp, starter and lighting, taxed for year, Triplex glass, many extras, perfect condition, £130. Walter Engall and Co., 20 Long Acre, W.C. 2. Gerrard 4457. 550-x553

SINGER. Cass's Motor Mart, Ltd. 1921 coupe, 10hp, starter and lighting, painted blue, run 4,000 miles, indistinguishable from new, absolute bargain, £175; deferred terms, exchanges. 243 Brompton Rd. S.W.3. Kensington 2194. 550-986

SINGER, 1921, 2-seater, starter and large dickey, several extras, £160. Stretton and Smith, 12 Woodstock St., Oxford St., London. 550-939

STANDARD. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., London, W.1. Largest selection in England. zzz-349

STANDARD 9.5 coupe, 1919-20, s.s. and 1-1, speedometer, etc., good condition and appearance, £175. Koupell, 5-11 Vauxhall Bridge Rd., S.W.1. zzz-567

STANDARD, 9.5hp, 2-seater and dickey, 1914, lamps, speedometer, excellent condition, £125. Wellington Vicarage, Lincoln. 550-d37

STANDARD, 1920, 9.5hp, 2-seater, dickey, long chassis, starter, lighting, fully equipped, £175; extended terms and cars exchanged. Rey (Standard Agent), 378-384 Euston Rd. Phone, Museum 7600. 550-887

STANDARD, 2-seater, 9.5hp, perfect condition, any trial, £70, or near offer. 45 Green Lane, Penge, S.E.20. 552-x552

STANDARD, 8hp, 2-seater, with double dickey, delivered brand new 6 weeks ago, licensed to the end of this year, indistinguishable from new, balance of maker's guarantee can be transferred, £235. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2651. 550-919

STANDARD, 9.5hp, 1915, good order and condition, £80. Elce, Ltd., 13-16 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 550-953

STANDARD, 9.5hp, 1920 model, long wheelbase, all-weather, 2-seater, dynamo and starter, excellent condition, £185; exchange or hire purchase. The Light Car Co., 351, 410 to 414 Euston Rd., N.W.1. 550-2

STANDARD, dynamo, repainted, £100; cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 550-968

STANDARD, 1920, 155 guineas, 9.5hp, starting, lighting, speedometer, all-weather equipment, year's tax paid, dickey; exchanges, deferred terms. McVoy, 75 Albany St., N.W.1. Museum 3984. 550-953

STELLITE 1914 model 2-seater, excellent condition, £65; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., N.W.1. 550-5

STONELEIGH, 1923, all accessories, mileage under 1,000, £160; good combination taken part exchange. Cox and Stephens, Colston St., Bristol. 550-4723

STRAKER-SQUIRE, 1923, 10-12hp, 4-seater, fitted with special independent sliding front seats and shock absorbers, fully equipped, very smart, price £375. Phone, Grosvenor 2191. zzz-371

SWIFT wanted in part exchange for new 8hp Talbot. Best price given. Unique deferred payment scheme. Trial runs given with pleasure. Warwick Wright, Ltd., S.T.D. House, 15 New Bond St., London, W.1. Telephone, Mayfair 6504. 550-816

SWIFT 1915, 10hp, 2-3-seater, complete with dynamo lighting set, fitted with dickey seat, recently repainted, in splendid condition, £95; large price offered for Sunbeam, A.J.S. Triumph, Douglas combination, or solo motorcycles taken in part exchange; easy terms. Herbert Robinson, Ltd., Cambridge. 550-947

THE BEST BARGAINS in light cars and equipment appear in the small advertisement columns of "The Light Car and Cyclecar."

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SWIFT, 10hp, clover-leaf coupe, 1919, thoroughly overhauled, dynamo lighting, self-starter, £140. Vivian Hardie and Lane, Ltd., 23-24 Woodstock St. (off Blenheim St.), Bond St., W.1. Mayfair 6559, 550-810

SWIFT, 1915, 10hp, 2-3-seater, tax paid, dynamo lighting set, self-starter, leather hood, Hartfords, electric horn, clock, recently repainted, perfect condition, price £150 or near offer. Tyson, 381 Lordship Lane, East Dulwich, S.E. 22. 550-8866

TALBOT, 1922, 8 1/2, 2-seater de-luxe, lighting, starter, taxed year, perfect order throughout, £230. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2365. 550-827

TALBOT 8, 1923, de-luxe, dynamo lighting, self-starter, speedometer, double screen, side curtains, taxed for and insured for year, £255; exchanges. Hillier, 127 St. Mark's Rd., North Kensington. 550-d918

TALBOT 1925 10-25hp 4-seater, all-weather curtains, bulb horn, electric Klaxon, year's tax, mileage 700 only, as brand new, £355. Pickworth and Hull, 107 Gt. Portland St., W. 1. 550-35

TALBOT-DARRACO, 1922 model, brand new (shop-soiled), 2-seater, dynamo and starter, excellent condition, £250; exchanged or hire purchase. The Light Car Co., 351, 410 to 414 Euston Rd., N.W. 1. 550-6

TALBOT-DARRACO. Gentleman wishes dispose 1923 8hp 4-seater, licensed, speedometer, clock, cost £320 2 weeks ago, mileage 600, perfect, but too small for his requirements, £280. Hewins's Garages, Ltd., Taunton. 550-671

TAMPLIN, 2-seater, 1921, dynamo lighting, electric and hand Klaxon horns, speedometer, disc wheels, licensed and insured, first-class condition inside and out, expert examination invited, £70. Phillips, 3 Crofton Rd., Camberwell, S.E.5. 550-862

TAMPLIN, 1921, 2-seater, cost £150, will take £40. Coventry, 12 North Row, Park Lane. 550-x549

TAMPLIN, side-by-side, 1923, shop-soiled agent's model, slight reduced price; also second-hand tandem model, £35. Tamplin Motors, Ltd., Staines. 550-d922

TAMPLIN, 1921, 2-seater, as new, £45, or exchange. Clayhall Tavern, Old Ford Rd., Bow. 550-d895

T.B., 1922, w.-c., spare wheel, mileage under 4,000, speedometer, clock, tax paid for the year, price £110. Milne and Russell, Ltd., 1 Brighton Rd., Croydon, S.E.5. Phone. 550-d729

T.B., 1922, de-luxe, w.-c., dynamo lighting, electric horn, side screens, spare wheel, taxed December, any trial, £135 or best offer. Chambers, Caversham, Westville Rd., Barnsley. 550-d903

UNIT, April, 1922, ideal car for lady driver, exceptionally attractive touring car, thoroughly tested out and reliable, 4-cylinder water-cooled engine, disc drive and final spur gearing, 2-seater aluminium body, red wings and wheels, nickel-plated radiator and fittings, Brolt electric lighting, tools and spares, speedy hill-climber, 45 m.p.h. on the level, trial run, inspection or photo., £200, or near offer. Phone, Clerkenwell 6000, F.J.F., care of "The Light Car and Cyclecar," 7-15 Rosebery Ave., London, E.C.1. zzz-148

UNIT, £80, 1921, 9hp, water-cooled, dynamo lighting. 157 High St., Merton. 1289 Wimbledon. 551-c512

WOLSELEY, 10hp, late 1921, 2-seater, starter, lighting, fully guaranteed; terms, exchanges. Midland Garage, 303 Broad St., Birmingham. zzz-564

WOLSELEY 10, 1923, de-luxe, all-weather model, 2-seater and dickey, in perfect condition, equal to new, used for few demonstrations, £310. Hewins's Garages, Ltd., Taunton. 550-672

WOLSELEY, 1921, 10hp, 2-seater, starter, dynamo, excellent mechanical order, £215; extended terms and cars exchanged. Key, 378-384 Euston Rd. Phone, Museum 7600. 550-888

WOLSELEY, 1923, 10hp, de-luxe 2-seater, dickey, starter, clock, speedometer, all-weather fittings, licensed, indistinguishable from new throughout, 305 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W. 1. 550-957

WOLSELEY 1921 model 2-seater, dynamo and starter, excellent condition throughout, £225; exchange or hire purchase. The Light Car Co., 351, 410 to 414 Euston Rd., N.W. 1. 550-1

WOLSELEY Ten, 1921, 2-seater, double dickey, perfect condition; bargain, 200 guineas. L. H. Pugh, 9 South Molton St., W.1. Mayfair 4435. 550-d895

WOLSELEY, 10hp, de-luxe model, 1921, self-starter, dynamo, 2-seater, with double sunken dickey seat, coachwork, etc., as new, small mileage, must sell, accept 195 guineas. 69 St. Paul's Ave., Willesden Green, London. 550-d895

WOLSELEY-STELLITE, first-class order mechanically and body, new tyres, many extras, with tax to end of year, £100. W.B.G. and E. Co., 202 Westminster Bridge Rd. Hop. 6187. zzz-497

LE ZEBRE, 1921, 8hp, 2-seater, self-starter, dynamo, tax, etc., bargain, £95. Vivian, 35 Spenser St., Victoria St., S.W.1. Vict. 8677. 550-932

SPARE PARTS FOR LIGHT CARS.

K.J. (KINGSBURY-JUNIOR) spares in stock. The Kennedy Motor Co., Ltd., Shettleston, Glasgow. Telegrams, "Minervant, Glasgow." Telephone, 220 Shettleston. 563-159

MERRALL-BROWN spares and repairs. Merrall-Brown, 28 Chorley Old Rd., Bolton. 551-e539

MORGAN spares. The Stevenage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price, plus carriage. Repairs and overhauls carried out by experts. Write, wire or phone your requirements. Prompt attention given. Phone, Stevenage 55. zzz-599

RICHARDSON light cars. Having purchased from the Receiver all the jigs, gauges, and patterns, the Richardson car designer and manufacturer can still supply any part from stock. Richardson, MIlthorpe, near Sheffield. zzz-56

RICHARDSON spare parts in stock. Arthur Franks, 54 Lenton St., Sheffield (late manager). 561-644

8hp ROVER spares. Practically every part in stock; immediate delivery. Kays, 8-10 Bond St., Ealing. 550-186

ONE complete set S.H. Vitess cylinder heads for converting standard model G.N. to "hot stuff" sporting; spare head, valves, springs, two cylinders, ready for conversion, perfect order, £20. Lewis Humphries, The Eastgate Garage and Works, Lewes. 851-919

NEW LIGHT CARS AND CYCLECARS

A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2965 and 2966), West End wholesale and retail agents. All 1923 models in stock for immediate delivery; demonstrations given any time of day; no obligation; deferred payments arranged; cars and motorcycles taken in part exchange. zzz-754

A.B.C. Martin Walter, Ltd., Folkestone, sole agents for Kent, offer immediate delivery; 4-seater £245, 2-seater £225; hire-purchase or exchange. 550-x346

A.-C. Caithness and Co., Ltd., for A.-C.s. Quick deliveries and the best service after purchase. Deferred payments and part exchanges. Write to us if you are a buyer or a seller of an A.-C. 65 Gt. Portland St., W.1. Tel., Langham 2172. 550-856

A.-C. Caithness and Co., Ltd., the A.-C. agents, have for immediate delivery a Royal 4-seater, painted dark blue, with complete equipment as per makers' specification, price £415; deferred payments and part exchanges. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 550-857

A.-C. Birkenhead Motor Works, 54 Duke St., A.-C. agents, immediate delivery, and 6 Hardman St., Liverpool. 562-869

A.-C. 12hp models, both Empire and Royal, in stock for immediate delivery. Authorized agent, Jackson's Garage, Guildford. Phone 345. zzz-855

A.-C. 2 and 4-seaters in stock for immediate delivery. Your present car accepted at full value in part payment. Definite allowance offer made by post for the benefit of country clients. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325 and 80. 550-40

A.-C. Autoveyors, Ltd., 84 Victoria St., S.W. 1.

A.-C. Leading London agents and concessionaires Surrey. Trade enquiries invited. All models in stock at new reduced prices. Autoveyors, Ltd.

A.-C. Empire 2-seater model, all colours, £525. Autoveyors, Ltd.

A.-C. Royal 2-seater all-weather models, £395. Autoveyors, Ltd.

A.-C. Royal 4-seater all-weather models, £415. Autoveyors, Ltd.

A.-C. Royal coupe, any colour, £475. Autoveyors, Ltd.

A.-C. Autoveyors, Ltd., can supply any of the above cars on deferred payments. Only a small deposit required. 84 Victoria St., S.W. 1. 550-56

AMILCAR specialist and distributor, North and East Riding Yorkshire. S. Glover, North St., Ripon. Phone 172. 554-w472

ARIEL, the new 9hp water-cooled 3-4-seater, price £235, is the nicest light car on the market, a combination of speed, reliability, and elegance. Particulars from Fred Speakman, Ariel Garage, Harpurhey, Manchester. 550-519

ARIEL "Nine," the £215 all-weather car with the thousand-guinea personality, water-cooled, right-hand change, long wheelbase, 3-4-seater, single-shell body, adjustable seats; have a trial run or free tuition without obligation; cash, exchange or deferred payments. Phone, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N.10. zzz-24

ARIEL 9, £215; immediate deliveries. Your car or motorcycle part payment; extended payment terms. Driving taught. Agents wanted. Distributors, Ariel Motors and General Repairs, Ltd., Ariel spares stocked. Service Depot, 320-2 Camberwell New Rd., S.E. 5. zzz-165

ARIEL 9, actually in stock, £215 cash, or £55 15s. down and 12 payments of £14 2s.3d., with option of a discount; generous exchanges. Lamb's, Ltd., 387 Euston Rd., London, N.W.1; 50 High Rd., Wood Green, N.22; opp. Hoe St. Station, Walthamstow, E.17. 550-808

ARIEL Nine, de-luxe specification and finish, 3-seater, all-weather equipment, £215, equally cheap to maintain, actually in stock. Maudes, 100 Paris St., Exeter. The Norwich Garage, Norwich, and 100 Gt. Portland St., London. 550-979

ARIEL. Come and try the wonderful Ariel 9, with Chummy body, £215; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London, N.W. 1. 550-995

ARIEL 9, Black and Finch, Ltd., main London agents for Ariel 9 lightcars; demonstration cars and stripped chassis on view at 222 Gt. Portland St., London, W.1. Phone, Museum 2271. 550-d877

AUSTIN. Stretton and Smith for 7hp Austins. Earliest deliveries. Deferred payments. 12 Woodstock St., Oxford St., London. zzz-930

AUSTIN 7hp, £165; orders now accepted for early delivery. Ratcliffe Bros., 200 Gt. Portland St., W. 554-167

AUSTIN 7, £165, immediate delivery from stock. There is a great demand for this wonderful little car. First cheque secures. Authorized agents, Smith Motors, High Rd., Goodmayes, Hford. Phone, Hford 1082. zzz-625

AUSTIN, 7hp, £165. Inspect this wonderful car at once; orders accepted for early delivery. Jackson's Garage, Guildford. Phone 345. zzz-854

AUSTIN new 7hp model, £165; place your order now for early delivery; exchanges; deferred payments. Parker's, 246-52 Deansgate, Manchester; and Bradshawgate, Bolton. 550-848

AUTOCRAT. Tarrants Motors, Southsea. Immediate delivery of all models. Exchanges, deferred. Telephone 5960. 559-x352

BAYLISS-THOMAS. Authorized agents, London, South of Thames, and 25 miles radius. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. zzz-398

BAYLISS-THOMAS. All 1923 models in stock, 10.5hp, 2-seater, with dickey, £295; 10hp, 4-seater, £320; 8.9hp Junior, £240; exchanges or extended terms. Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W.1. Tel., Victoria 4634. 550-962

BELSIZE-BRADSHAW. Gordon Watney and Co., Ltd., 31 Brook St., W. 1. (Phone, Mayfair 2965 and 2966), West End wholesale and retail agents. All 1923 models in stock for immediate delivery; demonstrations given any time of day; no obligation; deferred payments arranged. Cars and motorcycles taken in part exchange. zzz-755

BELSIZE-BRADSHAW. 9hp, dynamo lighting, £210, speedometer 5 extra. Immediate delivery from the authorized agents, Harris Garage, Slough. Phone 88. zzz-658

BELSIZE-BRADSHAW, £210 cash, or £42 8s. deposit and 11 payments of £16, less rebate. Service Company, 275-4 High Holborn, W.C.1. zzz-290

BELSIZE-BRADSHAW, 9hp coupe, £260, 4-seater £235, 2-3-seater £210, all in stock, deferred payments arranged, exchanges. J. D. Paterson and Co. Barbauld St., Warrington. Phone 545. 585-258

BELSIZE-BRADSHAW, 9hp, oil-cooled, 2-3-seater, immediate delivery from stock, £210. C. W. and J. Mason, Ltd., 3 St. Luke's Place (top of Bold St.), Liverpool. Royal 5311. 550-c255

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

NEW LIGHT CARS AND CYCLECARS

(continued).

BELSIZE-BRADSHAW. Willmott's can give immediate delivery of Belsize-Bradshaw 4-seater, £235; 2-seater, £210; coupe, £260; £18 extra to any model for self-starter and speedometer. We will take your car in part payment or supply on deferred terms. Trial runs any time, anywhere. Percy Rd., Uxbridge Rd., Shepherd's Bush, W.12. 'Phone, Hammersmith 621. 558-a972

BELSIZE-BRADSHAW. 9hp, immediate delivery, £50 down, balance 12 monthly instalments. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-472

BLERIOT-WHIPPET. Astounding offer, 79 guineas. Brand-new 1923 (not shop soiled) Bleriot-Whippet, 2-seater, with full makers' guarantee, electric lighting, spare wheel with tyre, hood, screen, magneto ignition, mechanical hand-starter, jump, jack, tools, belt drive and mechanical horn; any car or motorcycle taken in exchange; easy payments. Write 'phone or call, Short and Glass, Ltd., 362, 487, 491 and 493 Upper Richmond Rd., East Sheen, S.W.14. 'Phone, Richmond 2362 and 2363. 550-945

B.S.A. Leamington Automobile Co., Ltd., appointed special agents for B.S.A. cars. Display of latest models on view at our showrooms. Delivery anywhere. Complete repair depots and stock of spare parts. 2 Parade, Leamington Spa. Tel. 115 568-422

B.S.A. 10, Popular model, £205. Where can you find its equal? See and try it at Mylams', 197 London Rd., Croydon. 'Phone, Thornton Heath 1273. zzz-551

B.S.A. from stock, delivery on £50 down, balance 12 monthly instalments. East Lancashire Motors, Ltd., 19 Railway Rd., Blackburn. zzz-473

BUGATTI. Black and Finch, Ltd., 222 Gt. Portland St., London, W.1, sole agents Surrey and Middlesex for Bugatti cars. Write for catalogue. 'Phone, Museum 2271. 550-a875

CALCOTT. 10hp. Smith and Hunter, authorized agents, delivery from stock, 2-seater, all weather, £325. 77 Gt. Portland St., W. 'Phone, Langham 2363. 550-821

CALCOTT. 10hp model, £295. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-943

CALCOTT. Buy a thoroughbred, especially at the new price of £295. Crow Bros., Guildford. 550-68

CALTHORPE. Croydon agents for Calthorpe cars. Immediate delivery from stock of all models, with efficient service to follow; deferred payments and exchanges arranged. Moore's, Presto Motor Works, Ltd., North End, Croydon. 'Phone 2624. zzz-500

CALTHORPE. Lankester Engineering Co., Kingston, Surrey agents for Calthorpe cars. Sub-agents wanted where not already represented in county. Liberal terms, prompt deliveries. zzz-563

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NEW LIGHT CARS AND CYCLECARS

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COVENTRY-PREMIER. Ernest Grimaldi, Ltd., authorized agents, 1923 models, 2 and 4-seater, 4-cylinder, £210; part exchanges, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2983. zzz-493

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ROVER, 8hp. Fowler and Bridgen, authorized Rover agents, 130 Euston Rd., King's Cross. Museum 4827. zzz-459

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ROVER 8 cars. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. 'Phone, Ilford 1082. zzz-315

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ROVER. Ariel Motors and General Repairs, Ltd., deliver 8hp models from stock; extended payments arranged; second-hand cars taken part payment. 320-2 Camberwell New Rd., S.E. 5. zzz-495

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(continued).

SALMSON. The Motor Marketing Co., distributors for Berkshire, offer immediate delivery all 1923 models, cash, exchange, deferred, to suit clients. Wantage Rd., Reading. zzz-346

SALMSON, 1923. Percy H. Smallbone, Ltd., can supply 2-seater, with dicky, and all-weather equipments, London coachwork (limited number only for disposal), £210; 4-seater model, with all-weather equipment, best value in the market, £235. Catalogues free. 499 Oxford Rd., Reading. 'Phone 1117. zzz-416

SALMSON. K.J. Motors, Bromley, sole concessionaires for Kent and Surrey, can give immediate delivery of new models. Cash, exchange, deferred. Bromley 1727. zzz-689

SALMSON, 1923, fitted with 4-seater body, all-weather equipment, coachwork by Littlewood, of Bromley, 5 detachable wheels, 710 by 85 tyres, Ducllier lighting set, plated radiator and fittings, delivery from stock, price £235. Motor Marketing Co., Wantage Rd., Reading. zzz-591

SALMSON. Ariel Motors and General Repairs, Ltd., deliver 10hp models from stock; extended payments arranged. 320-2 Camberwell New Rd., London, S.E. 5. zzz-166

SALMSON. Smith and Hunter, authorized agents; immediate delivery 2-seater with double dicky and all-weather side curtains, £225. 77 Gt. Portland St., W. 'Phone, Langham 2363. 550-822

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SINGERS, 1923. All models for quick delivery. Jackson's Garage, Guildford, official agents. 'Phone 345. zzz-708

SINGER. Birkenhead Motor Works, 54 Duke St., Singer agents. Immediate delivery new models. And 6 Hardman St., Liverpool. 562-871

SINGER, 1923, all-weather models, 2 and 4-seater models, 280 guineas. In stock. Authorized agent, Saxon Jeffers, 253 Deansgate and 27 Lower Mosley St., Manchester. 'Phone, 4978 Central. 550-973

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SINGER. Ernest Grimaldi, Ltd., authorized agents. 1923 models, 2 and 4-seaters, £250; part exchanges, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2983. zzz-492

SINGER, £250. Authorized agents, West Bros., Cranbrook Rd., Ilford. See Coventry-Premier advertisement. 556-195

SINGER, 1923, 2 or 4-seater, reduced to £250. Halifax Motor Exchange, Horton St., Halifax. zzz-51

SINGER 10hp 1923 all-weather cars, 2 or 4-seater models, reduced price £250; immediate delivery; free tuition; exchanges; deferred payments. Eagles and Co., 275 High St., Acton, London. zzz-69

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(continued).

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(continued).

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ECONOMIC. 710 by 90 Oldfield Cord, 62s. 9d.; Goodyear all-weather, 59s. 6d.; Dunlop Magnum, 45s.

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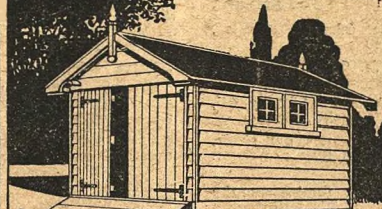



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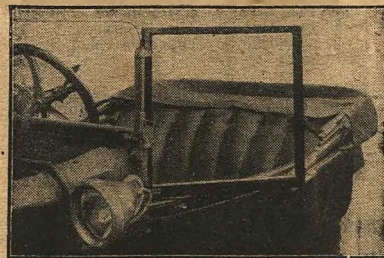
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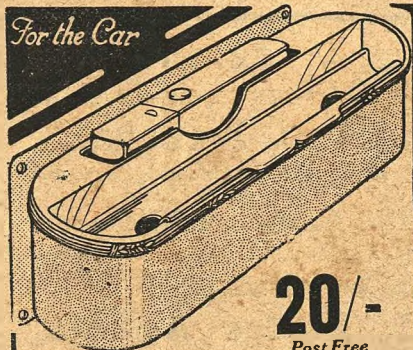
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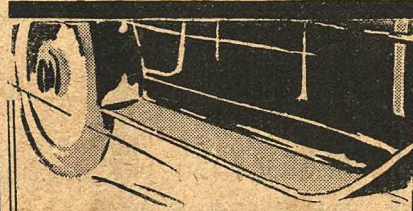
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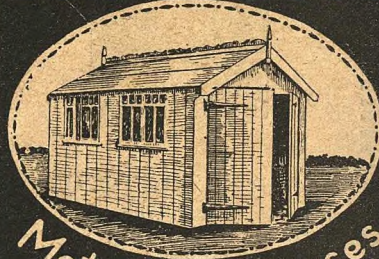
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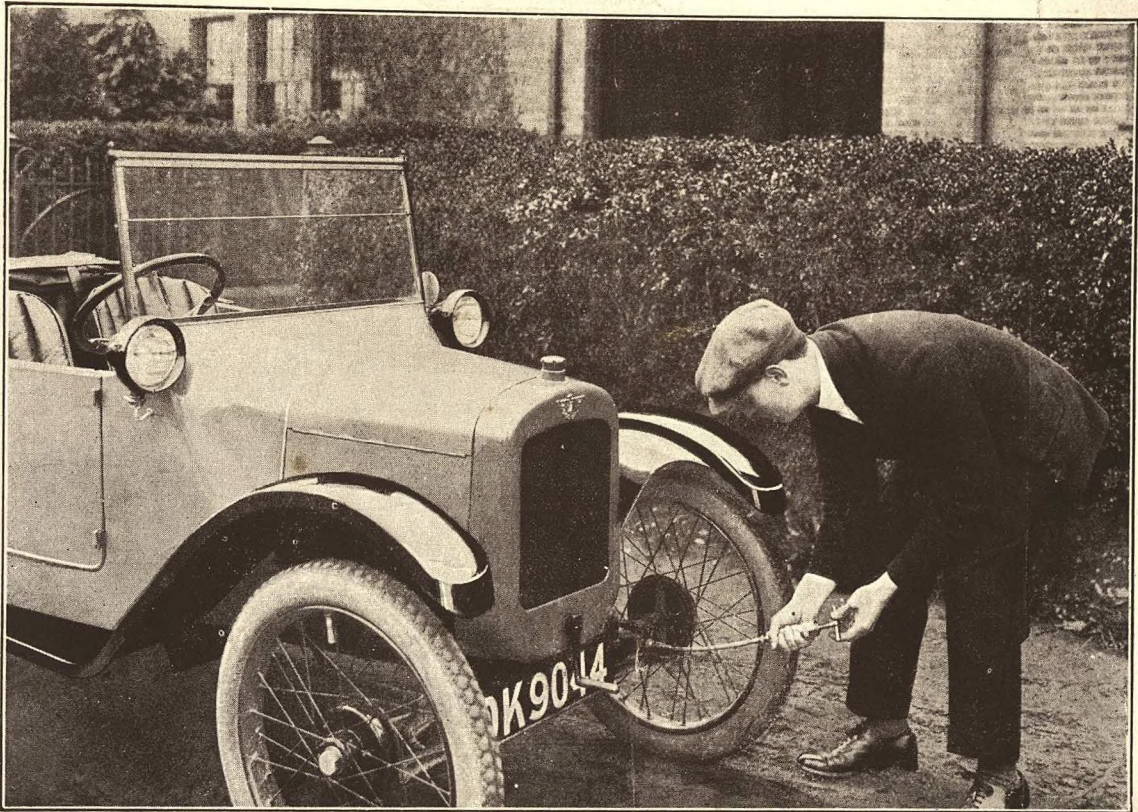
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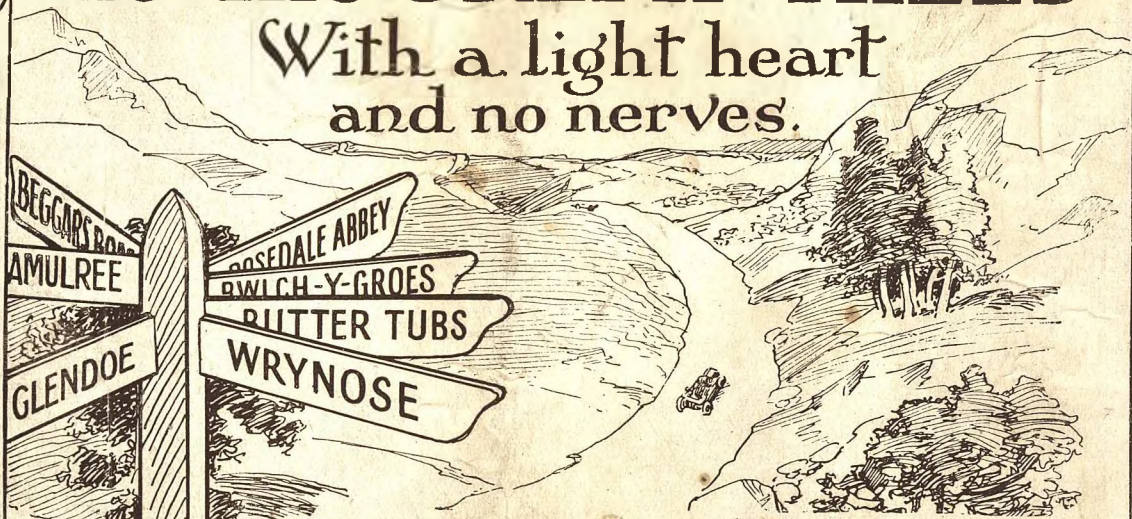
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