

The
Light
and

Founded 1912

The only Small Car Journal

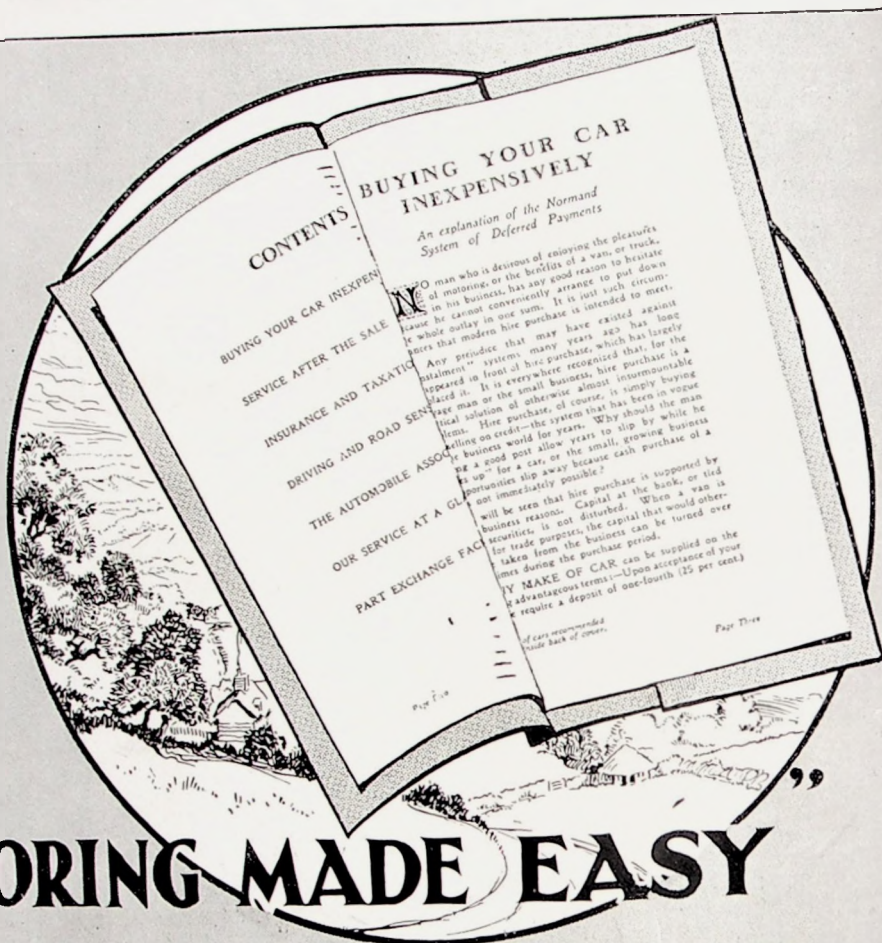
Well
3^D

Vol. XXIX. No. 745
Friday, Mar. 18. 1927
*Registered at the GPO
as a Newspaper*

CHARLES KINGSLEY'S CHURCH.

Historical or literary associations lend a peculiar charm to some of the picturesque old churches of England, and many light car owners make a special point of visiting them when touring. Charles Kingsley was for many years rector of this interesting old church at Eversley in Hampshire.

The First Step to Buying a Car!



"MOTORING MADE EASY"

The Book that helps you to buy your car

DEFERRED TERMS

3 3/4%

TELLS you all you should know about purchasing a car the Normand way on easy deferred terms — making car-buying simple for those who hitherto have hesitated and helping the busy man make his choice. Write for a copy now, it is sent free—or call at our showrooms. We have a large stock for you to see—can arrange a trial run any time, anywhere, and assure you of immediate delivery.

92, Gloucester Rd.
S.W. 7.

NORMAND
GARAGE LTD.

489 OXFORD ST. LONDON W.1.

(NEAR MARBLE ARCH)

Telephone - Grosvenor 3256

7 & 8 Fairmeadow,
MAIDSTONE.

4 Door Full-sized Fully-appointed Saloon

CITROËN

for
£ 190



11.4 h.p. 4-door Saloon £190
With F.W.B. . . . £210

THE 11.4 h.p. Citroën Saloons, at these exceptionally low prices, offer advantages not to be found together in any other cars of their price and class—4 Doors, Luxurious All-Steel Coachwork, Beautifully Upholstered Interior and Fullest Equipment, including Electric Lighting and Starting, 5 Comfort or Reinforced Balloon Tyres, Clock, Speedometer, Boyce Motometer, Driving Mirror, Automatic Windscreen Wiper, Oil Gun Chassis Lubrication, Rug Strap, Sun Shield, Window Winders, Spring Blinds, Carpeted Rear Floor, Interior Lighting, and every feature which appeals to the owner-driver. Arrange a trial run to-day.

Send for Citroën Book 18.

CITROËN CARS, LTD.

CITROËN BUILDING, BROOK GREEN
HAMMERSMITH, LONDON W.6.

West End Showrooms:
Devonshire House, Piccadilly, W.

**IMMEDIATE
DELIVERY**

from

**SLOUGH
WORKS**

Easter—four weeks from now.

WE cannot too strongly urge the necessity for the prospective purchaser of a Light Car to get in touch with The Service Co. immediately. It is not being fair to yourself if you wait until the last minute. Somebody has said that as much care should be taken in choosing a car as in choosing a wife.

ALREADY the demand this year has exceeded our expectations and our large stock has rapidly thinned, but owing to extensive contracts, new cars are arriving daily, and you can be assured when you call of viewing one of the largest selections of Light Cars in London.

Our Agencies for 1927 include the following leading makes:

AUSTIN	JOWETT	ROVER
CITROEN	PEUGEOT	SINGER
CLYNO		SWIFT

Demonstration runs can, of course, be arranged.

IF the question of "ways and means" worries you—don't let it. You will find, like many others, that "taking the plunge" via The Service Co. is a simple matter after all, and that your worries were more imaginary than real. Our wide range, our remarkable easy payment scheme, and our well known Service before and after sale, bring a car well within the reach of a man of moderate means. Just call or write.

If you are in search of a second hand bargain—we have it.

*our Name
and Aim."*

*Established
as long as
the industry*

273-4, HIGH HOLBORN, LONDON, W.C.1.

RD



Mr. E. C. Gordon England.

Why I run on "BP"

I run on "BP" for two reasons—one because my Austin thrives upon it and I can depend upon "BP" always to give me the same result, and that in racing is one of the most important considerations.

Having satisfied myself with its excellence, the second reason can be considered, and that is, it is British Petrol, and I believe in the words of a famous car manufacturer 'Buy British and be proud of it.'

"BP"

The British Petrol

British Petroleum Co. Ltd. Britannic House, Moorgate, E.C.2

Distributing Organization of the
ANGLO-PERSIAN OIL CO. LTD.

MARCH 18, 1927.

**For the Singer,
7 h.p. Fiat and
9 h.p. Rover**

The Zenith Carburettor shown here fits the above cars without alteration. It will improve their running enormously.

Price £6 9s.

Here is our guarantee:

More miles per gallon—increased
power—improved acceleration.

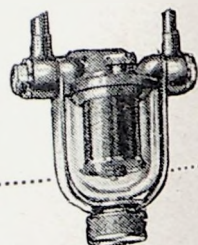
THE Zenith Carburettor has won a world-wide reputation. By sheer merit it has climbed to the top of the tree. More than 7 millions of them have been made. Obviously it must have outstanding advantages. The Zenith Compensated Jet System stands alone for economy and dependability. At

all engine speeds a perfectly balanced mixture is ensured without the aid of moving parts. Never too rich nor too weak. That is the secret of its economy—its increased power and its better pick-up. No matter which make of car you are using, we will guarantee you these improvements.

Your money refunded in full— if you are not entirely satisfied

The common sense way to find out how greatly a Zenith Carburettor will improve your engine is to try it. Fit it to your engine—usually a garage can do this very quickly—and use it for a whole month. Check up your consumption carefully—seek out some steep hills—step on the throttle and you'll feel the engine respond immediately. A Zenith Carburettor will

make your car run like a 1927 model. But—if for any reason you aren't entirely satisfied—you can have your money back at any time within 30 days. Could we make a more generous offer than this? Write for our new Catalogue and tell us the year and make of your car. We make special models for all popular makes of cars.



The latest idea in Petrol Filters

You don't always know what you buy at the pump. Sometimes you get the last few gallons out of the tank—the dirt and the water. The safe way is to filter your petrol as you go. The new Zenith filter employs new principles of edgewise filtration. No gauze and no leather. Nothing to choke or clog. Sediment always in sight. Instantly cleaned without use of tools. Fits all cars and carburettors. Price 24/-

Postage 6d. extra.

British made

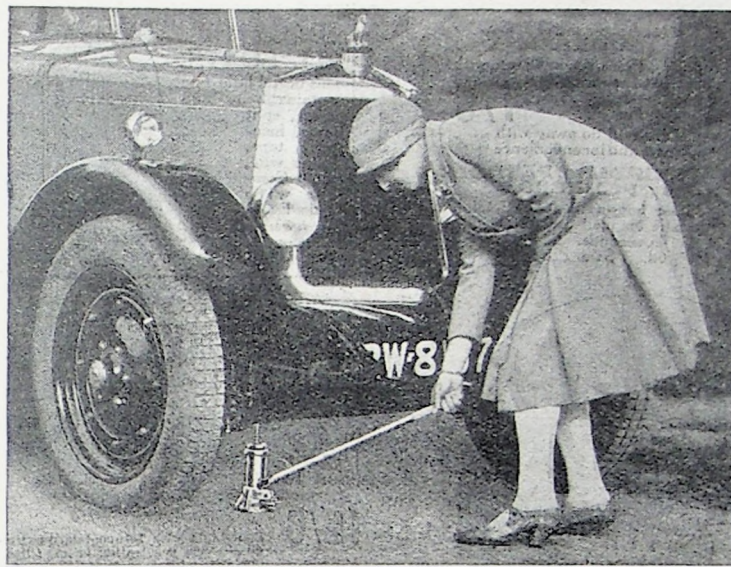
ZENITH

Carburettor

Advertisement of Zenith Carburettor Co., Ltd., 40 Newman Street, W.1 and 120, Wellington S., Glasgow.

Gilbert Ad. 8318.

EASE.



Ease in Jacking up a heavy car is perhaps the most appealing feature that could be wished for in any Jack. Especially is this so when my lady is abroad alone and a wheel has to be changed. When extreme ease is combined with simplicity, safety, and guaranteed efficiency, no more could be asked of any Jack. The ENOTS Hydraulic Jack embraces all these qualities, is sufficiently light and compact to be easily carried on the smallest car and in addition is remarkably cheap.

Standard Model.

Height - - 7½"

Actual Lift - 4½"

Extension - 4"

Two Piece Handle.

Price

50/-

complete.

Empire Model.

Height - - 9½"

Actual Lift - 6½"

Extension - 4"

Two Piece Handle.

BENTON & STONE, L^{D.} Birmingham.

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

The Motorists' Money-Saving Opportunity!

AMAGES 49th ANNIVERSARY SALE

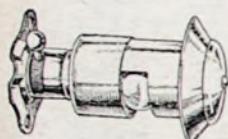
LAST WEEK. Order early to secure these Bargains.

CALL, POST OR PHONE HOLBORN 2700.

The 'Mall' Radiator Lamp.

Keeps the Engine and Radiator warm, thus ensuring protection from frost, and giving easy starting in the morning. Will burn for about 36 hours at one filling. Burns paraffin. Sale Price 10/3 Post free.

10/3



CAR DASH LAMPS

Well made. Light can be reflected in any direction. Complete with bulb. Sale Price 4/7 Post 3d. State voltage when ordering.

MIRRORS for 7 h.p. AUSTIN CARS.

Very well made and finished and giving a very wide range of vision of the road behind. Splendid quality throughout and really good value at Sale Price 5/9 Post free, Each Order per return.

5/9

BRASS PETROL POURERS.

Solid Brass, complete with petrol gauze strainer. Fits any can. Sale Price 1/3 Post 3d.

FLEXIBLE PETROL POURERS.

Great improvement! 2 gallon can is emptied and filtered in 45 seconds. Post 6d. Sale Price 3/3



BAGS OF ALL SORTS.

This useful little bag contains bolts and nuts, split pins, insulating tape, copper wire, etc. Complete with bag. Every car owner wants one. Sale Price 3/6 Post 6d.

ELECTRIC CIGAR LIGHTER

Supplied in 6 or 12 volt. This is a novel addition to the car. Sale Price 12/6



RUBBER STEP MATS.

Step Mat in Aluminium frame, with straight bar or Rubber Mat. Size 12x8in. Every car should be fitted with one now before prices return to normal. Post 6d. Sale Price 4/6

SPLendid VALUE!



SPARK PLUG TESTERS

Combined Pencil and Spark Plug Tester. This handy little instrument at once denotes any faulty firing of your plug, or leak in your electrical circuit. No motorist should be without one. Post 2d. Sale Price 2/3

TUBULAR BOX SPANNERS

Wonderful Sale offer of best steel tubular Box Spanners in sets of 3, with Tommy Bar to fit nuts. Size 1, 1 1/2, 2, 2 1/2, 3, 4, 5, 6, 8, 10, 12 in. Sale Price per Set 2/7 Post 6d. Set of 3.

Motor Cycle Sets, Sale Price 1/2 Post 6d. Set of 3.

Post 4d. Sale Price, each

3/9

PETROL CAN CARRIER.

Finished Cast Metal Frame, with four screw holes for fixing to footboard, and strong threaded screw lock. End of lock rubber-cased to save vibration. Detachable lock, making it thief-proof. Finished black with brass lock.

SPREAD EAGLE MASCOTS.

Made in BRASS and BRONZE (NO LEAD OR SPELTER) and Silver-plated. Offered at half price in this great clearance.



NIGHT TIME



Sale Price each

16/9 Post 6d.

STOP LIGHT

Gives an unmistakable signal to overtaking traffic. Most essential to all closed cars. Usually 13/6

Sale Price 10/6 For 6 or 12 volts.



CAR DUST COVERS. AMAZING PRICE REDUCTIONS.

Size.	Dust Covers in Cotton Tick.	Usual Price	Sale Price
10 x 6 ft.	Usual Price 11/6.	11/6.	6/6
13 x 12 ft.	Usual Price 29/8.	29/8.	21/6
18 x 15 ft.	Usual Price 34/.	34/.	31/6
21 x 12 ft.	Usual Price 38/0.	38/0.	30/6
21 x 15 ft.	Usual Price 45/.	45/.	35/.

Carriage extra.



METAL TOOL BOXES

for running board. Made from heavy gauge steel. Domed lid, greatly adding to appearance. As illustrated, but fitted with 2 hinged catches and lock and key. Beautifully finished in best quality black enamel, with lock and catches nickel-plated. Size 22x8 x 6 1/2 in. high. Carriage 1/- Sale Price 15/6

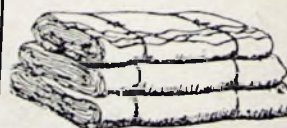
CLEANING KIT.

All Cleaning Kit for the Car greatly reduced in price.



CLEANING CLOTH.

Splendid quality Cleaning Cloth. Nice and soft, and made up into 50-yard rolls. Far superior to Waste or Mutton Cloth. Sale Price per roll 4/6 Half rolls 2/6. Post extra. Each



3 FOR 11/6 SPONGES

Fine quality Honeycomb Sponges, 3 1/2 and 2 1/2

1/3

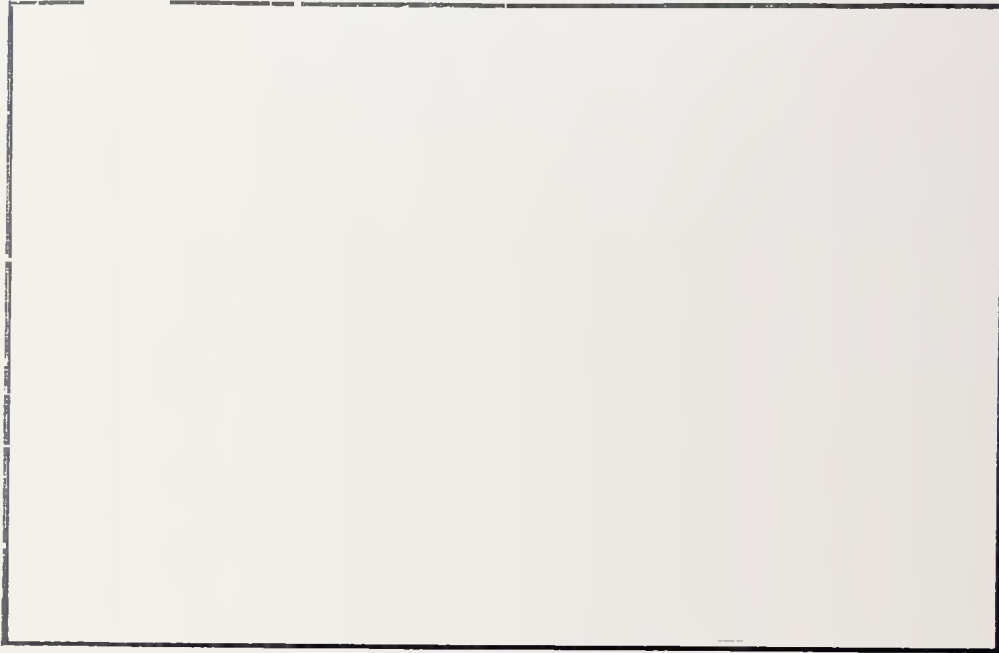
3 for 3/6 Post extra. Extra Usual

CHAMOIS LEATHERS.

Fine quality, soft yet long-wearing. Size about 21 x 22". Sale Price each 4/- Postage extra.

Write for our Wonderful Bargain List, sent post free on request.
A. W. GAMAGE, LTD., HOLBORN, LONDON, E.C.1.
These Wonderful Bargains are also obtainable at our City Branch Sale:—107, CHEAPSIDE, E.C.2.
B2

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



This beautiful picture, which hangs in the National — Mong Dew—Carramba—hang it — it's the wrong one!

?? * * !!!

Equally with the elephant, the Jowett is noted for its power, but the Jowett is also as graceful as they make 'em, and here it has the pull over the elephant. Still more are they divergent in their cost of upkeep, for the Jowett's appetite is that of a canary.

A Jowett gives you motoring at a cheaper cost per mile than any other. Enjoyable, care-free motoring. Less than $\frac{1}{2}$ d. per mile per passenger. The cheapest to buy, the cheapest to run. Change to a Jowett and keep the change. Prices from £139 and every model completely equipped. Tax £7.

Dunlop Balloons and Stewart Speedometer standard.

JOWETT CARS LTD., IDLE, BRADFORD

*Specially designed to suit
each make. Exact fitting
instructions supplied.*

**MORGAN
JOWETT
CLYNO
ROVER
SINGER
AUSTIN
HUMBER
STANDARD
TALBOT
FIAT
LEA-FRANCIS**

3 Sizes.

52/6 63/- 72/-

Per Axle. Brackets included. Carr. Extra.

BENTLEY & DRAPER, LTD.,
4, Fenchurch Avenue, London, E.C.3

*Phone: Avenue 3029.

*Grams: "Bendrapic, Fen, London."

Pleasure

TO get real enjoyment from driving you must have good control of your car and feel that it is steady and "holds the road." There is no need to be bounced about on bad roads. You can drive confidently over them if your car's springs are controlled by B & D Stabilizers. There are good reasons why you should choose them as the best value in shock absorbers. They save you money by reducing wear and tear.

EASILY FITTED. You can fit them yourself as easily as you change a wheel. The brackets clamp on.

LOW PRICED yet first-class design, workmanship and finish.

EFFICIENT. Have stood the test of time. Let us send you the testimony of users.

GUARANTEED. You can purchase under our guarantee that you only keep them if you are satisfied.

Write to-day and start the season ready to face good and bad roads with—



What you Get for what you Spend.
Search where you will, you cannot get better value.



The OWNER-DRIVERS' Garage

Built of Thornber's Locjoint Weatherboards—the only suitable boards for outdoors. All sections complete, ready for easy erection. No loose timber. All fittings sent. Gliding out-of-way Doors. 2 windows. Insured. Built to last. 2 sizes.
Size: 16' x 9' x 7' x 9½' Carr. fwd. **£15**
Floor £4 extra. Carr. fwd.
Size: 19' x 9' x 7' x 9½' .. **£18** Carr. fwd.

The SAFETY FIRST

Asbestos Fireproof Garage. All frame sections complete ready for Asbestos Sheets, which are supplied. Gliding out-of-way Doors. Two windows. All fittings supplied. Insured. Built in 3 sizes.

14' 5" x 8' 1" x 7' 12" **£15**
x 9½' Carr. fwd.
Floor £3 10 extra Carr. fwd.

16' 5" x 9' 1" x 7' **£15**
x 9½' Carr. fwd.
Floor £4 extra Carr. fwd.

20' 5" x 9' 1" x 7' **£19**
x 9½' Carr. fwd.
Floor £5 10 extra Carr. fwd.

FREE! 12 Guineas

Carriage paid price on request. Deferred payments can be arranged. Both Garages can be seen at works.

THORNBERS
OF EVERYTHING IN WOOD

Send for Folder and state requirements.
9, MYTHOLMROYD, YORKS.
London Office: 22, Strand, S.W.

A Thornber Garage will last a lifetime, because everything is solid in its construction. It is sent from works in sections—every section complete, ready for erection, which requires no skilled labour. No loose timber whatever is sent. All Garages have Gliding-out-of-way Doors, which move at a child's push, occupy no room when open, and obviate hinged door weakness. All fittings supplied. Two windows, top half to open. Tenant's fixture. 12 months' free fire insurance.

Fit an Easting Screen and ensure the comfort of your passengers

Full particulars from
EASTING WIND-SCREENS, LTD.,

Cox Street, Birmingham.
London Office: 29, Foley St., Gt. Portland St., W.1 H.P.

The Protecto Shield

Upper half Green, protects the eyes from sun glare or headlights. Lower half is open, giving unrestricted vision. per pair **5/-**

INSTALL A FULL SET

Install a full set of dependable Champion Sparking Plugs and note the improvement in the performance of your engine—easier starting, more speed and quicker acceleration.

All sparking plugs, even Champions, ultimately lose some of their efficiency under the continued stress of 600 to 1,000 explosions per minute. A weakened spark is the result—petrol and oil are wasted—power is lost. Therefore, it's real economy to install a new set of Champions every 10,000 miles.

CHAMPION

Sparking Plugs

CHAMPION

No. 8—Metric Standard.

PRICE 4/6

83, Pall Mall,



London, S.W. 1.

TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to

BRIEF SPECIFICATION.—Two-seater, 4.9 h.p., Dunlop Balloon Cord Tyres 27" x 4.4", Lucas Electric Lighting and Starting, Friction Drive, 4 Forward Speeds and Reverse, Ample Luggage Accommodation, Finished in Rich Heather Purple with Black Wings and Wheels, complete, including Windscreen, Hood and full equipment ready for the road. Maximum Speed 40 m.p.h. Petrol, Oil and Tyre wear cost less than 2d. per mile.

All Models complete with Balloon Tyres, Windscreen, Horn, Licence Holder, Number Plates, high pressure grease gun system of lubrication, upholstered seat and seat squab and body built of steel armoured plywood.

**BRITISH THROUGHOUT. HAS
STOOD THE TEST OF TIME.
READY FOR IMMEDIATE
DELIVERY. THE CHEAPEST
AND MOST ECONOMICAL CAR
ON THE MARKET.**

Any Model may be had on Hire Purchase Terms for an initial payment of £20 and the balance in 12 months. Trial runs given.

All Prices ex Works at London.

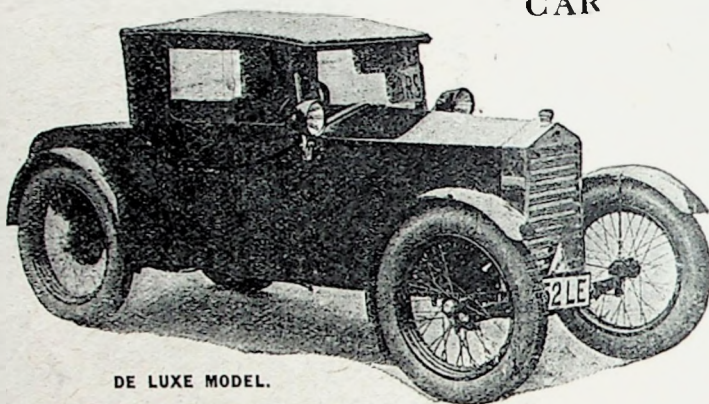
Insurance

£6

THE

NOMAD

CAR



DE LUXE MODEL.

NOTE.—The Coupe Top is interchangeable with the Standard Hood, thus the Coupe model can be readily transformed into an open vehicle by the fitting of a hood.

Apply to **NOMAD CARS LTD.,**
Offices: 130 & 132, New King's Road, Fulham, S.W.6.
Works: Elysium Works, Elysium Place, S.W.6.
Telephone: Putney 0327. Near Putney Bridge Station. Telegrams: And All Agents. "Nomodikar, Walgreen, London."

TAX

£6

PRICE LIST. £ s. d.

Mark VII Coupe Model, with Electric Starter and Dynamo Lighting (3 lamps, bright and dim)	107 0 0
Mark VI de luxe Model, with Electric Starter and Dynamo Lighting (3 lamps, bright and dim)	99 9 9
Mark V Model, with Mechanical Starter and Dynamo Lighting (3 lamps)	92 0 0
Mark IV Model, with Mechanical Starter and Accumulator Lighting (3 lamps)	89 0 0

Mark III Model, with Mechanical Starter,

PRICE

£85

ELEPHANT SERVICE

Always insist on ELEPHANT replacements.

PARTS IN STOCK FOR

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

WE ARE ACTUAL MANUFACTURERS.

BELSIZE-BRADSHAW SERVICE

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

DEEMSTER SERVICE

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

WORM WHEEL SERVICE

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

Gear Cutters, Machinists, Founders & Engineers.

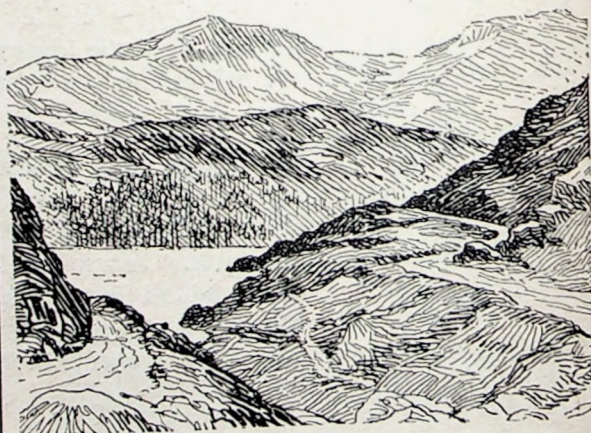
Elephant Motors Ltd.

ELEPHANT HOUSE,

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

'Phone—Hon 7076-7-8.

Grams—"Multimart, Scd1st, London."



In these days of crowded roads there is no royal route to "Safety"—but if you are well informed in your choice of brake linings and if you insist that your brakes are well and truly adjusted, you have at hand the means to get you out of many tight corners. If you will have your brakes lined with Ferodo Brake Linings you can rest assured that the lining at any rate will not let you down. It will not slip, "seize" or wear unevenly. It acts powerfully and smoothly. It is fitted to the majority of cars to-day, and, with all modesty, we suggest that this is the reason why accidents are comparatively rare.

FERODO
FRICITION LININGS

Sole Manufacturers:

FERODO LTD., CHAPEL-EN-LE-FRITH

Depots and Agencies: London, Birmingham, Leeds, Manchester, Bristol, Belfast, Coventry, Newcastle, Liverpool, Glasgow, Carlisle, and Brighton.

A445

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

"The More We Are Together—"



The 'Varsity Boat Race — 1 p.m., April 2nd.

Last year over one hundred SALMSON Car owners accepted our invitation to view the University Boat Race from our Works. Having then only just moved into our new Chiswick Works, it was not possible to issue more than a hasty invitation.

The Directors of SALMSON Cars are pleased to announce that more extensive arrangements have been made this year and all genuine SALMSON owners are cordially invited to avail themselves of the facilities we can offer to watch this historic event.

The usually tedious time awaiting the approach of the Crews can be pleasantly passed in inspecting a special show of new models displayed in the Works, and by partaking of the buffet luncheon which will be served from 12.30 p.m.

Are You a Salmson Owner?

Cut here.

Chassis No.
of your car
must be given.

S.M.S. LTD.,

CHURCH WHARF, CHISWICK MALL, W.4

Please forward me card of admission to Salmson Boat Race Meeting

on April 2nd. Chassis No. of my car is.....

Name and Address.....

Restricted to Genuine Salmson Owners.

Cut here.

Early appli-
cation is
recommended



A complete range of models is always on view at the Showrooms of

The Sole London Distributors:

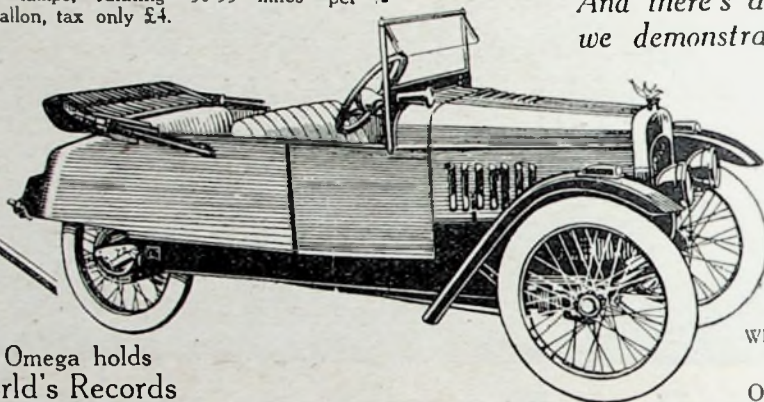
GORDON WATNEY & CO., LTD., 31, BROOK ST., W.1.

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

GRIPPING THE ROAD

is only one of the outstanding features of the Omega. Whatever the road conditions or speed, perfect stability is assured by the sturdy design of chassis, scientific distribution of weight and perfect springing.

Fitted with 8 H.P. J.A.P. twin engine, 27 x 4 Dunlop tyres, plenty of leg room, completely weatherproof, spring cushions, electric dynamo lighting by 5 lamps, running 50-55 miles per gallon, tax only £4.



The Omega holds
18 World's Records

THE OMEGA

IS

**"The Threewheeler
that runs like a four"**

*And there's a reason, may
we demonstrate for you?*

PRICES	
POPULAR MODEL	£95
DE LUXE	£110
FAMILY	£115
as illustrated	
SPORTS MODEL	£125

WRITE FOR PARTICULARS TO-DAY
W. J. GREEN, LTD.
OMEGA WORKS, COVENTRY

Chekko

Brake and Clutch Linings

N.B.—No false or exaggerated claim is made for CHEKKO.

As a motor owner you are fully aware of the importance of Braking, but perhaps are bewildered somewhat at the claims of the various brake linings. Why not send for the CHEKKO free booklet? It will give you a great deal of information, and will settle the Brake Lining problem for you for ever.

The undoubted superiority of CHEKKO lies in the fact that alone of all brake linings it contains NO COTTON or other inflammable adulterant that can scorch or burn out. Consequently it is incomparably safer and lasts longer than any other brake lining.

Relieve your mind—use CHEKKO.

Specify and insist on CHEKKO through your garage or any of our stockists.

CRESSWELL'S ASBESTOS CO., LTD.

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

London Stockists: 27, Percy Street, Tottenham Court Road, W.1.
Birmingham Address: Empire House, Great Charles Street.
Manchester Stockists: Manchester Machine Co., Ltd., 30, Queen Street, Deansgate. Phone: 3820 Central.
Liverpool Stockists: Leo Swain & Co., Ltd., 10, Colquhitt Street.
Stockist for Scotland: Andrew R. Findlay, 17, Robertson Street, Glasgow.
Stockists for Ireland: E. W. Gwynne & Co., 18, Cromac Street, Belfast.

ALL AUSTIN 7 OWNERS

should fit the **BODELO BRAKE ATTACHMENT** to their Austin 7. It is easy to fit and effective in use. The BODELO BRAKE ATTACHMENT enables all four brakes to be utilised simultaneously by pressure of the foot pedal, but at the same time it does not interfere with the operation of the hand lever for the front brakes only.

**PRICE
30/-**

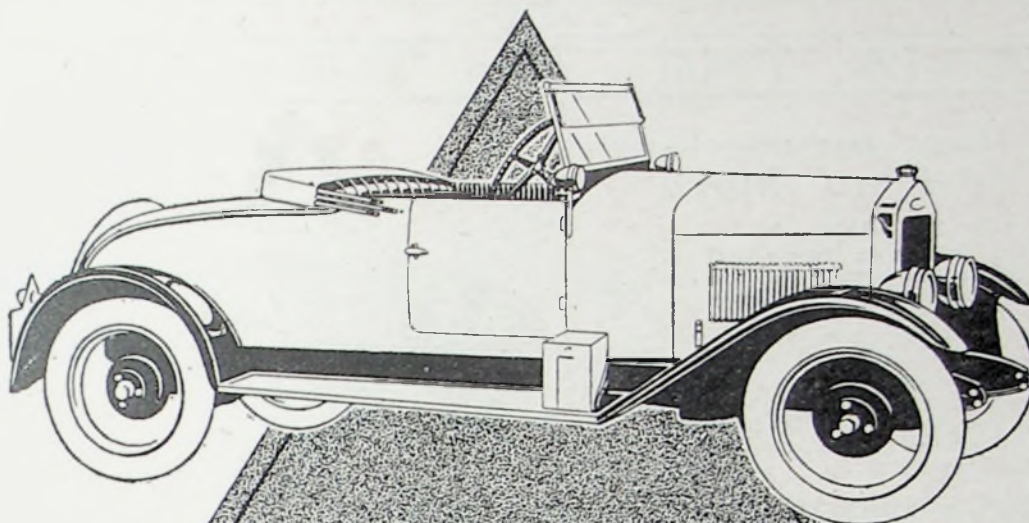
A post card will bring our illustrated leaflet, giving full particulars.

Write for particulars of the "Bodelo" Petrol Saver.

**LLOYD & DEELEY,
177, BROAD STREET,
BIRMINGHAM.**

Wholesale Stockists: Brown Bros., London and Branches.

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



**The more you study
other makes the more
you will be convinced of
the wonderful value the new
RHODE 10.30 offers with its**

fully compensating Four-wheel Brakes, which can automatically be adjusted from the driver's seat—while travelling if necessary—thus ensuring perfect safety under all conditions. It also embodies a new 4-cyl. ALL-GEAR engine, all small pumps, drives, wheels, fans and indicators being eliminated.

It embodies many new and exclusive features, including the patented system of lubrication, the patented triangulated system of bracing, giving an exceptionally rigid chassis . . . in fact, the new Rhode 10.30 is certainly a car which merits your closest investigation.

We shall be very pleased to forward you the fullest information and all details. A p.c. will bring them along to you, or your local agent will arrange a demonstration—no obligation, of course.

£198

*Cellulose finish in blue or maroon.
Two and Four-seater models.*

Rhode
10.30

THE RHODE MOTOR CO. TYSELEY, BIRMINGHAM

*London and Home Counties:—Normand Garage Ltd.,
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*Have these luxuries—
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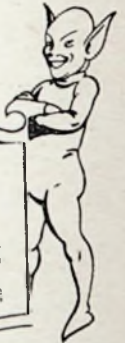
Connaught Motor & Carriage Co., Ltd., 34-36, Davies Street, Berkeley Square, London;
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Other models
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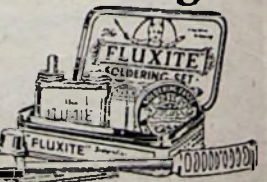
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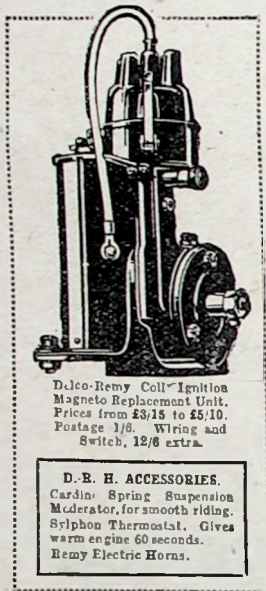
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Austin (all models)	WWh	WWh	Rover 9/20 H.P.	WWm	WWm
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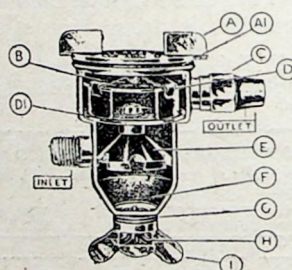
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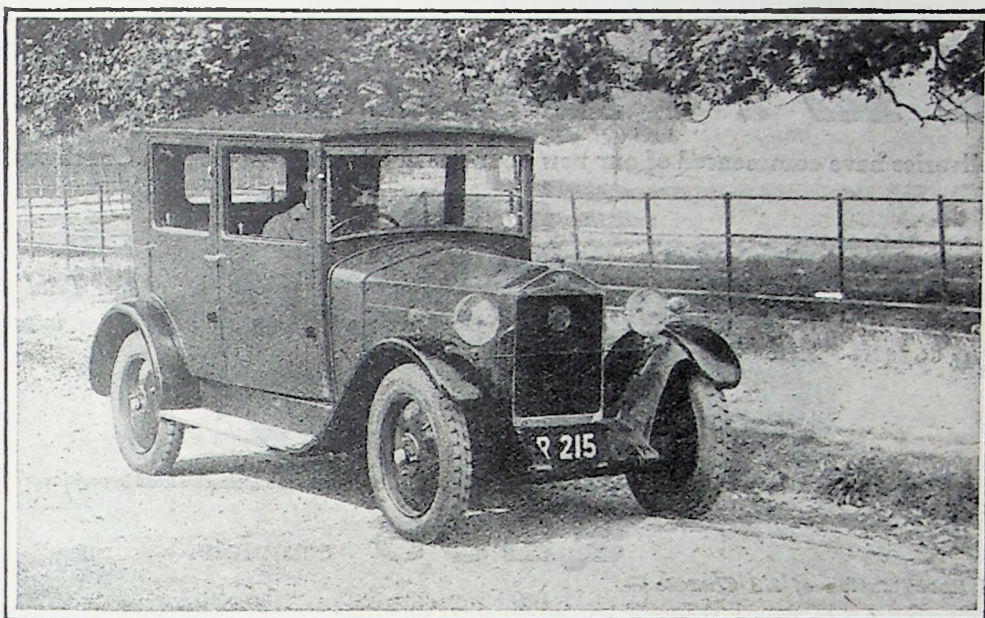
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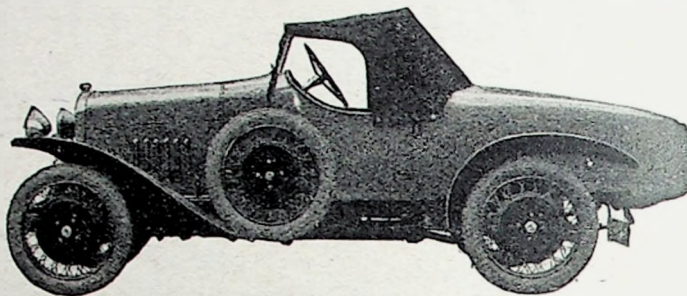
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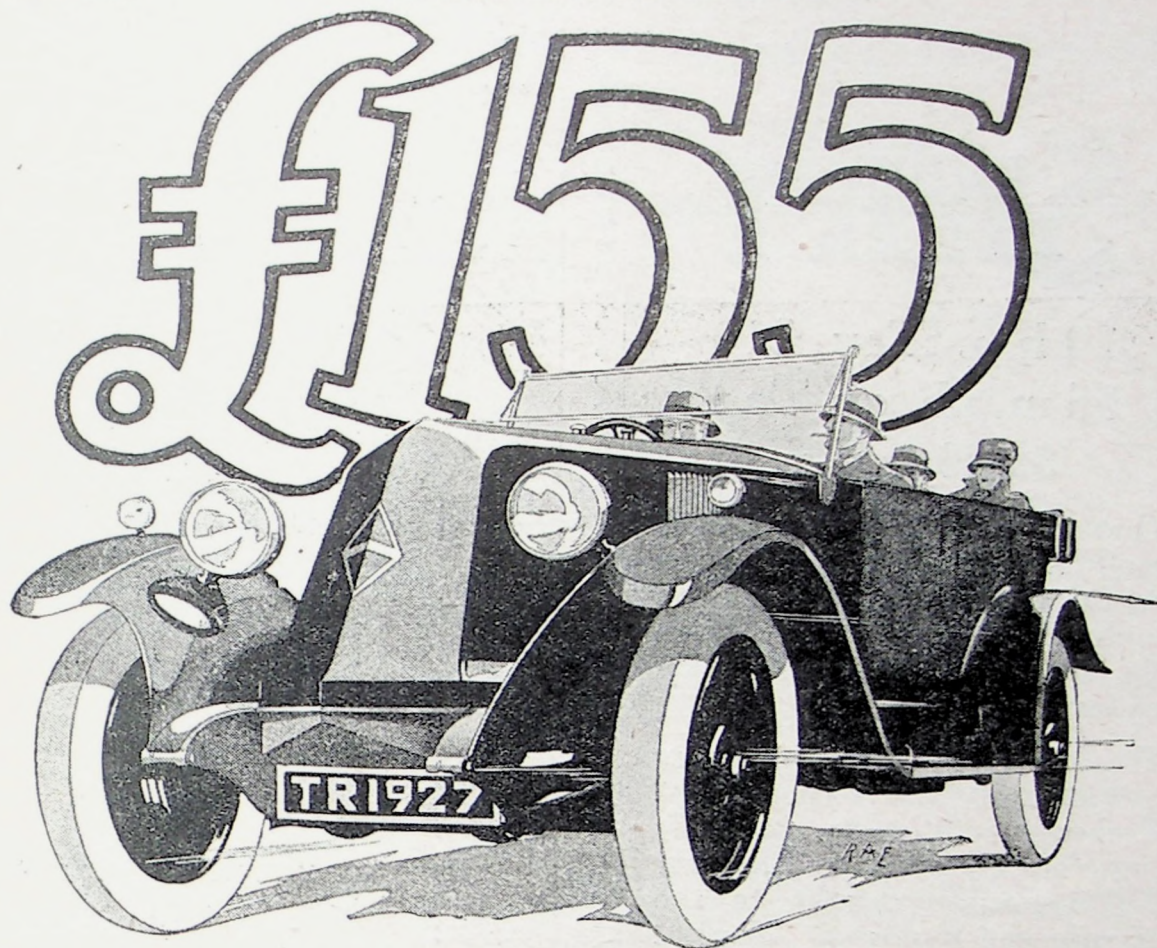
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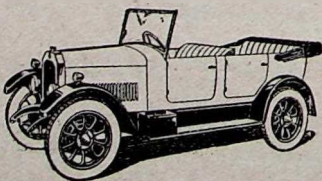
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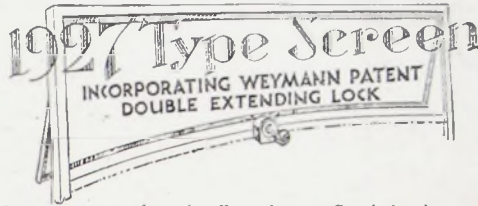
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UNTIL it knows that the cat next door has cream.

Mankind was content with the ordinary horse-drawn vehicle

UNTIL somebody invented the automobile.

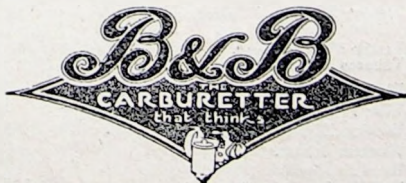
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UNTIL they try the B & B.

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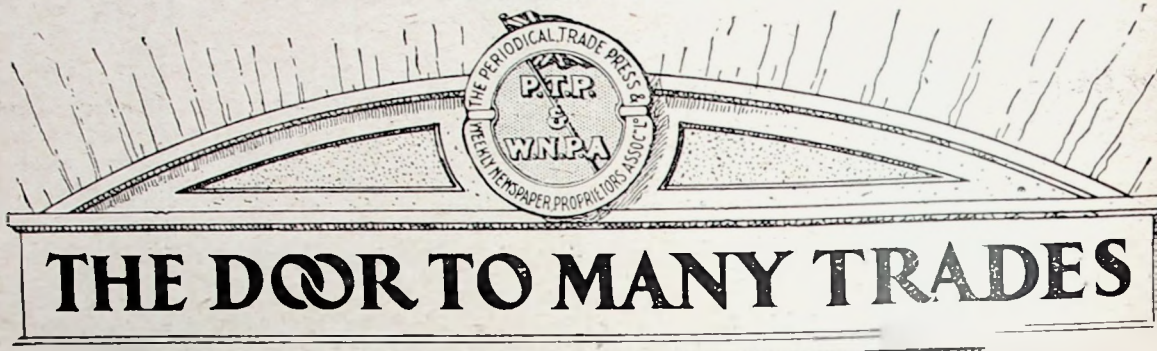
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These journals will open up to you the possibilities of any of the industries they represent. They will put you in direct contact with current trade problems and developments and will assist you successfully to market your products economically and effectively with a minimum of effort.

- | | | |
|---|---|---|
| Amateur Photographer. | Empire Commercial Guide. | Motor Cycling. |
| Architects' Journal. | Empire Mail & Overseas Trade. | Motor Trader. |
| Architectural Review. | Engineering & Boiler House Review. | Motor Transport. |
| Art Trade Journal. | Experimental Wireless. | National Builder. |
| Autocar. | Export Trader. | Oil & Colour Trades Journal. |
| Automobile Engineer. | Fancy Goods Record. | Optician & Scientific Instrument Maker. |
| Auto-Motor Journal (Yellow Cover). | Fertiliser, Feeding-Stuffs & Farm Supplies Journal. | Outfitter. |
| Bakers' & Confectioners' National Association Review. | Flight. | Packing Gazette. |
| Brewing Trade Review. | Fruit, Flower & Vegetable Trades Journal. | Paper Box & Bag Maker. |
| British & South African Export Gazette. | Games & Toys. | Paper Container. |
| British Baker. | Grocer & Oil Trade Review. | Paper-Maker & British Paper Trade Journal. |
| British Engineers' Export Journal. | Grocers' Gazette. | Perfumery & Essential Oil Record. |
| British Export Gazette. | Hardwareman & Builders' Merchant. | Photographic Dealer. |
| British Journal of Photography. | Ice & Cold Storage. | Plumbing Trade Journal. |
| British Printer. | India-Rubber Journal. | Pottery Gazette & Glass Trade Review. |
| British Trade Journal. | International Patents Journal. | Property Market Journal. |
| British Trade Review. | Journal of Decorative Art. | Roads & Road Construction. |
| Broadcaster & Wireless Retailer. | Kinematograph Weekly. | Specification. |
| Caterer, Hotel Keeper & Restaurateurs' Gazette. | Leather Trades' Review. | Sports Trades' Journal. |
| Commercial Motor. | Licensing World. | Stationery World & Paper Market. |
| Compendium of Commerce. | Light Car & Cyclecar. | Stone Trades Journal. |
| Confectionery Journal. | Locomotive, Railway Carriage & Wagon Review. | Talking Machine & Wireless Trade News. |
| Contractors' Record. | Mechanical World. | Textile Manufacturer. |
| Dairyman. | Miller. | Tobacco Trade Review. |
| Electrical Industries & Investments. | Mining Journal, Railway & Commercial Gazette. | Waste Trade World. |
| Electrical Review. | Model Engineer & Light Machinery Review. | Wine Trade Review. |
| Electrical Times. | Motor. | Wireless Export Trader. |
| Electricity. | Motor Body Building. | Wireless Trader. |
| Electrics. | Motor Cycle. | Wireless World. |
| Electric Vehicle. | Motor Cycle & Cycle Trader. | World's Carriers & Carrying Trades' Review. |
| Electro-Farming—including Agricultural Machinery. | | |

TECHNICAL ADVICE.

Any of these journals can supply you with fullest details of the trades they serve. They offer expert and reliable technical or trade information to all their subscribers, a service which alone is worth many times the cost of the subscription.

The address of any paper in this list may be obtained from the :—

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**PERIODICAL, TRADE PRESS, & WEEKLY NEWSPAPER
PROPRIETORS' ASSOCIATION, LTD.,** 6, BOUVÉRIE STREET,
LONDON . . . E.C.4.

Official Handbook, giving particulars of nearly 600 papers Post free 1s.

Telegrams:
"Wenepps,
Fleet, London."

YOU GETTING THESE RESULTS ON YOUR CAR ?

BELOW are given brief extracts from some of the unsolicited letters received from "Solex" users. Our files contain hundreds more of a similar nature, testifying to the wonderful improvement in petrol consumption and power which results from fitting the "Solex" Carburettor on any make of engine.

What Solex Users Save in Reduced Petrol Consumption.

MORRIS OWNER: "An increase of 16 m.p.g. and 7 m.p.h." A-C: "A gain of 10 m.p.g." AUSTIN 7: "Average 51 m.p.g." BEAN: "Power, pick-up and economy vastly superior." CHALMERS: "50% better running." CROSSLEY: "50% more power." CALTHORPE: "693 miles tour at 38½ m.p.g." CLYNO: "Difference to car unbelievable." ESSEX: "50% more m.p.g." FIAT 15/20 h.p.: "30% better consumption." GALLOWAY: "12 m.p.g. more." RENAULT: "10 m.p.g. more." ROVER: "17 more m.p.g." SINGER: "52 m.p.g. with 4 up." WOLSELEY: "Results like a new engine."

SOLEX

THE NO-TROUBLE CARBURETTOR

SOLEX LTD.

General GORDON RICHARDS
SOLEX WORKS.

223-231, MARYLEBONE ROAD, LONDON, N.W.1.

Telephones: Paddington 8621, 8622, 8623, 8624, 8625 and 8626.

Telegrams: "Solexcarb, London."

FREE TRIAL OFFER.

Write to us to-day, sending particulars of your engine, no matter what type it is, and we will send you details of our 30 days' FREE Trial Scheme. There is no obligation to purchase and no charge for renovation.

Our new and commodious
premises offer ample facilities
for fitting and tuning "Solex"
Carburettors.

'FIT SOLEX-AND NOTE THE DIFFERENCE'

Go doll Ad.

A PENNY TO TRY IT

Guaranteed satisfaction before parting with a penny is the method we use in dealing with our customers, and it has been a most successful policy.

The "Stormgard" is in the very front rank both for smartness and utility. Smartly cut and tailored from tough supergrade Gabardine, it is lined self material throughout and has two staunch linings one of impenetrable oilskin and another of warm Teddy Fleece (detachable). It is guaranteed both wind and waterproof under the worst possible conditions; and because it is so splendidly tailored it will always look a quality coat no matter how roughly treated. Occasionally you have to use your coat as a mat for crawling under the car or as a picnic rug. Why spoil a 10 guinea overcoat by such treatment when a 4 guinea "Stormgard" will stand it unharmed, and is infinitely better for motoring in every possible way. You can have

**ON 3
DAYS FREE
APPROVAL**
before investing a penny.

DON'T SEND MONEY.—Simply cut out this advertisement and send it along with particulars asked for. You will receive your "Stormgard" by return. If you like it, send the price; if not, return it unsoiled and your liability ends. **FUR COLLAR.**—For 21/- we provide a luxurious DETACHABLE Fur Collar, adding enormously to the warmth and value of your "Stormgard." For the slight extra cost we strongly recommend you to see this special feature. The Detachable Fur is specially welcomed by those who wish to use the "Stormgard" in hot and wet weather.

THE DIRECT TRADING CO. (L.C.10),
25, Wharf Street, off Kirkgate, LEEDS.

Model 206. Ladies' or Gent's, in
Gabardine Storm Collar. Fawn with Broad
Navy 5/- extra. Overseas postage 5/- Price **4 Gns.**

When ordering please state height and chest
measurement taken over waistcoat.
Ladies state measurement over bust. Please quote colour and
state if Map pocket is required.

Special Features of this week's issue

Tuesday, March 15

IMPROBABLE INCIDENTS.

The Owner-Driver meets the Meticulous Motorist.

CRANKS: MECHANICAL AND HUMAN.

Weird Notions for Increasing Power by Still More Weird Inventor.

HOW TO CULTIVATE A WIDE FIELD OF VISION.

Training The Eyes to Avoid Fatigue and Danger.

A MUCH NEEDED ACCESSORY.

Is it not Possible to Devise a Battery Ampere-hour Meter?

HOOTING ONLY TO ANNOY.

The Misuse of Audible Warning Signals by Many Drivers.

WHERE CARS ARE NEVER GARAGED.

Amazing Scenes and Incidents in America's Capital.

CAN YOU BEAT THIS?

Another Batch of Amusing Motoring Stories.

ROAD TESTS SHOWING PRINCIPAL CHARACTERISTICS.

The 15.7 h.p. Six Cylinder H.E. The 12-24 h.p. Citroen Touring Car.

TIME-DEFYING BY-PASS.

New Kingston-avoiding Road Still Lags Superfluous.

GOOD SPORT AT SOUTHPORT.

Second Sand Race Meeting of the Season.

WIRELESS AND MOTORING.

Sports News for Saturday Afternoon Motorists.

NEXT WEEK! SPECIAL PRESENTATION

BOOKLET—"Motoring Facts and Figures." The most informative booklet on a wide variety of motor subjects. Order a copy in advance. Subscribers and others on the postal list will receive a copy separately through the post. THREE WOMEN AND A TWO-SEATER. And all the News.

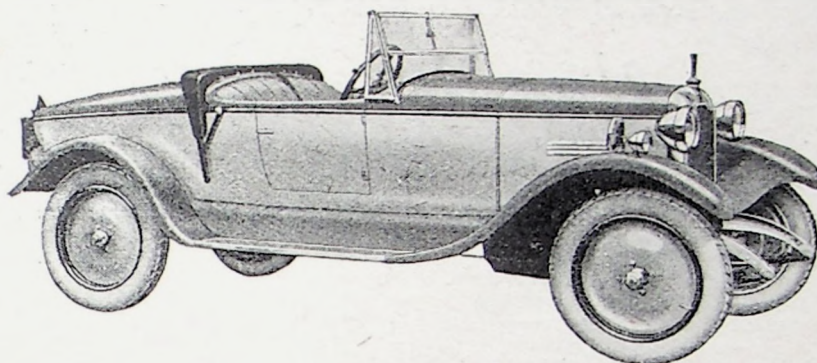


PRICE 4d.

OFFICES: 7-15, ROSEBERY AVENUE, LONDON, E.C.1

ROVER WEEK at MEBES & MEBES

MAR.
21 - 2



MAR.
21 - 2

OUR SPECIAL ARRANGEMENTS

We are making very special arrangements for *you* to obtain one of the latest Rover cars: a magnificent vehicle that will give you lasting satisfaction and supremely enjoyable motoring. Pleasurable, *economical* road travel will be yours if you take advantage of this opportunity to come and talk the matter over with us during Rover Week, from 9 a.m. to 8 p.m. daily.

The open road days of Spring are almost here. You can take full advantage of them in a Rover car. One of the numerous models—open, closed or sports—will be just the car you are looking for. There are models from £220 to £775—we can tell you all about any of them. The highest possible prices allowed for any make of car taken in exchange for Rover cars during Rover Week.

Write — or call — TO-DAY!

Part Exchanges.

Deferred Terms.

No business too small — None too large.

"Say it by
telephone."

MUSEUM
4244

144-154-6, Great
LONDON

(Est 1893)

Portland Street
"Metro" station nearest.



EVER WATCHFUL
to give Service.

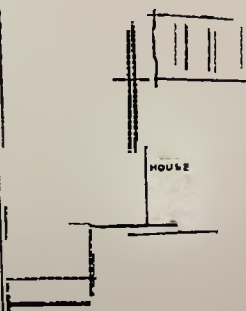
ROVER'S PRINCIPAL LONDON MAIN AGENTS.
Established in Gt. Portland Street for 34 Years.

Pages from the Diary of an Austin Owner



Page Four.

I have lately invented a new and amusing pastime — guessing which of the denizens of this little township will be the next to surrender to the attractions of the Austin Seven. Bardsworth at the Red House was a foregone first, openly expressing his admiration of my "Seven" the moment he set eyes on it six months ago. The others on my guess list have been rather less impetuous, believing, I suppose, that performance is the real test. But now that I've done 4,000 miles without a moment's trouble, and with but penny-a-mile expenditure, they're beginning to capitulate en masse. The latest convert is Dr. Robinson. Met him to-day driving a brand-new "Seven" Saloon—and a more professional-looking turnout I never wish to see.



The

The Austin Seven
£145
at Works.
Saloon - - £165

THE AUSTIN MOTOR Co., Ltd.
Longbridge, Birmingham.
London Showrooms: 479-483, OXFORD ST., W.1
(Near Marble Arch.)

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



FOR AMATEURS
ONLY.

There are not many car entrants in present-day reliability trials and it is hardly surprising, for they have to run in events planned primarily for motorcycles over courses which often are quite unsuitable for cars. A scene in the Victory Cup Trial is depicted.

NOTES, NEWS & GOSSIP *of the* WEEK

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, March 18th.

London ... 6.39	Edinburgh 6.51
Newcastle .. 6.37	Liverpool... 6.37
Birmingham 6.44	Bristol ... 6.49

Moon—Last quarter, March 24th.

Spring!

The first day of spring is Monday next, March 21st. All the best people amongst light car owners will stay up late on the Sunday night to welcome it in approved style.

Petrol Price Reductions.

The combine companies reduced the price of standard grade petrol by 2d. per gallon on March 16th. The price from pumps in the Metropolitan and outer London areas is now 1s. 3½d. per gallon—the lowest since 1904. Benzole mixture has also been reduced by 2d. per gallon, and it is announced that the non-combine companies are making similar reductions. Over-production of crude oil is said to be the explanation.

Next Week.

Professor A. M. Low, equally well known to our readers as one of the pioneers of the small-car movement and as a scientist, believes that modern methods of street lighting, particularly from the point of view of car drivers, are all wrong; but he has an ingenious suggestion to make with regard to "mushroom lamps." He will outline his idea in next week's issue. Mr. L. Mantell will continue the discussion on high-speed engine carburation—a subject which has aroused widespread interest amongst our readers.

Segrave's Record Attempt.

Major H. O. D. Segrave left New York on March 12th with eight mechanics for Daytona, where he is due to make his record-breaking attempts this week. A wire from Reuter states that huge crowds are expected to witness the attempts, and a force of 400 special police has been organized to keep spectators off the track.

This Week.

A brief insight into the workings of modern service stations forms one of the principal features of this issue. Photographs taken at several of the London depots show graphically the extent to which service after sales has been developed. Road manners and customs form the subjects of an informative article written primarily for novices, but even experienced drivers may find that the useful advice given is of benefit. Disciples of Izaak Walton, who are also motorists, will find much to interest them in "Rod and Car in Spring." A test-run report deals with the Clyno Royal saloon.

Car Parking at the Cup Final.

The R.A.C. will be responsible for the whole of the car-parking arrangements at the Cup Final at Wembley. The charge for cars will be 2s. 6d. per vehicle, but berths may be booked in advance at an inclusive cost of 5s. All the cars will be parked under cover. All communications regarding the parking and all applications for car berths should be addressed to the Secretary, R.A.C., Pall Mall, London, S.W.1.



Lord Cottenham (right) has recently joined the staff of Pass and Joyce, Ltd. He drove an Alvis car in the 1925 and 1926 J.C.C. 200-Mile Races.

To Salmson Owners.

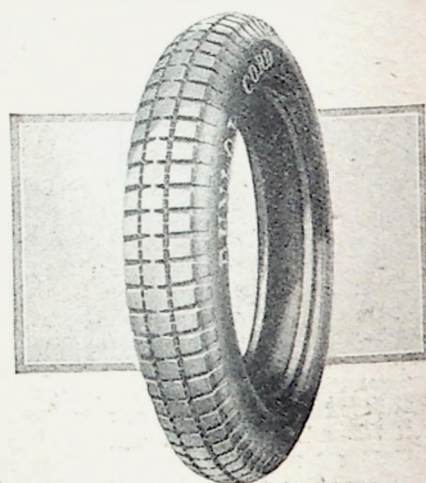
S.M.S., Ltd., Church Wharf, Chiswick Mall, London, W.4, advise us that they are issuing an invitation to all Salmson owners, and to their agents and trade friends to avail themselves of the facilities at their works to view the Boat Race on April 2nd. Light refreshments will be served at the conclusion of the race and a complete range of Salmson models, including the racing cars, will be on view.

Cyclecars in Paris.

According to the latest French revenue returns there are, at the present time, 145,665 motor vehicles in Paris and the Department of the Seine, which includes the suburbs. Out of this total, 5,229 cyclecars are registered.

New Dunlop Tyre.

A new tyre tread, known as the "buttressed triple stud," has been introduced by the Dunlop Rubber Co., Ltd. Added strength, longer life and an improved road grip are advantages claimed for the tyre, which will be available in practically all wired balloon and medium-pressure sizes.



The latest Dunlop wired-on balloon tyre tread has strengthening ribs extending partly down the walls.

R.A.C. Grand Prix.

The first entry has been received for the Grand Prix of the R.A.C., which takes place at Brooklands on Saturday, October 1st. This is a Halford, and it has been entered by Mr. G. E. T. Eyston, who drove a Bugatti in the race last year.

Reopening of Brooklands.

The Weybridge track was reopened last Monday. The first important event will be the Easter Bank Holiday B.A.R.C. meeting. Good progress is being made with the new pavilion, which is being constructed at the fork to replace the old grand-stand. It will contain a tea-room, refreshment bar, Press stand, offices and so on. The roof will be flat and will be available for spectators, whilst, in addition, tiers of seats will be built around the end of the pavilion facing the Byfleet banking, from which a magnificent view of the racing will be obtainable.

American Track Racing.

At the Culver City racing track, near Los Angeles, U.S.A., on February 24th, Leon Duray completed a record lap in a 1,500 c.c. car. He covered a circuit of the track, measuring a mile and a quarter, at a speed of 138 m.p.h. This performance beats the record set up last year by Harry Hartz.

Road Repairs.

The following road repairs or reconstructions are in progress:—Hyde Street, Winchester; this is the entrance from the London-Basingstoke road; traffic will enter Winchester via Worthy Lane into City Road, thence to Jewry Street and leave by the Andover Road, joining the main road at Park Lane. Market Harborough-Northampton road; a distance of 2½ miles outside Market Harborough is under repair, and the greatest care should be taken in driving over this stretch as it is in a dangerous condition.

A Novelty at Southsea.

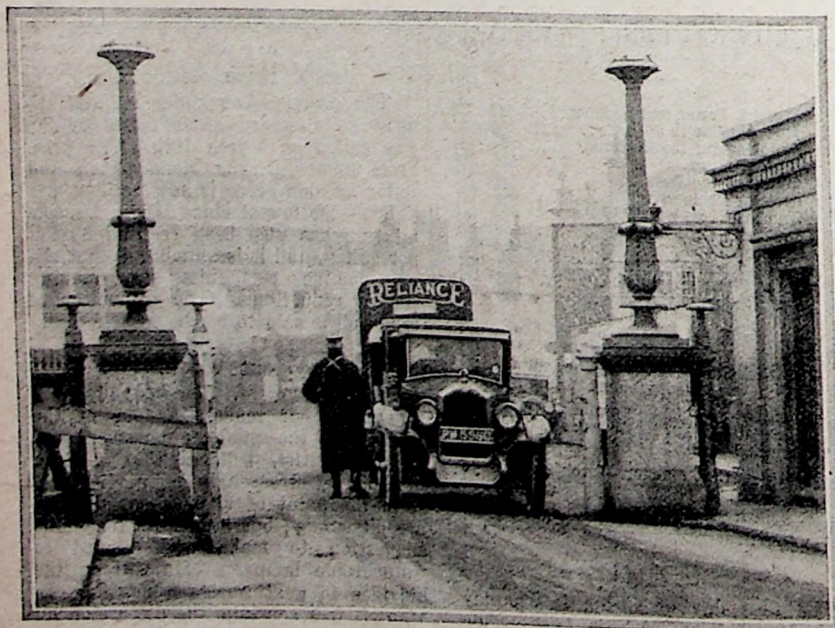
The Southsea Publicity Committee has decided to establish a kiosk at "The Coach and Horses," which is passed by visitors entering the town, where information can be obtained concerning the various attractions of the district.

A Long Way Round.

An application was received recently by the R.A.C. for a route from Kidbrooke to the new Cambridge road, a distance of approximately 11 miles. As the load to be carried, however, was 20 ft. high, the touring department was asked to work out a route avoiding all overhead bridges. This was done, but the shortest that could be found was 50 miles long.

The 1927 Mathis Range.

Supplementing details of new Mathis models given last week, we are now able to give the complete range of Mathis—"M.Y." type—cars, of which B. S. Marshall, Ltd., 25, Basil Street, Knightsbridge, London, S.W., are the sole concessionaires for Great Britain. This is as follows:—Chassis, £185; open two-seater, £235; open four-seater, £245; two-door Weymann saloon, £255; four-door Weymann saloon, £265; two-three-seater folding head coupé, £275; four-door saloon de luxe, £295; four-door super de luxe, £315. We are asked to point out that the super de luxe saloon model has a rounded top and back, the price being £315. The illustration in last week's issue showed the de luxe model, the price being £295. The bodies are genuine Weymann.



A GOOD EXAMPLE.

Early in April the collection of tolls at the Duke of Norfolk's Bridge, Shoreham-by-Sea, Sussex, is to be discontinued—a step which might well be taken in other places.

Maidstone Motor Show.

This popular exhibition, which is organized by Rootes, Ltd., opens on Monday next, March 21st. Full details are given under "Around the Trade."

Humber Refinement.

Front-wheel brakes of the internal-expanding type are now standard on 9-20 h.p. Humbers. The construction and principle of the brakes are described in this issue.

The Colmore Cup.

Elsewhere in this issue will be found the results of the recent Colmore Cup Trial as they affect light cars. It is encouraging to note that two of the eight cups and trophies were won by a light car and a cyclecar respectively, whilst two light cars were included in the team which won the Committee's team prize. No car gained a gold medal, but there were plenty of silver and bronze awards. Fourteen cars started and only one retired.



A good selection of 9 h.p. Rovers is available at the showrooms of Messrs. Mebes and Mebes. See accompanying paragraph.

The Beart-Siran Challenge.

As we go to press a letter has come to hand from Capt. R. Siran in reply to Mr. H. Beart's challenge. It will be published next week.

10-Mile Limits Refused.

The Ministry of Transport, in a letter addressed to the Public Control Committee of the L.C.C., has refused applications for two 10-mile speed limits in London streets.

Reduced Entrance Fee.

In common with other motoring organizations, the Motorists' Association, 6, Bucknall Street, London, W.C.2, has reduced the subscription and entrance fee of owners of cars up to 1,100 c.c. to 10s. 6d. and 2s. 6d. respectively.

R.A.F. Prize Cadetships.

The Air Ministry announces that the number of Royal Air Force prize cadetships will be increased from three to twelve annually. Boys between the ages of 17½ and 19½ years are eligible to take the prize examination, which is held by the Civil Service Commission.

Montlhéry Justified.

The racing track at Montlhéry, near Paris, is now beginning its third season, and the support which French enthusiasts have given to it show that the scheme was more than justified.

A.C. Cars, Ltd.

The business of A.C. Cars, Ltd., was put up to auction by Messrs. W. A. Ellis and Sons, of 31, Dover Street, London, W., on Wednesday last, when there was a large attendance. The bidding was not very spirited, and the concern was eventually knocked down to Mr. S. F. Edge at £135,000.

Make a Point of Ordering
in Advance the

EASTER HOLIDAY
NUMBER of

Light Car
Cyclecar

To be Published on April 1st.

A Special Rover Week.

Messrs. Mebes and Mebes, 144 and 154-6, Great Portland Street, London, W.1, are arranging a special Rover week commencing on Monday next, March 21st, and continuing until the following Saturday. Several of the latest Rovers will be on view, the 9 h.p. models shown including a semi-sports four-seater, a four-seater touring model and a semi-sports two-seater. The premises will be open from 9 a.m. to 8 p.m. (instead of 7 p.m.), and demonstration runs will be given to interested customers.

"One-day" Trial Abandoned.

We learn from the secretary of the Essex Motor Club that, owing to the paucity of the entries, it has been decided to abandon the one-day winter trial which was to have taken place to-morrow.



"Palm," one of the heralds of spring, is already to be found in many country lanes.

Say It With Schrader's!

To impress upon motorists the need for correct tyre inflation, A. Schrader's Son, Inc., the tyre-gauge makers, are starting an intensive campaign with the co-operation of every tyre manufacturer in the country. The slogan adopted for the campaign is "Test Your Tyres Every Friday." Correct tyre inflation is one of the most important points of car maintenance.

PARLIAMENT AND THE SPEED LIMIT.

AN example of how the law with regard to the speed limit is out of harmony with the facts was given in the Commons by Capt. Brass. He pointed out that no fewer than 1,874 persons in 1925 and 1,546 in 1926 were timed for exceeding the 10-mile limit in Sutton, although, in the opinion of the Metropolitan Police, they were not driving to the danger of the public. He used these figures as a means of inducing the Minister of Transport to realize the wisdom of removing the limit, as its effect is merely to cause congestion in a busy roadway without safeguarding the inhabitants of the town.

The Minister of Transport, however, was reluctant to revoke any existing speed-limit regulations unless he was asked to do so by the local authority. He admitted that he has the power to revoke the regulation in question, but he prefers to take no action until his draft Road Traffic Bill has been circulated and the opinions of all the interests concerned are obtained on speed limit and other questions.

It was officially stated in the Commons that practically the whole of the £1,300,000 which was made available for the maintenance of unclassified roads has now been allocated to the local authorities concerned in rural areas. This, Colonel Ashley said, has

enabled the Ministry of Transport to give assistance for maintenance of 34,072 miles of unclassified roads in England and Wales, representing 35 per cent. of the unclassified rural roads. In addition, grants have been made available for unclassified roads in urban areas. This array of figures, however, will not save the Chancellor of the Exchequer from very strong criticism for his still unforgiven raid upon the Road Fund.

The text of the Roadside Petrol Pumps Bill, which was introduced by Sir Frank Meyer and read a first time in the Commons, has been printed. It empowers highway authorities to permit the erection of petrol supply pumps on the edge of roadways, as has been done in the case of lamp-posts, watering-cart stand pipes and telegraph poles, to supply motor spirit to motorcars and road locomotives. Any person applying for a licence to erect a petrol pump is required to furnish plans of it to the highway authority, and if, in the event of increase or alteration of the traffic on a highway the pump should become an obstruction, the licensee may be required to remove it at his own expense.

The highway authority may charge a licence fee not exceeding £1, and the licensee will be required to conform to any regulations for the time being in force relating to the storage or sale of motor spirit.

WEIGHT, PERFORMANCE AND ECONOMY.

A PLEA FOR AN EVEN
GREATER STUDY OF THE
PROBLEMS CONNECTED
WITH STILL FURTHER RE-
DUCTIONS IN WEIGHT.



How the removal of weight
affects performance and
economy can be proved by
driving a "test" chassis.
Compare this sketch with
that at the foot of the next
page.

LIGHT cars owed their inception to a demand for economical motoring, and for the first few years of what was called "the economical motoring movement" the manufacturers vied with one another in producing vehicles which weighed from 8 cwt. to 12½ cwt. The former figure applied to the majority, and even more pretentious models did not exceed the latter.

For example, the pre-war Singer turned the scale at 10½ cwt., the Lagonda at 9½ cwt., and the A.C. at 10 cwt.; of the heavier cars the Morris-Oxford (then a light car) weighed 12½ cwt. Each of the first three named had an engine of just under 1,100 c.c. and a three-speed gearbox, and thus conformed very closely in mechanical outline to several cars of to-day. From the point of view of economy and performance the latter, unfortunately, often weigh nearly a ton and seldom less than 15 cwt.

Reverting for a moment to the Morris-Oxford, it is interesting to observe that this also had an engine of less than 1,100 c.c. and a three-speed gearbox; the increase in weight over cars of the same type and period was accounted for by the fact that it was of the de luxe order, a term which, in relation to light cars, was comparatively new. It is obvious, however, that the de luxe Morris-Oxford was the forerunner of the de luxe cars of to-day, which almost invariably weigh more than standard models.

The secret of the continued satisfaction which light cars give—despite the apparent handicap of weight—is, of course, the increase in engine efficiency which has been obtained during the past few years; but if it were not for the fact that higher engine efficiency has been obtained without sacrificing economy, the modern light car would hardly be able to stand its ground with cars of medium weight—for which there is, admittedly, a big market at the present time.

A Difficult Problem.

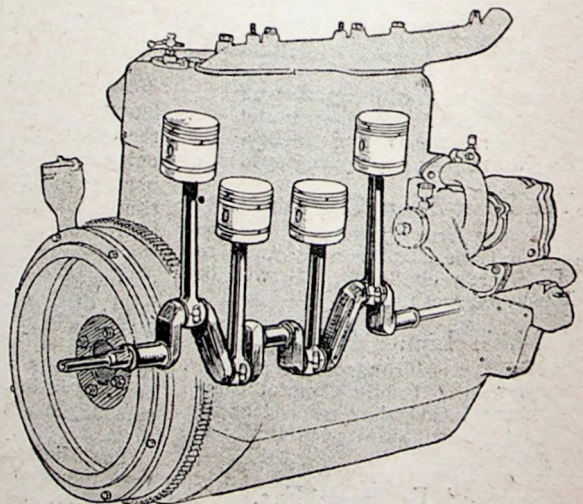
So long as motorists continue to demand luxurious bodywork, elaborate equipment, accommodation for four adults with luggage, and so on, designers' hands will be tied—up to a point. It is with the narrow margin left to them that we are now concerned. Admittedly, there is a point beyond which it is almost impossible to reduce weight, but there are ways and means of eliminating this undesirable factor here and there, the net result being equally comfortable and equally commodious cars, but of appreciably less weight.

If it were possible for the reader to drive first a fully equipped four-seater standard model of any make, and then to take over a bare chassis emanating from the same factory and fitted only with a box seat,

he would realize—and the experience would surprise him—the enormous difference which weight makes to the performance of a car. Naturally, in the case of a stripped chassis decreased wind resistance would contribute appreciably to the better performance obtained, particularly with regard to flat-out speed in top gear, but it would not affect the far superior acceleration in the lower gears and the ability of the chassis to climb hills in top gear which might cause the standard model to be unhappy in second.

An Open Secret.

What is the secret of one of the most popular two-cylinder water-cooled cars on the British market to-day? Lifting the bonnet reveals a power unit of extraordinarily small proportions, yet on the road this car will give any other inexpensive make, even of much



The volume swept by the pistons, i.e., the capacity, is no criterion of economy, but if a small engine can be made to give a performance equal to one of greater capacity it is usually advantageous in the long run. This point is dealt with in the text.

greater horse-power, a very fine run, and, indeed, may even show it a clean pair of heels. Low weight is almost entirely responsible for this high performance, and the car could carry another 5 cwt. and still keep below the weight of many cars with similar seating capacity and equipment.

How can weight be reduced? We do not advocate that conscience-stricken designers or owners should

fling overboard the small accessories or gadgets so dear to their hearts, and, be it said, so decidedly useful; in fact, we would go so far as to say that an owner can do very little; it is entirely up to the designer.

The Happy Medium.

Weight for weight, a 1,500 c.c. engine is heavier than a 1,100 c.c. engine, but the efficiency of the latter nowadays can be made superior to that of the former. Moreover, thanks to the metallurgist, the life of a high-revving engine is not so short as some of its critics would have us believe. If 1,100 c.c. is considered too small a capacity, a happy medium could be struck, and it is noteworthy that some of the most economical cars of to-day are fitted with engines of between 1,232 c.c. and 1,368 c.c. To begin with, then, why fit a heavy engine if a lighter one will do the same amount of work with equal economy?

It may be said academically that an engine, no matter what its size within reasonable limits, will con-

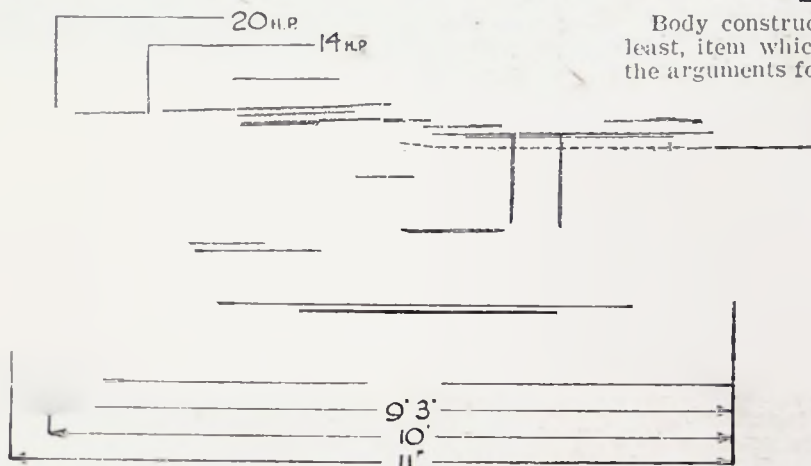
may be more desirable, mechanically, than torque stays, but here again there is a measurable difference in weight despite the extra universal joint required at the rear end of an open propeller shaft.

Shock absorbers are paradoxical. Springs are designed so that they can flex easily, the leaves sliding one on another. The whole idea being to give us comfortable suspension; yet shock absorbers are considered necessary and have to be fitted frequently at the owner's expense. Designers must no longer shut their eyes to the fact that shock absorbers are desirable, and they must fit them as part of the design—not as an extra. If this is done the weight of superfluous fittings may be saved.

Petrol tanks should be fitted as standard with the "trapped" gallon or reserve supply system. This automatically relieves the owner of the necessity for carrying a full two-gallon can of spirit, the weight of which should not be disregarded.

Bodies Must be Light.

Body construction is the last, but by no means the least, item which may be discussed to lend weight to the arguments for lightening cars. The skeleton frame-



This sketch clearly shows that there is a tendency for horsepower to be increased out of direct proportion to size and weight. The engine of a 10 h.p. car may weigh half as much as that of a 20 h.p. model, but the performance may be superior because of the proportionately lighter dead load and the ability of a small engine to make up for small capacity by high revs.

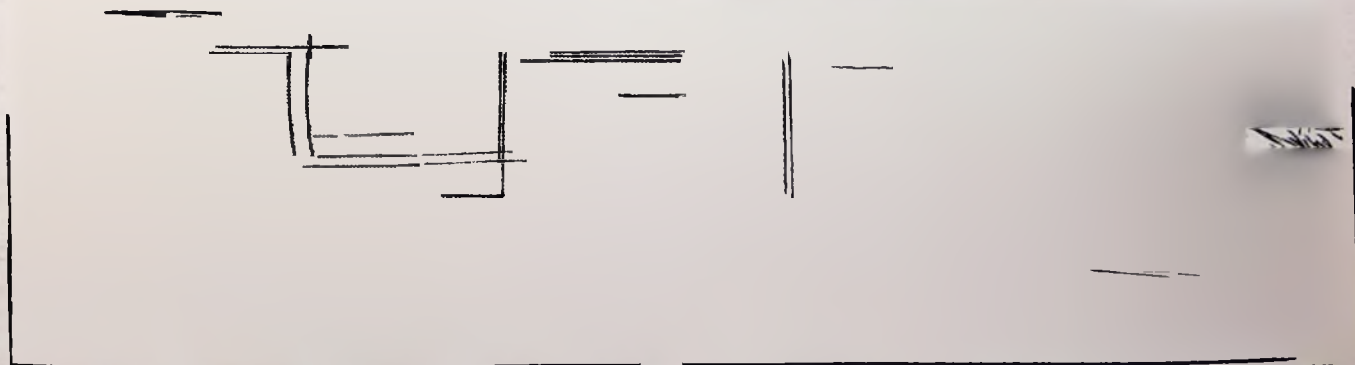
sume just as much petrol as is required to produce the power necessary to propel a given load under given conditions over a certain distance, and that a 1½-litre engine would probably be nearly as economical as a 750 c.c. engine if both were installed in similar chassis. We mention this in order to emphasize the fact that in reducing the size of an engine we do not necessarily increase its economy.

Next the gearbox. Even staunch supporters of four-speeds must admit that they mean extra weight, and if a good top-gear performance is required a three-speed box is preferable on this score. Torque tubes

Here is the chassis shown in the heading picture fully equipped with body and so on.

work upon which body panels are mounted should not be skimped. This would lead to a shabby body at the end of, say, 5,000 miles; but aluminium panels might well replace the heavier steel panels used, whilst fabric bodies almost automatically solve the problem of keeping down the weight of a saloon. Close-up mudguards deserve far greater consideration. Not only do they reduce weight, but wind resistance as well, the latter being an important consideration from the point of view of economy.

The advantages to be gained by reducing weight can be measured in terms of hard cash. A lighter load means greater longevity of working parts, less overhauling and fewer renewals during the life of a car; petrol and oil economy is a natural corollary. Brakes, having less weight to pull up, would last longer and tyre wear would be appreciably less; in short, we should have a more economical car from start to finish. And that is what thousands of us want. There are plenty of extravagant cars on the market, but we cannot afford to run them.





ROD AND CAR IN SPRING

... the best fishing is usually to be obtained only at a considerable distance from towns, and water within easy reach of a railway station is apt to be uncomfortably crowded and considerably over-fished. In the more thinly populated parts of the country there are a number of delightful streams which are extremely difficult to reach without a motor vehicle of some sort, and, of the various types, give me the light car every time.

IS there, I wonder, a more delightful combination than a real English spring day, such as we do get every now and then, a good light car, a trout rod and tackle, and the prospect of a day spent "far from the madding crowd" on some moorland or mountain stream?

Truly, rod and car go well together, for in these days the best fishing is usually to be obtained only at a considerable distance from towns, and water within easy reach of a railway station is apt to be uncomfortably crowded and considerably overfished. In the wilder and more thinly populated parts of the country, especially the West of England, Wales and Scotland, there are numbers of delightful streams which are extremely difficult to reach without a motor vehicle of some sort, and, of the various types, give me the light car every time.

It is far more comfortable than the best sidecar outfit, which leaves the rider exposed to the full blast of the elements, and it scores over the large car in a marked degree when it becomes necessary to thread narrow lanes and moorland tracks, such as the Devonshire angler so often has to traverse.

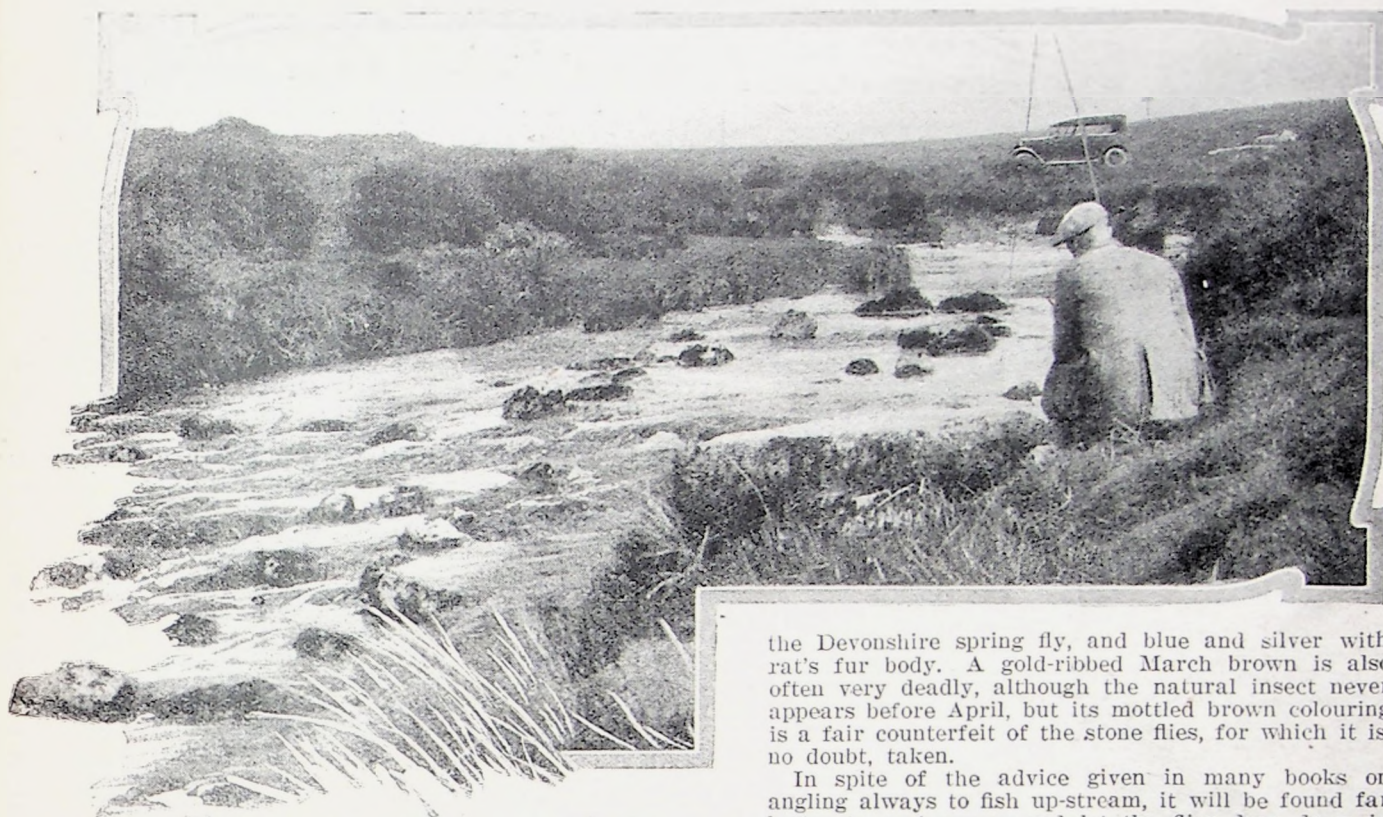
I speak as one who has tried all types, and there is

no comparison in such country between the big car and the smaller, where handiness and general utility are concerned. Even could I afford the largest and most expensive motor vehicle made, I would still vastly prefer the car of under 1,500 c.c. for my fishing expeditions. Many a time it will put me down at the very waterside, when it would have been expedient, to say the least, to leave the big fellow half a mile or more away.

It is to the mountain and moorland streams that the angler chiefly resorts in March. The majority of low-country waters do not open until April, for the bigger fish they hold take longer to regain condition after spawning and the privations of river life in winter than do the fingerlings of the upland burns—not that all these small trout are by any means fit to take in March; when first caught they will appear bright enough, but an hour in the creel tells another story. Gone is the fictitious plumpness and beautiful colouring, and instead are lank, black creatures, hideous to the eye and with but little flavour when cooked.

WHERE SMALL CARS SCORE.

These photographs illustrate graphically the general handiness and suitability of a light car for fishing expeditions. In many cases it is possible to drive almost to the water's edge.



At the end of a strenuous day, when the angler's thoughts automatically turn towards an armchair and other material comforts, it is encouraging to see a car waiting near and to know that there is no long, tiring walk to spoil an excellent day's sport.

One may enjoy March trout fishing to the full, but let the bag be light. The whole season lies in front, and so it is easy to be generous and return the majority of one's captures, only retaining a few brace of the best conditioned.

So early in the year the fishing hours are not prolonged, and, unless the day is exceptionally warm, there will be but little doing before eleven or after three. Within this time limit sport may be excellent, for the trout of March is not quite so difficult to catch as is the sophisticated creature of June and July, when waters are low and clear.

Suitable Flies.

In March, rivers are generally big, which serves to hide the angler and conceal his gear. For this reason it is not, as a rule, necessary to use finer gut than 3x, and flies may also be several sizes larger, say Nos. 1 and 2 instead of the 00 and 000 of midsummer.

Of flies the March angler does not need a large selection; on the burns of the moors and mountains the ephemeridae, known to anglers as duns and spinners, which play such a big part in chalk-stream fishing, are not an important class of fly, for they do not flourish under the barren conditions of weed life which obtain in such waters. Their place is taken by the perlidae, or stone flies, of which there are some 40 species.

In the North of England great execution is done amongst trout by anglers who use the larva of the large female stone fly as natural bait. On western waters the early brown and small dark needle are two stone flies very abundant in spring. They are fairly well imitated by the artificial called the February red, and this is a fly which should always find a place on the cast of the March angler in such streams.

Other good patterns are the red palmer, especially if there is a touch of colour in the water; pheasant tail,

the Devonshire spring fly, and blue and silver with rat's fur body. A gold-ribbed March brown is also often very deadly, although the natural insect never appears before April, but its mottled brown colouring is a fair counterfeit of the stone flies, for which it is, no doubt, taken.

In spite of the advice given in many books on angling always to fish up-stream, it will be found far better to cast across and let the flies drop down in spring. Up-stream fishing has one main advantage, the fish are not so likely to see the angler, as they lie head to current, but in the big, boisterous waters of March it is usually easy to keep out of sight, and, besides being much less tiring, it is vastly easier to hang the flies over likely places when fishing down than when casting up.

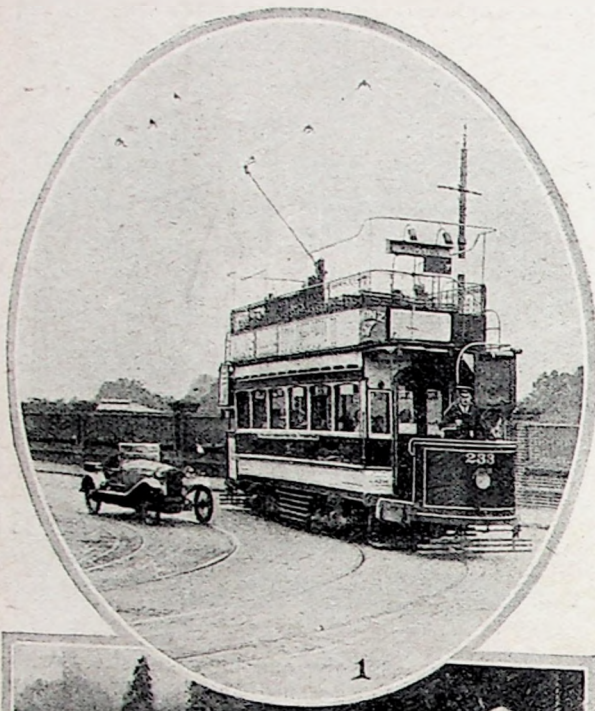
It is not much use trying very fast water as yet, for until they have more fully recovered from spawning the fish prefer to keep out of the main current, and easy reaches, especially close in to either bank, are the best places.

And then, when the sun begins to drop towards the west, how good it is to see, as one rounds the last bend, the car waiting right alongside the river and to know that there is no long, long trail à pied to take the gilt off the gingerbread of the day's enjoyment.

MARMADUKE.



It is not much use trying fast water in March, as at this time of the year the fish prefer to keep out of the main current; easy reaches, especially close in to the bank, are therefore the best places.



A FEW ESSENTIAL—

- (1) Watch the tramlines and do not endeavour to pass in circumstances like this. (2) Confusing signals: both passenger and driver extending an arm. What do they mean? (3) The correct way to park a car—off the road.

Motoring for Beginners.

ROAD MANNERS AND CUSTOMS.

IN last week's article we confined ourselves to instructions dealing with the actual control of a car, but the heading, "How to Drive," really covers a far wider field and embraces important points like road manners, customs and laws. No matter how quickly a novice may learn to control a car, his tuition is really not complete until he has mastered all that is required of him from other drivers and from the police when he is on the road.

The National Safety First Council has prepared a useful instruction booklet which is usually presented with every new driving licence by local issuing authorities, and although, in principle, the extensive code of hand signals suggested is good, we ourselves advocate the elimination of what are generally quite unnecessary and, perhaps, confusing signals and the retention only of those which are essential and imperative.

Of these, unquestionably the most important denotes that a turn to the right is about to be taken, and this manoeuvre should never be carried out until the driver has extended his right arm horizontally; further, the signal should be given 20 yards or 30 yards at least before the spot at which the turn is to be made.

At the time the signal is given the driver should glance in his mirror or over his shoulder to make sure that no car is about to overtake and pass; then he should bear to the right, other traffic permitting, of course, so that there will be room between the near side of his car and the side of the road for a second car to overtake and pass. In this way he will cause the least inconvenience to other road users.

When turning left, keep fairly close to the near side of the road, begin to slow down in plenty of time and make the turn without first pulling out to the right; on no account extend the right arm horizontally.

The extent to which other signals recommended by the National Safety First Council should be adopted may be left to the discretion of individual drivers, but it is important that they should bear in mind that if there is the slightest chance of a signal being mistaken it is better left ungiven.

Never "Cut In."

Novices should overcome the temptation to "cut in." This is a bad practice at any time, but when a driver is inexperienced, it may be very dangerous. It consists of pulling out so as to pass a car travelling in the same direction when, approaching from the opposite direction, there is another car that, conceivably, is travelling at a speed which will cause all three cars to pass each other when practically abreast. Even when a road is wide this is risky; on narrow roads the oncoming driver has frequently to slow down in order to avert a collision, the same applying to the driver who is being overtaken and who endeavours to fall back so as to permit the offender to "cut in" between his car and the one approaching them.

When ambling along for the sheer joy of being out on a fine day, hug the near side of the road and do not glower when there is the sound of a horn behind and a car passes you. There will be occasions when you yourself will have to place business before pleasure and when you will say unkind things about "amblers" who resent being passed and who, perhaps, are sufficiently selfish to stick to the crown of the road whenever possible.

An efficient warning device is demanded by the law; moreover, the law says that it must be used as required; cases have been known where motorists have been fined for not sounding their horns when approach-

MARCH 18, 1927.

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COMPLETING THE EDUCATION OF THE
NOVICE — ESSENTIAL SIGNALS — THE
DANGER OF CUTTING IN—BEWARE OF
THE "JAY WALKER"—ALL ABOUT SPEED
LIMITS.

ing dangerous cross-roads, for instance; but extravagant and unnecessary use of warning devices is strongly to be deprecated, particularly when passing through towns and villages, whilst motorists should avoid, so far as possible, sounding any form of warning device when passing a place of worship.

Common-sense aspects of car parking were dealt with in a recent issue and it will be sufficient now if we emphasize the undesirability of leaving a car in a narrow road or on a bend whilst the crew admire the view. A car should be left in a position like this only when, owing to a breakdown, it is extremely inconvenient, perhaps impossible, to move it off the road.

Beware of the "Jay walker." He, or she, steps off the kerb without looking in either direction and sails across the road as though it were as deserted as the Sahara Desert. This type is bad enough, but there is another even worse; they dart out into the road from behind a stationary bus or tram and give drivers no chance of avoiding them. Always sound the horn when passing stationary vehicles if there is the slightest chance of someone suddenly emerging from behind them.

Helpful Police.

Novices are, as a rule, timid of the police, and frequently a mere glance in their direction from a constable on point duty flusters them. This is, no doubt, natural nervousness, but it is, of course, entirely uncalled for. The job of a point-duty policeman is to regulate traffic, and if car drivers endeavour to co-operate with these men they will not only make it easier for the policemen, whose duties are by no means light, but for themselves as well. When approaching cross-roads in cities, towns, villages or hamlets at which a police constable is stationed, watch him closely for any signal which he may give.

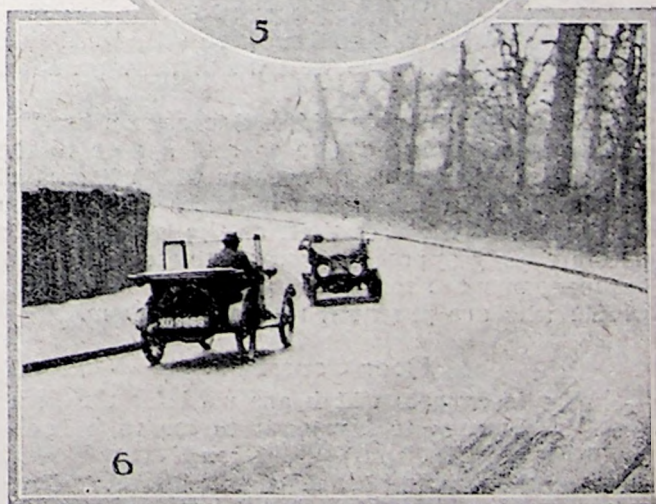
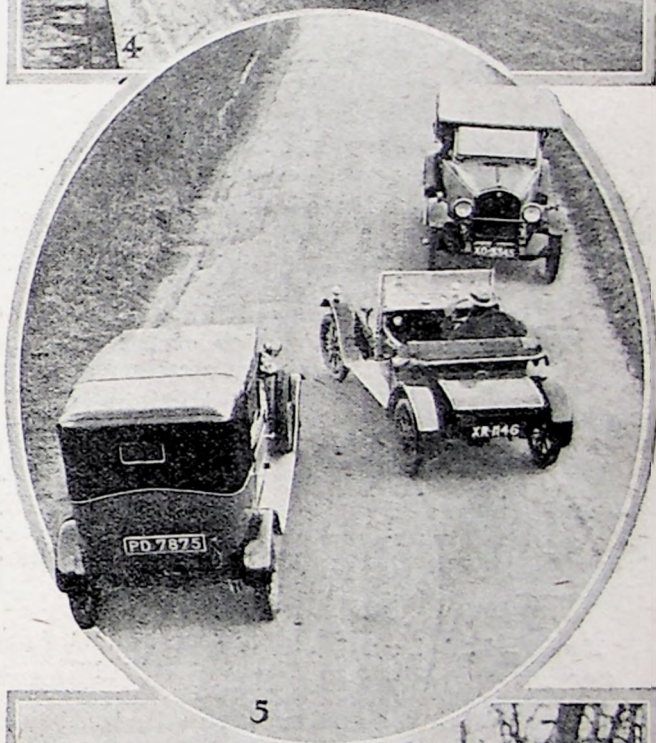
There are many spots in the country where road scouts and guides give their services in this way and their directions should be followed just as carefully as though they had been given by a uniformed constable.

The speed limit has not yet been abolished, but it can be said with safety that there is not a single motorist in the country who makes the slightest effort to observe it. As a salutary reminder, however, the police operate what are known as traps or controls, cars being timed along a measured distance and unlucky drivers stopped and subsequently summoned if they have been travelling above the legal limit. It is generally accepted, however, that action is seldom taken unless 30 m.p.h. is being exceeded. In many towns and villages "10-mile" speed limits exist, but here again latitude is often allowed.

When meeting cattle, sheep, horses and so on always slow down. A led horse should be passed on the side of the groom, and if called upon to do so a driver is obliged by law to stop, the animal being restive, perhaps, and requiring a little coaxing to persuade it to pass a car; but this is mainly a relic of the early days of motoring and nowadays the education of horses has attained a degree which enables them to view even monstrous steam-rollers with disdain.

Safety first should be the slogan of every new-comer to the road and voluminous instructions really are not necessary as to how drivers should behave if this slogan is always borne in mind.

This concludes the series of articles devoted exclusively to beginners. Back numbers containing the previous six articles are still obtainable. Applications should be made to "The Light Car and Cyclecar," 7-15, Rosebery Avenue, London, E.C.1.



—DO'S AND DON'TS.

(4) Another ambiguous signal. An overtaking driver might well wonder what it meant. (5) The danger of "cutting in" is plainly indicated. (6) Never stop on a corner or manoeuvre the car on a "blind" section of road, however quiet it may seem.



RICH MIXTURE

LIGHT CAR COMMENT AND ADVICE

By
Focus

A Practical Test.

A GATHERING which was held in London last week to welcome home Mrs. Victor Bruce, who has just completed a 6,200-mile European tour under R.A.C. observation, indicated in a very striking manner how keenly alive a large proportion of the trade is to the advantages to be gained from taking part in events of this kind—at least, that was the impression I gained—and in competitive events generally. Present at the gathering were representatives of a number of prominent manufacturers whose products figured on the car Mrs.



The Hon. V. A. Bruce
and Mrs. Bruce.

Bruce was driving, and they were all agreed that tests of this kind were well worth their practical support.

Whilst complimenting Mrs. Bruce upon her fine achievement I should like to add a note to the effect that I hope the enthusiasm which it created will awaken in the minds of those concerned a realization of the fact that, as the trade and the public clearly appreciate competitive events, some encouragement should be given to responsible people who are prepared to organize them.

Floor Coverings.

THE pile carpets which are used for the floors of most cars to-day seem to me to be quite unsuitable for their purpose. Even if step-mats are fitted on the running boards these carpets soon get very soiled and unsightly, whilst, unless liberally buttoned down, they develop permanent wrinkles, and, in any case, it is not long before holes begin to appear, causing the inside of the car to look extremely shabby.

It is a much better plan, in my opinion, to cover the floorboards with a really good linoleum or rubber matting, which is easily kept clean, and has the merit of being extremely durable. In the case

of some of the bodies which Mr. Gordon England builds, he covers the floorboards with Sorbo rubber, and this, I feel sure, is as good a flooring as one could obtain. It deadens noise and vibration, whilst being extremely durable.

The Conventional Switchboard.

HAS anyone ever said a good word for the conventional type of switchboard? Owner-drivers and repairers positively detest it when repairs or adjustments become necessary, and it is extremely difficult to see how its various terminals can be made more accessible without sacrificing its neat appearance or arranging the instrument board to hinge, which would be extremely inconvenient, involving the use of flexible piping for the oil-gauge connections and numerous other unjustifiable complications.

Manufacturers and coachbuilders also cherish a cordial dislike for the switchboard and its numerous wires and connections. If a body has to be taken off a chassis the whole bag of electrical tricks has to be disturbed and a competent electrician employed to wire up again, whilst if a chassis is bought and the body fitted by an outside coachbuilder, the switchbox and its connections again create complications.

Something Really New.

IN France many chassis manufacturers have endeavoured to short-circuit the difficulty by making the instrument board part of the chassis instead of part of the body, it being attached to an aluminium casting or sheet-steel pressing, which also forms the dashboard proper. I think I know a better, cheaper and more convenient way out of the difficulty, and I should very much appreciate the views of experts on the subject.—[We should be happy to publish them in our correspondence columns.—ED.]

The idea would be to combine the switchboard, cut-out, fuse box, and possibly a junction box in addition, in one accessible unit underneath the bonnet, the fascia-board equipment consisting merely of a dial provided with the conventional type of switch lever which would be connected with the switchbox by means of a length of steel rod.

Any Drawbacks?

THIS arrangement would appear to have everything in its favour; the wiring would be considerably reduced in length, accessibility would be greatly enhanced, the fire risk due to there being a quantity of wiring adjacent to the petrol tank would be materially reduced, and the countless other advantages which everyone conversant with car design will appreciate would be enjoyed.

It would be necessary, of course, for there to be an ammeter on the instrument board, but its connections with the switchbox (a single length of armoured wire) would be the only wiring in close proximity to the petrol tank. The starter could be operated by a small knob placed to the left of the clutch pedal, where it would enable wiring of a minimum length to be used—a matter of some importance if the utmost efficiency is to be obtained.

An Illusion.

I AM not often caught by optical illusions, but I confess to being deceived when a few evenings ago, near the top of a hill, I had pulled into a lane to enjoy a cup of tea from my vacuum flask. The car was actually on the grass at the side of the main road and the bonnet was facing a high bank and hedge leading out of the lane. It was just about lighting-up time, and in between sipping the tea I took the opportunity of examining the dash-lamp, which had given trouble the previous night. Happening to look up, I was astonished to see a

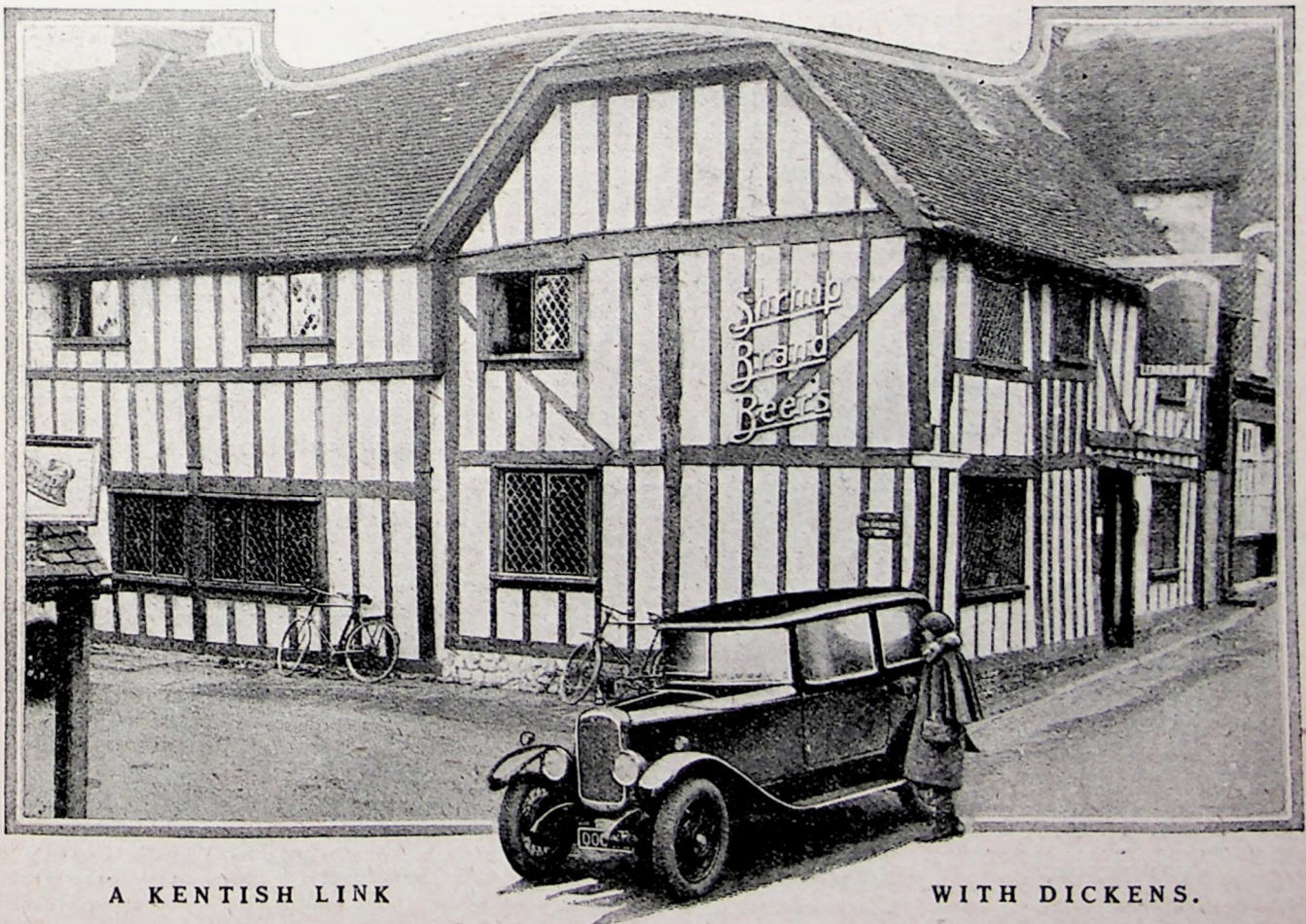
car without lights steal silently round the corner from the main road and stop at the corner of the lane. Then without a sound it passed rapidly in front of me and down the side road. Hardly had it gone than it was there again, standing at the corner of the lane, and once more it ran along by the bank and disappeared.

Simultaneously, I noticed that the bank had taken on a silvery appearance, and I realized that what I had been looking at was the shadow of my own car cast by the powerful headlamps of another coming across the valley and mounting the hill. The silhouette was perfect and the effect of moving most uncanny. Probably my gazing intently at the dashlight bulb before looking up contributed to the deception.

Prevention of Fumes.

"FUMES in closed cars—or, for that matter, any cars—are a bugbear that manufacturers must set out to remedy without any more delay," writes a reader. "People who pay a fair price for a car have reason to expect travelling comfort," he continues, "but, unfortunately, many find that what should be a pleasurable trip becomes a purgatory owing to headaches and nausea caused by the ingress of fumes, some of which are really inimical to health."

"Manufacturers forget that people vary enormously in their sensitiveness to these odours. Women are apt to be affected very quickly, and for anyone who was gassed even slightly on active



A KENTISH LINK

WITH DICKENS.

The "Leather Bottle," Cobham, to which Mr. Pickwick traced his lovelorn friend, Mr. Tracy Tupman, is visited by many Dickens enthusiasts. The car is an Alvis of the latest type.

service a mere whiff is sufficient to spoil the rest of the day. The defect will have to be tackled on scientific lines with the object of making the escape of fumes impossible except at the rear of the car. Systems of ventilation are merely attempts to minimize the evil.

"What is wanted is some method of preventing it altogether. We are now paying for the convention of having the engine in front; but surely a remedy is not beyond the wit of engineering to devise. Thanks to scientific research, many factory operations involving deadly fumes are now carried on with impunity by the workers. Is it too much to ask that users of motorcars shall have the same advantages?"

After the Ball.

WHETHER it was the excellence of the club dinner, the subsequent dance or the ride home after in a double-six Daimler I do not know, but the fact remains that the other night I dreamt that I was reading a description in *The Light Car and Cyclecar* of a race at Brooklands in the year 2,000! The reporter had done himself justice and the account lacked nothing in graphic phrase, but what set my blood tingling was the sentence, "He threw in the third group of cylinders after negotiating the bend—"

Here I awoke and, as I gradually came back to earth and thought of my little four-cylinder bus in the garage, I felt positively antediluvian!

What is Real Leather?

SOME day the buyer of a car which is advertised as having real leather upholstery will get an expensive counsel to ask one of our learned judges to decide what is "real leather" and what is not. At the present time there are cars being sold with the cushions covered with a material which is described as real leather, yet which I am convinced was never the hide of a beast. This "real leather" has a peculiar texture not at all unlike that of a good quality felt. It does not always wear so well as a good leather cloth, and it bears no comparison with the genuine hide which was used for cushions in the good old da

I should advise people who are selling cars to-day upholstered with real hide to describe it as such in their catalogues, the terms "real leather" and "solid leather" being at the moment somewhat under a cloud in the estimation of many of us.

Special One-make Weeks.

THERE has been a tendency during the past few years for car manufacturers to organize amongst their agents a special intensive selling week once a year, when each agent all over the country holds a complete range of the cars in question and makes a special effort to put their selling points before his customers. Rover Week will start on Monday next, and in connection with it the Rover Co., Ltd., have sent me some very interesting news concerning themselves. Here are some extracts:—

In 1877 Messrs. Starley and Sutton (the predecessors of the present company) produced the original Rover penny-farthing bicycle, which was then admitted to be Britain's Best Boneshaker.

In 1885 Mr. J. K. Starley, father of the present managing director of the company, revolutionized the entire cycle industry by producing the Rover safety bicycle, using sprockets and chains to gear up instead of a gigantic direct-driven front wheel.

Mr. James Starley, a brother of this Mr. Starley, invented the principle of the differential, which was then applied to tricycles and which to-day, of course, is incorporated in the back axle of every car.

The first Rover car was marketed in 1904. It had a single-cylinder 8 h.p. engine and was the forerunner of the 6 h.p. single-cylinder Rover which in 1907 was marketed at 100 guineas and which attained a great deal of popularity. A few of these old single-cylinder Rovers are still at work to-day.

Acknowledging Salutes.

A YEAR or two ago a controversy was waged with regard to the correct way to respond to the salute of a R.A.C. or A.A. man. I get over the difficulty myself by keeping the respective badges on the shelf of my garage at home; but, even so, I often find myself in the position of having to acknowledge their courteous salutes. In these circumstances it would be ridiculous to give the same kind of acknowledgment which we used to give as temporary gentleman during the war. One cannot, however, raise one's hat very well, and a friendly wave with one hand seems a little too off-hand. I suggested to a friend recently that a nod would meet the case, but, being a very consequential person, he would not agree.

SPORT ON ROAD AND BEACH.

(Above) G. H. Goodall (Morgan) on Blackstone Hill in the Victory Cup Trial. (Right) A Bugatti streaking away from the field at Southport. C. W. Orford's Morgan is nearest the camera.



Wanted—A Small Proprietary Engine.

WE have good reasons for believing that one of the existing manufacturers of proprietary engines, or an entirely new concern with personnel having the necessary experience, could build up a profitable business in the supply of small four-cylinder engines falling within the 1,100 c.c. category. We base our belief upon actual inquiries which we have received from responsible officials of car manufacturing companies who are considering the introduction of a car in this class, but who do not know where they can obtain an engine for it. That the demand is a live demand is proved by the fact that reports have reached us to the effect that prominent light car manufacturers have on the road 1,100 c.c. experimental models with French engines under their bonnets. It is clear that the enterprising British car manufacturers appreciate that the present is a golden time to win for themselves the market in this country which France has been supplying of recent years. They appreciate that the rate of exchange is making it difficult to market French cars in this country, and they are keen to grab the business whilst the going is good. Who will come forward with a sound proprietary power unit and share in the harvest which we believe is waiting to be reaped? This is the day of the small car with a small engine; those who doubt our statement should turn to the balance sheets of the companies who are offering such cars to the public.

The Search for Lightness.

WE have frequently expressed the opinion that designers must be on their guard against losing sight of the *raison d'être* of light cars, namely, lightness, but we should be the last to urge that with touring cars a high performance should be put before comfort; the balance between the two must be maintained, still leaving designers free to cut down weight scientifically and unobtrusively.

The writer of an article in this issue stresses the importance of this, and goes so far as to suggest ways and means whereby it can be accomplished; but owing to considerations of space the scope of the article is limited, and there are fields peculiar to the realm of metallurgy which would probably

Car
1ecar

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

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

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(7 Lines).

Topics of the Day

yield equally fruitful and practical suggestions. As the years go by more and more power is extracted from engines of given capacity—the perfection of superchargers may add the final touch to this development—but the gradual attainment of finality in engine efficiency must not be allowed to obscure an equally important issue, namely, the use of lighter and stronger materials in chassis and body construction. Light cars, it must be remembered, now compete on a more or less level footing, so far as first cost is concerned, with larger cars of medium power; if they do not continue to be light and economical to a degree, which gives them a very pronounced advantage on the score of running costs, they may find themselves competing for a market which is being attacked already not only by very capable Britishers but by many foreigners in addition. The true light car has a large and expanding field of its own. We all hope that the industry will not emulate Esop's dog by grabbing at a shadow which disappears so soon as the grip on the substance is released.

Business Men on a Petrol Tax.

THAT opinion with regard to the removal of the present method of motor taxation in favour of a duty on motor spirit is by no means unanimous is indicated very clearly by the report of the proceedings at the general meeting of the Association of British Chambers of Commerce which was published recently. This resolution was put and lost at the meeting:—

That the present method of motor taxation, by which the cylinders are taxed irrespective of the extent to which the vehicle uses the road, is not only grossly inequitable, but hampers the export motor industry by fostering designs unsuitable for the Colonies; and that in the opinion of this meeting the Government should secure the early reintroduction of the petrol tax on a flat rate as the chief basis for obtaining the revenue required from motor vehicles.

This might be described as rather a blow to the petrol-tax movement, and it is well to point out that lack of unanimity of thought with regard to it is apparent not only amongst business men, as represented by the speakers who took part in this particular discussion, but that within the ranks of the motor industry there are many who believe that a petrol tax would not be desirable.

CYCLECAR COMMENTS.

By SHACKLEPIN.

THE BEART-SIRAN CHALLENGE—WHY NOT MORE INTERNATIONAL RIVALRY?—SINGLE-CYLINDER THREE-WHEELERS—THREE-SPEED CHAIN TRANSMISSION.



Two interesting examples of single-cylinder three-wheelers. (Left) A French-built Morgan-Blackburne. (Above) E. C. Fernihough's Morgan-J.A.P.

IT is very gratifying to learn that so redoubtable a champion as Mr. H. Beart has come forward to uphold the prestige of British three-wheelers. His challenge to Captain R. Siran, published in last week's issue, must have been read with great satisfaction by all three-wheeler owners, and especially by Morgan enthusiasts.

D'Yrsams are unquestionably very fast and reliable; I have driven them, so that I speak from personal experience, but I think that a Morgan in the hands of such a driver as Beart would be even faster—and we need not question its reliability.

I shall look forward to hearing that Captain Siran has accepted the challenge, but it is a pity that the race, if it takes place, is to be held in France, because I am sure that most three-wheeler owners would wish to see it, and few of us can spare the time to cross the Channel with no other object in view. There is always the possibility, however, that a return match might be run off in this country.

In my opinion there is not enough international rivalry amongst three-wheeler manufacturers, and if it could be stimulated it would be all to the good. Why not have D'Yrsams, Sandfords and French-built Morgans in the International Six Days' Trial? If each of these three makers entered a team to compete against British teams a very sporting and interesting trial would result.

Last year, it will be remembered, three Morgans took part and each gained a gold medal. After the Beart-Siran race has been decided, perhaps Frenchmen will wish for further contests, in which case I earnestly commend to their attention trials like the International Six Days.

c24

I was glad to see, in last week's issue, that the Editorial question, "Why not singles?" had attracted some interesting replies. None of the three readers whose letters were published is known to me, but I should like to congratulate them all upon the practical manner in which they answered the question.

"Omega" may be only an "ordinary motorist," but his views are very sound and I agree with them *in toto*. Whatever the power of the engine, comfort and weather protection must in no way be sacrificed. Furthermore, unless a good road performance is assured a single-cylinder - engined three-wheeler would be doomed, however low might be its price.

I knew the water-cooled Green engines mentioned by Mr. Hal French, and fully believe that a similar type would be almost ideal in a three-wheeled "one-lunger." Those of my readers who have not heard of the Green engine in question may be interested in a few particulars of its design.

The crankcase and flywheel assembly followed orthodox practice, but the cylinder was a plain cast iron barrel over which was fitted a copper water jacket having two flat honeycomb radiators arranged pannier-fashion. Push-rod-operated overhead valves were used and a specially long sparking plug was fitted in the centre of the cylinder head. I had one of these engines for some time in a Zenith sidecar combination and its pulling powers were really wonderful.

Mr. A. G. Salmon, in his letter, suggests that a single-cylinder three-wheeler could be built to sell at £65. This, of course, is already being done by the makers of the H.P., and the specification includes a three-speed gearbox. By accepting Mr.

Salmon's higher figure of £75, I think we should be reasonable in expecting a comparatively elaborate three-wheeler, especially if the demand allowed of mass-production methods being employed.

The photographs which form the heading to this page show two types of single-cylinder Morgan. The air-cooled model is the one in which Mr. E. C. Fernihough set up several world's records in Class J at Brooklands last year. The other machine is a French Morgan with a single-cylinder water-cooled Blackburne engine. Cyclecars of this type figure frequently in French speed trials and races. Another successful French single-cylinder three-wheeler is the Villard which, last year, with an engine of only 349 c.c. attained a speed of 55 m.p.h., thus setting up a world's record in Class H.

It will be obvious, therefore, that there is nothing against single-cylinder three-wheelers, and, personally, I think that they would prove very popular, provided that no attempts at over-elaboration are made. This tendency has killed more than one promising design.

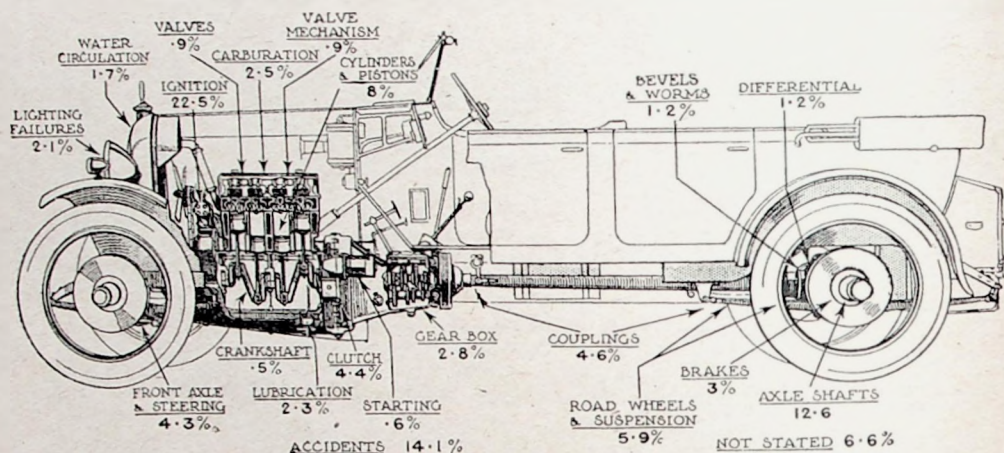
It would be interesting to hear from anyone who has experimented with a G.N. type of final transmission for a three-wheeler using three or more chains and thus obtaining three or more speeds. Personally, I can see no reason why three chains on one side of a single rear wheel should not be easily accommodated, whilst the arrangement would lend itself to a straightforward design of readily detachable rear wheel. Two-speed gears have helped, in my opinion, to hinder the popularity of the conventional type of three-wheeler, and in the direction I have indicated there seems a chance of overcoming this difficulty.



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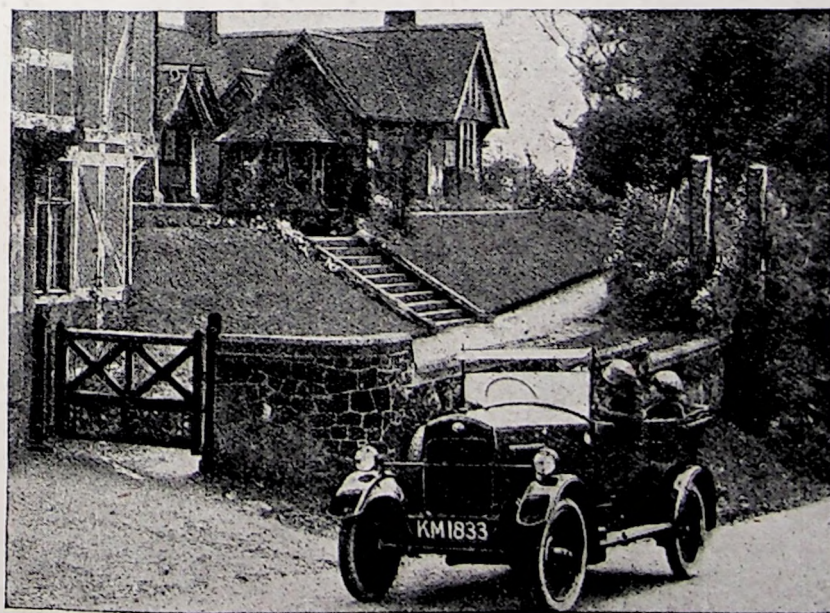
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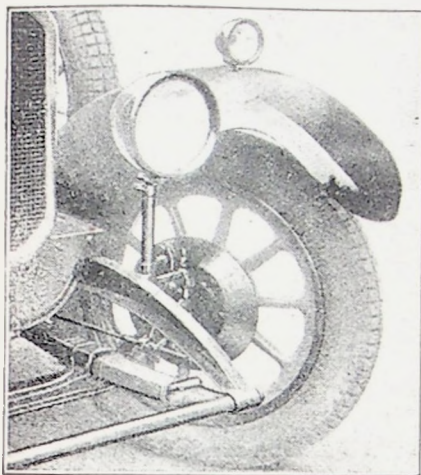


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HUMBER NINES WITH F.W.B.s.

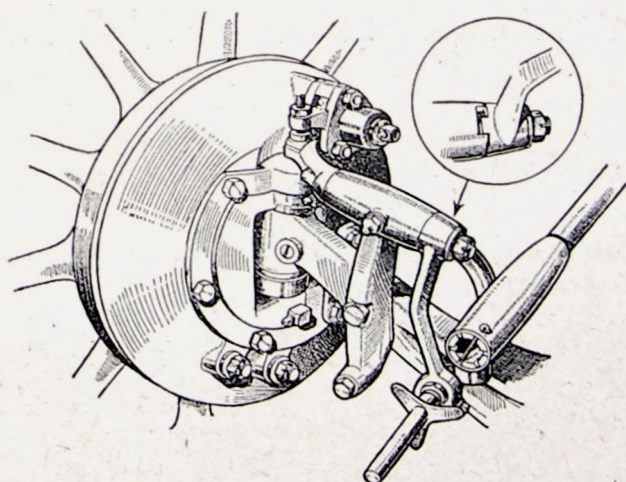
REFINEMENT WHICH PUTS THE FINISHING TOUCHES
TO A VERY ATTRACTIVE RANGE OF LIGHT CARS.



The four-seater, shown above, and the two-seater, now sell for £267 7s.
(Left) The neat front-brake assembly.

WITH the added safety and convenience in driving provided by front-wheel brakes which are now fitted to Humber Nines, the cars are now even better value for money. The new prices are £267 7s. for the two and four-seater models and £322 7s. for the saloon, and the discriminating purchaser who requires a high-grade small car capable of a refined road performance should be well suited.

The general layout of both the operating gear and the brakes themselves follows that adopted on the larger models produced by the company, the pedal applying internal-expanding shoes within the front drums, together with a transmission brake of the external-contracting type and the hand lever being connected to contracting bands upon the rear wheel drums.

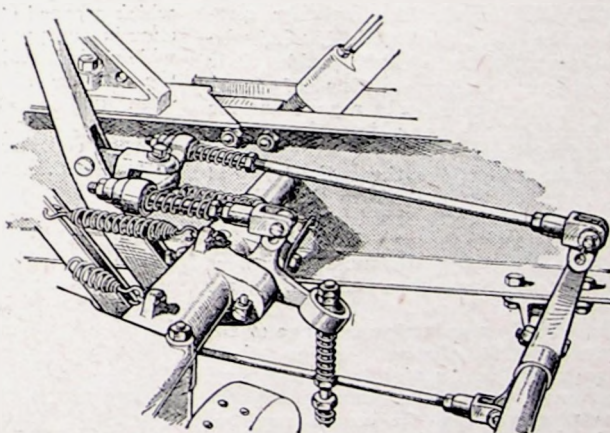


Showing the mechanism of the f.w.b.s.; (inset) how a stop is arranged on the operating arm to ensure correct adjustment.

To cut down lost motion so far as possible, the components used are rigidly mounted in substantial fittings, which give the braking action a delightful sense of "directness" of control.

There is a compensating link for balancing the front wheel and transmission brakes, attached to the pedal by an adjustable rod. Two further rods—one running to a cross-shaft for operating the shoes in the front wheel drums and the other a bell crank lever, which in turn applies the transmission band, are fitted and have knuckle joints in order to allow free movement in all directions,

The construction of the cross-shaft is rather interesting from a technical point of view. The all-important point is that the desirable object of equalizing the braking effect on each of the front wheels is successfully obtained. The transmission brake is actuated almost direct through the medium of a bell crank lever and toggles. The ratio of the braking effort, front to rear, is 60 per cent. to 40 per cent.—a very suitable division of the work.

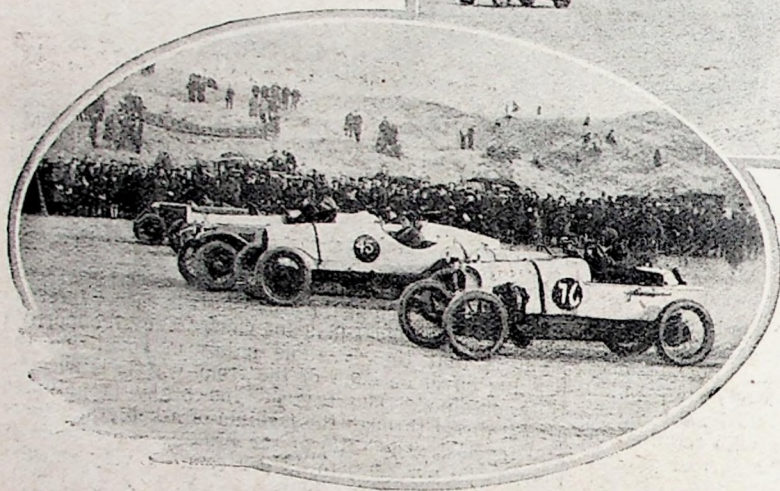
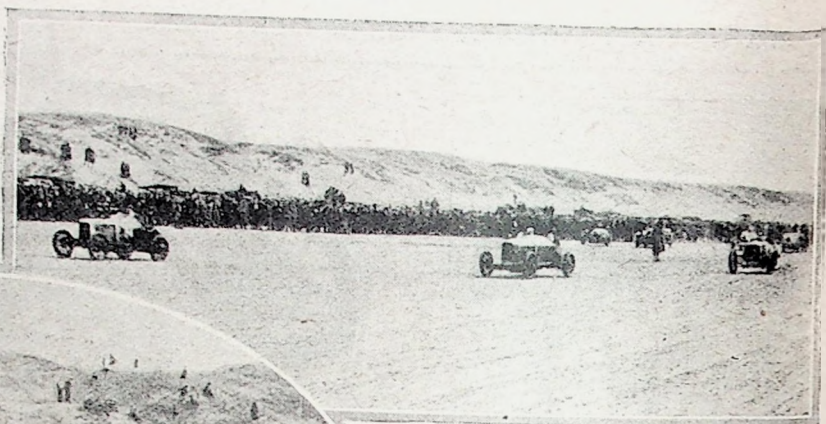


Special attention has been given to the design of the compensating gear between the front brakes and the transmission brake. All rods are adjustable.

The principle of the operating mechanism for the front shoes is also very sound, the shoes themselves being mounted on separate anchor pins and operated in the usual way by a flat type of cam. The camshaft spindle arm, however, is fitted with a hardened steel pad, or button, which bears upon the cam face of the main operating lever. The arrangement is clearly shown in one of the accompanying sketches, and it will be seen that locking the wheels over one way or the other does not in any way affect the functioning of, or leverage exerted on, the brake shoes. Wear is taken up either by screwing up the wing nut on the end of the brake rod or by adjusting the button on the cam spindle, but to maintain equal leverage a stop is provided on the brake-rod operating arm, which prevents the arm itself passing over the dead centre position. In this way the owner is obliged to use the most effective adjustment provided, namely, by means of the button.

THE SECOND SOUTHPORT RACE MEETING.

A GOOD CAR ENTRY AND FINE WEATHER COMBINE TO FORM AN EXCELLENT AFTERNOON'S SPORT—FOUR-GEAR RACING JOWETT SHOWS A SURPRISING TURN OF SPEED.



A FINE SAND COURSE.

(Above) The photo shows the fine stretch of sand and the large crowd of spectators which Southport meetings always attract. The cars are seen getting away in Class 13, a straight mile won by J. Hepworth (Jowett). (Left) A glimpse of the struggle during the straight mile for cars up to 2,000 c.c.

REALLY springlike weather prevailed on Saturday last, when the Southport Motor Club held their second sand-racing meeting of 1927. The car entry was quite a good one for the time of the year, but there were several non-starters.

On the whole, the three-wheelers did not show up so well as is their habit on the Southport foreshore, but the light cars made a very favourable impression—in many instances they were more in the van than cars of larger capacity.

Improved organization was one of the characteristics of the meeting, there being no delays in starting the classes, the results were posted immediately the race was over and the crowd was very well controlled. No accidents took place, so the ambulance men had quite a pleasant afternoon's holiday, enjoying the sport with the other spectators.

Several of the entries promised to be interesting from the mechanical point of view, but almost without exception they failed to put in an appearance. B. H. Davenport's famous G.N. "Spider," was, as usual, doing the knots in great style. Its high power-to-weight ratio gave him a much quicker getaway than most of the other competitors. J. Hepworth's four-speed racing Jowett was running much better than at the January meeting and it gave quite a good account of itself throughout the day and managed to obtain a win in a mile event and a second place in the 10-mile race, despite a certain amount of misfiring.

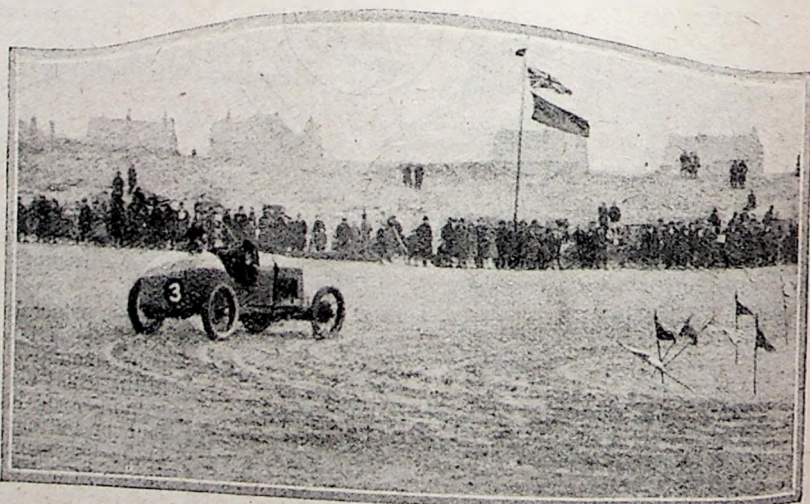
C. M. Needham ran a four-seater Newton-Ceirano, but this was slow in comparison with other cars. Bugattis seemed to be the favourites so far as numbers were concerned, and they were of all types, from the Brescia models

which scorned streamlining to the latest chassis equipped with racing bodies in which wind resistance has been cut to the minimum.

In one event sidecars and three-wheelers ran together, but H. C. Jones's Morgan could secure only second place. It managed, however, to beat a sidecar

the first race for cars up to 1,100 c.c. the Morgans, which were first and second, scored by reason of their light weight, the passengers doing some very active business as ballast over the back wheels at the starting line.

The four-speed gearbox on Hepworth's Jowett enabled him to keep up



TAKING A HAIR-PIN AT SPEED.

A close-up of the Amilcar Special which won its class in the 10-mile race. Expert skidding enabled valuable seconds to be saved on the bends.

of approximately the same engine capacity—pretty good going.

In the one-mile events it was fairly easy to see who was going to win after the first quarter of a mile, as the getaway counted to so great an extent. In

the revs. well and the ratios seemed to have been well chosen, as the exhaust note did not drop to any great extent after each change. B. H. Davenport's G.N. suffered from plug trouble, but gained third place in the 2,000 c.c. class.

The final event was a 10-mile race in which both the 1,100 c.c. and unlimited capacity cars ran together. Two Amilecars and the Jowett in the former category kept in reasonably close company throughout the five laps of the course, but in the unlimited class C. M. Needham's Newton-Ceirano had little chance of keeping pace with a 1913 Grand Prix Sunbeam, which eventually romped home a long way ahead, but it only succeeded in beating N. B. Joynson's Amilecar—a very fleet little bus indeed—by about one mile in the ten.

The day was voted an enjoyable one by the majority of the spectators, and the weather played a very big part in making it so. The next racing event at Southport will take place on April 9th.

SOUTHPORT RESULTS.

Straight Mile Races.
1,100 c.c. General: 1st, S. A. Keay (Morgan); 2nd, H. C. Jones (Morgan); 3rd, M. B. Joynson (Amilcar).
1,100 c.c. Novices: 1st, J. Hepworth (Jowett); 2nd, M. B. Joynson (Amilcar).
1,500 c.c. General: 1st, R. H. Davenport (G.N.); 2nd, H. C. Jones (Morgan); 3rd, Miss W. M. Pink (Bugatti).
1,500 c.c. Novices: 1st, C. W. Johnstone (Bugatti); 2nd, E. T. Scarisbrick (Bugatti); 3rd, G. Jones (Bugatti).

2,000 c.c. General: 1st, C. W. Johnstone (1,496 c.c. Bugatti); 2nd, H. Spurrier (1,960 c.c. Arab); 3rd, B. H. Davenport (1,496 c.c. G.N.).

2,000 c.c. Novices: 1st, H. Spurrier (1,960 c.c. Arab); 2nd, R. V. Pontes (1,996 c.c. Bugatti); 3rd, G. Jones (1,496 c.c. Bugatti).
Unlimited. Novices: 1st, R. V. Pontes (1,996 c.c. Bugatti); 2nd, G. Jones (1,496 c.c. Bugatti); 3rd, J. Nelson (2,996 c.c. Bentley).

Three-wheelers and Sidecars. Unlimited: 1st, H. F. Brockbank (Norton s.c.); 2nd, H. C. Jones (Morgan); 3rd, C. F. Edwards (Brough-Superior s.c.).

Ten-mile Races.
1,100 c.c.: 1st, M. B. Joynson (Amilcar); 2nd, J. Hepworth (Jowett); 3rd, P. N. Crossley (Amilcar).

Unlimited: 1st, D. Higgin (Grand Prix Sunbeam); 2nd, C. M. Needham (Newton-Ceirano).

THE "VICTORY CUP."

DEVOID OF FREAK CONDITIONS BUT SUFFICIENTLY DIFFICULT TO BE REALLY INTERESTING—GOOD PERFORMANCES BY CYCLECARS.



DECIDEDLY STIFF GOING. — (Left) S. H. Roe (Riley) taking the water-splash at the foot of High Oak. Pearson's Amilcar is preparing for the "plunge." (Right) H. T. Bailey (Austin) on the slippery slopes of Blackstone.

DIFFICULT enough to be really interesting, yet devoid of the quagmires that have been such a ridiculous feature of recent trials, the Victory Cup Trial held last Saturday was witnessed by a large crowd of enthusiasts.

The event was organized by the Birmingham Motor Cycle Club and consisted of 147 miles of roads and lanes, including a number of observed hills.

Blackstone, the first hill, gave little trouble and the course then wound its way through Stourport and Bewdley to an observed section, which was approached by two water-splashes about 50 yards long, where a stream flowed down the road between high banks. The water was only about 4 ins. or 5 ins. deep and caused no trouble to the occupants of light cars and cyclecars.

A short rise beyond the second water-splash took competitors to a stopping and restarting test, which was not, however, a very terrible affair.

A surprise water-splash wetted a few of the competitors who rounded a corner too fast between farm buildings on the way to High Oak, which was descended in the morning and climbed in the afternoon.

A short, steep climb out of the water preceded the Liveridge non-stop section.

H. F. S. Morgan stopped just after getting out of the water, but fortunately he had not then entered the non-stop section and so was not penalized. G. Eadington's Cup Model Austin Seven and R. J. Martin's orange Omega three-wheeler got through nicely, and so did E. J. Neal, who had badly bent the off-side front wheel of his Omega, the engine of which misfired considerably as he got away up Liveridge. H. Taylor had two passengers, warmly garbed in leather coats, in the back seat of his Lea-Francis, which roared away merrily up the hill.

At this stage most of the spectators, thinking that the last competitor had gone by, began to wander off to lunch, their places being taken by an even greater army of onlookers, who arrived, with picnic baskets and paper bags, to watch the competitors on the return journey in the afternoon.

W. A. Carr (10 h.p. Morgan) arrived after a very long interval, while still later were the drivers of an Amilcar and Alvis, whose names did not appear on the programme.

Lunch was taken at Hundred House Hotel, after which Mill Lane was ascended. This was dry and stony and presented no difficulties, and the next

obstacle was the famous Sandy Lane.

Large crowds lined the green banks of the sunken road and were not deterred by the lashing rain or the penetrating cold. G. Goodall's 10 h.p. Morgan was very fast and simply tore up the hill in a succession of leaps and bounds, amidst roars of laughter and applause from the onlookers. R. J. Martin's 10 h.p. Omega was very fast and comfortable, while B. W. Harcourt's little Austin made a nice, clean climb with the occupants bouncing to ensure wheel adhesion. H. F. S. Morgan, needless to say, made a good climb at speed, both he and his passenger smiling happily the while. R. T. Horton, on an 8 h.p. Morgan, was also very fast and sent the mud flying, while G. Orford's Austin and those driven by W. J. Milton and G. Eadington also made excellent climbs.

By the time that the checkers left the finish the following had completed the course:—H. F. S. Morgan (10 h.p. Morgan), G. Goodall (10 h.p. Morgan), B. W. Harcourt (7 h.p. Austin), G. Orford (7 h.p. Austin), W. J. Milton (7 h.p. Austin), G. Eadington (7 h.p. Austin), R. J. Martin (10 h.p. Omega), E. J. Neal (10 h.p. Omega), J. E. Pearson (9 h.p. Amilcar).

The popularity of many well-known makes of light car is due in no small measure to really efficient after-sales service.



FEW years ago people who wanted expert attention given to their cars had to drive them back to the works or, adopting an easier but generally less satisfactory course, put them in the hands of local garages, which seldom boasted of properly equipped workshops. Realizing the need for expert service after sales, however, manufacturers have, during the past few years, instituted special service depots, a big effort having been made by concerns whose works are not within easy distance of the metropolis to establish really first-class service stations in London itself.

The provinces are being catered for by the larger appointed agents for any particular make of car, who, from growing experience, are able to give excellent service to owners of the makes in which they specialize.

So far as the better-known light cars are concerned, it is now possible for an owner to find a responsible repairer of this sort in practically every large town, and, obviously, this chain of efficient service stations is proving of immeasurable help to hundreds of owners who have not the time or the skill to tackle repairs.

In the metropolis service stations are being organized on very ambitious lines. Depots like those of A.C., Rover, Singer, Renault, Humber and so on are equipped with modern machinery and staffed mainly by men who have been trained in the works; they carry, as a rule, a complete stock of spares and are run on strictly methodical lines.

The lot of a manager of a service station is not a happy one if he is at all inclined to worry, and it is essential that he should be equable, good-tempered and last, but not least, a patient listener. The reason is that, no matter what an owner requires done to his car—short of a complete overhaul—he expects the work to be completed while he waits, gifting the service station with superhuman powers, which may be gratifying, but leads to disappointment.

If a service station were sufficiently large to cope with the maximum rush caused by coincidence or the proximity of a Bank Holiday, quite half of the organization would be idle for six months of the year. It is the service manager's job to endeavour to strike a happy medium, employing sufficient hands and instal-

SERVICE AFTER SALES.

THE
PRO
DEP

ling sufficient machinery to keep the normal average amount of work steadily and progressively going forward.

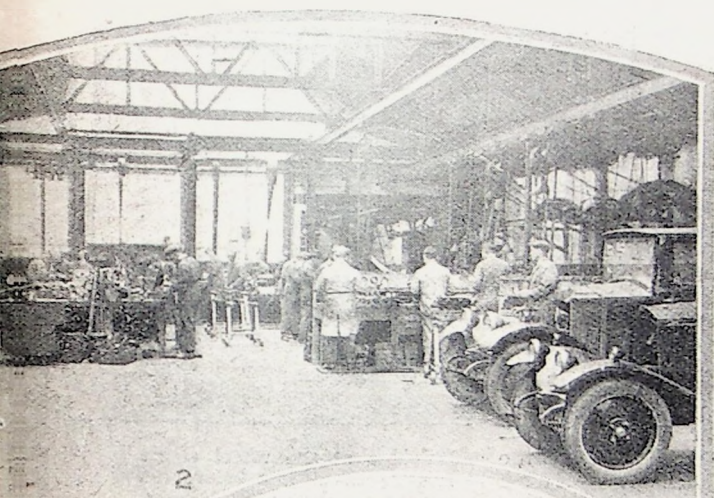
When an owner collects his car from a service station he expects it to be cured entirely of any fault which it may have developed, and, knowing what is anticipated, service station managers must make sure that meticulous care is taken. If, therefore, an owner

LONDON SERVICE STATIONS.

(1) A glimpse of the exterior of the Renault at Fulham. (2) A Renault fitting shop. (3) The servant of Humber's. (5) Giving a Singer (6 and 7) Views of the Rover depot, which has and so on. (8) Checking the owner's equipment.

TH OF A RAPIDLY EXPANDING MOVEMENT TO OWNERS WITH EFFICIENT AND WELL-EQUIPPED HERE ANYTHING FROM A SMALL ADJUSTMENT COMPLETE OVERHAUL CAN BE CARRIED OUT.

places his car in their care for a fault like a noisy back axle, defective brakes, decarbonizing and so forth, he must be prepared during the busy season to leave his car at the depot for several days, and it will be in his own interests if he makes it quite clear that he does not want the work to be rushed, but is anxious to give the station ample time in which to make a thoroughly good job of it. Small adjustments usually



Apart from "headquarters" service stations, agents throughout the country are specializing in repair work for the makes they handle.

can be carried out while an owner waits, but he must allow reasonable time for the work to be done in a proper manner.

Another point which owners should bear in mind is that it is very easy to give instructions in a few words, but that the carrying out of these instructions, if interpreted literally, may be a long and expensive job. For example, a man who says, "Oh! you might just dismantle the back axle and make sure that the oil-retaining pads are not allowing oil to get on to the brakes," would, no doubt, be very grieved to receive a bill for £3 or £4 after the work had been done.

This naturally brings one to another point, namely, the importance of obtaining estimates before the service station is definitely instructed to get on with any particular job. It is not always possible for estimates of this sort to be given unless a certain amount of dismantling is done, but, as a rule, no charge is made for this, and an owner may rely upon the manager ringing him up to tell him what has been discovered and how much it will cost to put right, and asking whether he shall proceed.

Service stations, as a rule, endeavour to pay for themselves as such, and for this reason work cannot be carried out for next to nothing in order to retain the goodwill of a customer; if charges are considered to be on the high side it is up to the customer to inquire how the amount has been made up, but, as we have intimated, all this can be avoided if an estimate is obtained in the first place.

The actual details of organization vary in different depots, but the procedure followed is usually on these lines: Immediately an owner enters the premises with his car he is interviewed by a reception clerk, who makes a note of what is wanted on an official form, which is then taken to the works manager or foreman, who reports as to the probable time the repair or adjustment will take. Should it be necessary for the car to be left, an equipment form showing exactly what the car carries in the way of tools, spares and so forth, and upon which is noted any damage to wings or body, is generally prepared. A duplicate copy of this list is sometimes sent through the post to the customer. The speedometer reading is also noted.

The car is left in the care of a tester, who takes it

for a short run—the owner can accompany him usually if he desires—so that the fault can be officially detected.

The vehicle now passes into the repair shop, the tester makes out a report and mechanics begin the work of tackling the repair or adjustment in earnest. When it is finished the car is again taken out by a tester, and if his report is O.K. the vehicle is side-tracked into a delivery bay to await the pleasure of the owner.

The latter has probably telephoned several times to the station already, and as any service station manager

will tell you, a delivery bay is seldom overcrowded! When taking delivery an owner can, if he desires, check the equipment as it is returned to the car, and he may go for a short run with the tester so as to satisfy himself that all is in order.

Owners who grumble at service stations may in rare instances have legitimate cause for complaint—things will go wrong in even the best-regulated organizations—but, on the whole, it will be admitted that service after sales has been brought to a very high standard of efficiency and perfection, and that, as a result, the lot of private owners is far happier than of yore.

CONJURING WITH A MODERN RACER.

HOW ELDRIDGE'S MILLER SPECIAL IS CONVERTED FROM TWO LITRES TO ONE AND A HALF—A "CONJURING TRICK" THAT CAN BE PERFORMED IN A SINGLE DAY.

ACCORDING to our latest information from Paris, Mr. E. A. D. Eldridge, who was very seriously injured in a crash at Montlhéry when attempting 1,500 c.c. records, continues to make excellent progress. Although it will be many weeks yet before this cheery sportsman is able to leave hospital, he is already well on the road to complete recovery.

In seeing accounts of Eldridge's exploits with the wonderful little Miller car, many readers may have wondered how it is possible for the same car with the same engine to be driven one day as a two-litre outfit and a day or two afterwards as a 1,500 c.c.

The explanation is very simple. Two different crankshafts are employed, one with a longer throw than the other. When the car is to be run in its normal two-litre condition, the long-throw crankshaft is used. In this form the engine has a stroke of 89 mm. With the short-throw crankshaft the stroke is reduced to 68½ mm. The bore of the straight-eight Miller engine is 59½ mm. When the short-throw crankshaft is employed, special long pistons are fitted in order to bring up the compression.

The most striking feature of the car is the extraordinary ease with which everything about it can be dismantled and re-erected again. As an example of this, it may be mentioned that upon one occasion, in the United States, the complete transformation of the car from a two-litre to a 1,500 c.c. was made in a day. Usually, however, several days are spent on the job, as, after obtaining a record, or series of records, a

complete overhaul and examination of almost every part of the engine and blower is made. A very unusual point about the engine is the fact that pistons can actually be changed without removing the cylinder block. Huge inspection doors—four on each side—are fitted in the crankcase. Each pair of doors gives complete access to a pair of big-ends, and so large are the apertures that connecting rods and pistons can be removed and replaced without disturbing anything else.

The Miller car is an example of specialization carried to extreme limits. The Miller Co. build nothing but racing cars for track work. In contrast with other famous American motor manufacturing concerns turning out thousands of cars per week, the entire output of the Miller works is about 15 cars a year!

This policy has been amply justified in practice and it has resulted in the Miller becoming far and away the most formidable and successful racing car in America.



Eldridge at the wheel of his Miller; taken just before his serious accident at Montlhéry.

OPENING OF MONTLHÉRY SEASON.

THE 1,100 c.c. voiturette race at the reopening of Montlhéry Autodrome on Sunday last resulted in another Salmson triumph. The race comprised two heats on the short road circuit and a final on the racing track proper. The Salmson team, composed of de Marnier, Goutte and Perrot, were first, second and third in all three events, Sandford three-wheelers being their nearest runners-up.

Weather conditions could hardly have been worse. A cold wind blew all the morning, bringing with it a fine drizzle of rain; in the afternoon the wind became stronger and the rain turned to a downpour. In spite of all this, the public attendance was very large. There were 16 starters in the first section of the voiturette race and amongst them quite a bevy of three-wheelers. Three Sandfords, beautifully turned out like a Grand Prix team of big cars, two Morgans, and one of the new super-sports D'Yrsans.

At the end of the first lap de Marnier, Goutte and Perrot were first past the stands, followed very closely by Dhôme in one of the new Darmont Special Morgans,

and Casse (Salmson). On the next lap Casse came in to the pits, as did Siran (D'Yrsau) with plug trouble. Casse was soon away again, but had lost too much ground to regain his position, which was taken by Sandford. Victory went to de Marnier, who covered the 50 kilometres in 27 mins. 42½ secs., an average speed of 108.277 k.p.h. (67.268 m.p.h.). Goutte (Salmson) was second and Perrot (Salmson) third.

The second section of the race comprised five laps only of the short road track, a distance of 25 kilometres. Goutte was first in 13 mins. 54 secs., an average of 107.913 k.p.h. (66.9 m.p.h.). De Marnier was second and Perrot third.

The final consisted of a five-lap sprint on the racing track. Fourteen cars started in the pouring rain and there were no incidents of any kind.

De Marnier, Goutte and Perrot again led from start to finish. Remarkably high speeds were maintained, in spite of the wet. De Marnier covered the 12½ kilometres in 4 mins. 45 secs., an average of nearly 161 k.p.h. (100 m.p.h.).

MASTER

of the King's Highway

THE PHRASE MIGHT
BE ANYONE'S—BUT FOR
THE FIRST WORD

EVEN in this era of progress there can be but one master in any one sphere—and in the World of Automobiles the master-product is unquestionably Alvis. When considering your next car you *must*, in your own interests, remember that the Alvis is Supreme in all that ensures carefree, luxurious and joyous motoring—and with its wealth of quality, its abundant power, its predominant character, it is the finest Automobile value ever offered the car purchaser. *Its three years guarantee is a sponsor of its reputation and a definite security for its owner*, for the Alvis car is unquestionably

Master of the King's Highway.



ALVIS

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London Distributors: Henlys Ltd., 91 and 155, Great Portland Street, W.1.



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.

your car ready for Easter?

Easter approaches; is the car fit? Come to Dunhills, select your accessories and have them fitted by Dunhills own skilled workmen.

"STADIUM" SPARK TESTER.

NEON-GAS FILLED. Reveals the condition of your ignition "in a flash." It is NEON-GAS FILLED and diagnoses ignition troubles while engine is running. Flashes vary with intensity of spark.

1/6 Each. Post Free.

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Easy to apply. Buff, brown, grey and black. 1/2 gal. (for 2-seater), 9/6 1/2 gal. (for 4-seater), 19/- Post Free. When ordering state whether canvas or leatherette.

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Calibrated in units of single pounds from 10 lb. to 42 lb. No. 5192/80. Price 6/10 Post Free.

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Well designed and composed of stout rubber bristles with aluminium frame. Both ornamental and useful. Size 12 in. x 8 in. Price 11/6 Post Free.



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would make an ideal gift for the man who enjoys a pipe when driving. When fixed it provides a practically instantaneous lighter. Price, 17/6 When ordering please state voltage required. The addition of a large detachable ash receptacle is much appreciated by those who take a pride in the tidiness of their cars. Solidly made and heavily nickel-plated. With pipe rings and pricker, 27/6 Without pipe rings and pricker, 25/-



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THE "STADIUM" EXTENSIBLE LUGGAGE GRID.

The most convenient and practical method of carrying suit cases, golf bags, etc. Can be extended from 8 in. to 56 in., or in the larger size from 10 in. to 72 in. to accommodate just the luggage you wish to carry. Attached to the running board by three powerful wingbolt clamps without drilling, screwing, or disfiguring the running board. Quickly detached. Smaller size folds to 8 in., larger size to 10 in. Finished in durable black enamel, hard stoved.

No. 920. Overall measurements when closed for packing. 19 in. x 8 in. x 3 in. Each 17/6
No. 921. Overall measurements when closed for packing. 20 in. x 10 in. x 3 1/2 in. Each 22/6
Postage extra.

A time saver in every garage.

"MIDAS" GARAGE JACK.

Will lift cars with axles as low as 5 1/2 in., and is adjustable by 3 in. steps to on axle height of 9 1/2 in., the actual lift being 41 in. in addition. The best and strongest Jack ever offered at a low price. Price 30/- Carriage forward.

Send this Coupon for Dunhills free catalogue.

359-361, EUSTON ROAD, LONDON, N.W.1.
2, Conduit Street, Regent Street, W.1.
GLASGOW: 72, St. Vincent Street.

Dunhills Car Covers are a real economy—they protect hood and upholstery, keeping them always smart and clean, saving the cost of repairs and renewals.

DUNHILLS DRIVING CUSHION.

Prevents strained position when driving. In plain Leatherette, in green, brown, blue and black 27/6. Antique, in brown, blue, red and grey, 30/- Post Free.

NESTHILL POPULAR OIL PUMP

Saves labour and waste. Strong and inexpensive pump for 5 or 10-gallon drums. Length of barrel for 5-gallon size, 28 in., 7/6; length of barrel for 10-gallon size, 36 in., 9/- Post Free.

"EASY-FIT" LUGGAGE GRIDS.

Made to fit practically any standard make of car. Write for quotation, stating name, year, body, and h.p. of car.



THE NEW MODEL "MARLBORO" CAR WASHING SET.

Fitted with tap on hose adapter, obviating going back to main tap. Rubber buffers protect paintwork being damaged.

There is a large brush for main bodywork and a small brush for inaccessible places fitting on same handle.

Water flows through either brush, or a straight jet for clearing caked mud, may be brought into operation by a half turn of the handle, 35/-

To Messrs. DUNHILLS Limited,
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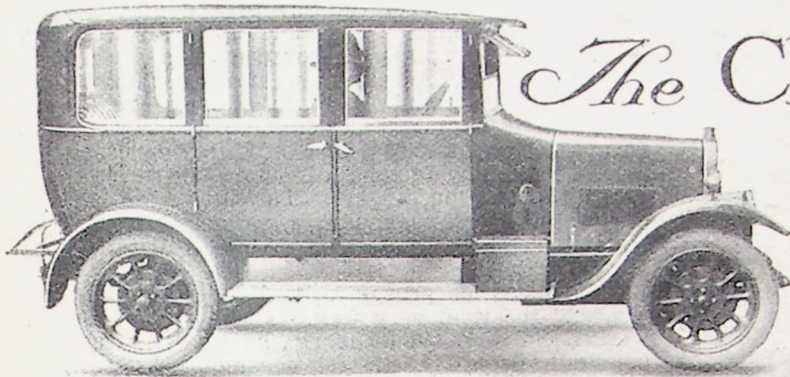
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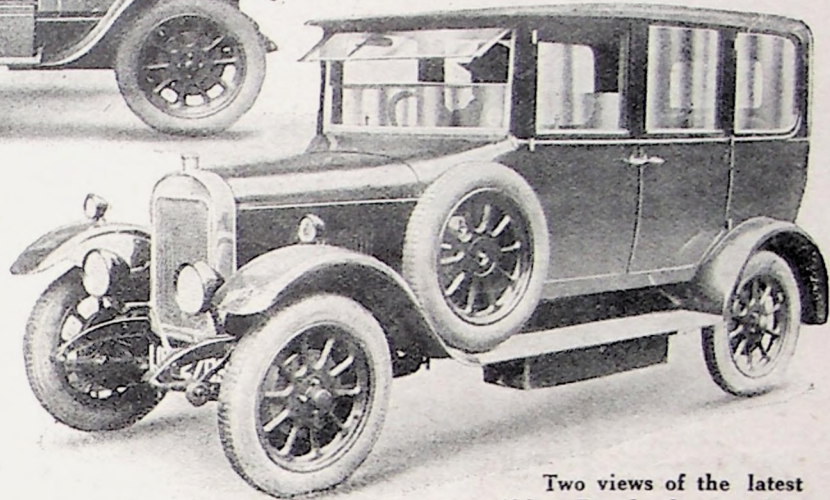
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MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



The CLYNO "Royal" SALOON



Two views of the latest
11 h.p. Royal saloon model.

A ROOMY AND WELL-APPOINTED CAR IN WHICH THE COMFORT AND CONVENIENCE OF PASSENGERS HAVE BEEN CAREFULLY STUDIED; THE CHASSIS IS UP TO DATE IN EVERY RESPECT.

THE notoriously fickle English weather often plays us false when we take over a car for a week-end test run, and it not infrequently happens that the days chosen for testing a sports car with very limited weather protection prove very wet and objectionable, whilst, conversely, we may arrange a trip in a saloon on a day which is blessed with one of those rare bursts of warm sunshine which, coupled with an absence of wind, makes it seem almost a crime to drive anything but an open car. Such days, unfortunately, are rather uncommon in this country—a fact which accounts for the ever-growing popularity of enclosed cars.

During the week-end selected for testing one of the latest Clyno saloons, however, the clerk of the weather could not have provided us with a better combination of conditions for discovering any weak points in a car of this type.

The car, which was placed at our disposal by Rootes, Ltd., Devonshire House, Piccadilly, London, W.1, was a four-door 11 h.p. Royal model, the price of which is £230.

A four-cylinder side-valve engine is fitted, the cylinders being cast en bloc whilst the head is, of course, detachable. The bore and stroke are 66 mm. and 100 mm., giving a capacity of 1,368 c.c. and a Treasury rating of 10.8 h.p. At 1,500 r.p.m. 16 b.h.p. is developed, whilst at 2,950 r.p.m. the engine develops 25 b.h.p.

Lubrication Details.

Lubrication is carried out by means of a submerged plunger pump, which is driven from the camshaft and forces oil to the timing gear, main bearings and big-end troughs. A large oil filler is very accessibly placed on the off side of the engine and the dip-stick is near at hand. Ignition is by a Lucas magneto, the contact breaker of which, as shown in one of the photographs reproduced, is very accessibly placed.

Starting is by a 12-volt Lucas electric motor, whilst the carburettor is one of the latest Cox Atmos. Cooling is on the thermo-siphon principle.

The drive is taken through a fabric-lined internal cone clutch to a three-speed-and-reverse gearbox mounted on the forward end of the torque tube and anchored to the centre cross-member of the chassis by a special housing designed to take up wear automatically. The propeller shaft is totally enclosed and the final drive is by means of spiral bevels.

Semi-elliptic springs are fitted at the front, while the front axle is of H section between the spring pads, the ends being upswept and of oval section to withstand the stresses imposed by the front brakes. Single cantilever springs are employed at the rear and spring gaiters and Smith shock absorbers are fitted all round.

The four-wheel brakes are of special Clyno design and are arranged to distribute the greater part of the braking effort on the front wheels, a principle which has been found to be theoretically correct owing to increased weight being thrown on the front wheels when the brakes are applied. They are of the internal-expanding type, working in 12-in. drums, and are fully compensated.

On taking over the car we were impressed by the general roominess of the body and the manner in which the comfort of both driver and passenger had obviously been studied. Four doors, each 25 ins. in width, are provided, so that ease of entry and exit is assured.

Large Window Area.

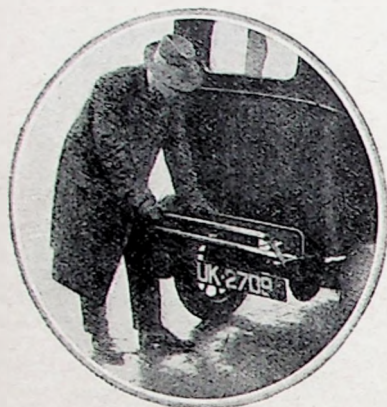
The body is light and airy, six large windows being fitted; the window in the driver's door is of the sliding type to permit of quick opening for signalling, and winders are fitted to those in the other doors. The front screen is of the popular two-panel variety and the well-proportioned rear window is fitted with a roller blind for use at night when the headlamps of following cars are apt to cause annoying reflections in the front screen.

Ample leg-room is provided for both front and rear passengers, the front seats being very easily adjusted; they are mounted in metal runners, the front of each seat carrying a spring plunger, so that when it has to be moved it is necessary only to pull up the plunger, slide the seat into the desired position and drop the plunger back into the appropriate hole. This ease of adjustment is particularly useful, as many drivers prefer to sit nearer to the screen at night-time or when driving in fog than they do in normal circumstances. In the case of the Clyno, it is, of course, only a matter of a few seconds to alter the seating position to suit these conditions.

The coachwork is painted royal blue, whilst customers have a choice of hair-lined cloth or leather cloth upholstery to match. The equipment is very generous, including a Lucas 12-volt five-lamp set, electric horn,

suction screen wiper, luggage grid, driving mirror, ash-trays, arm slings and a petrol gauge. Map pockets are provided on the backs of the front-seat squabs, whilst a convenient cubby-hole is incorporated in the facia-board, which carries a Smith eight-day clock, a Smith speedometer, a dash lamp and the usual lighting and ignition switches.

The first point which struck us on handling the car for the first time was the particularly light steering



The neat luggage grid at the rear; it can be folded back very easily and quickly.

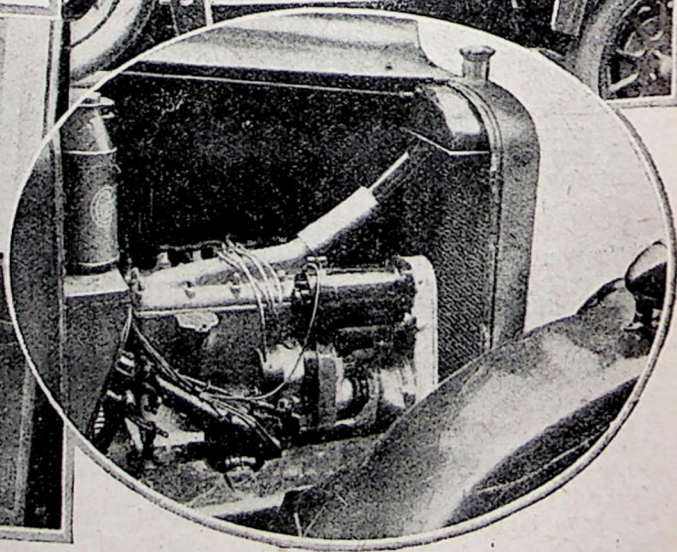
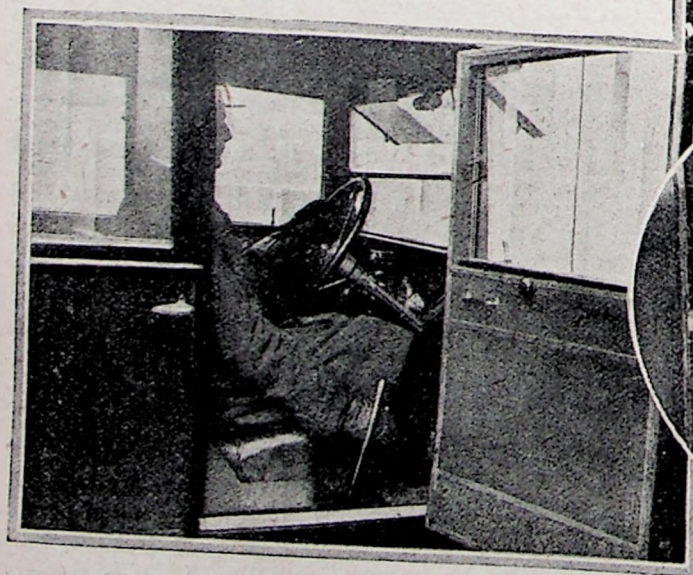
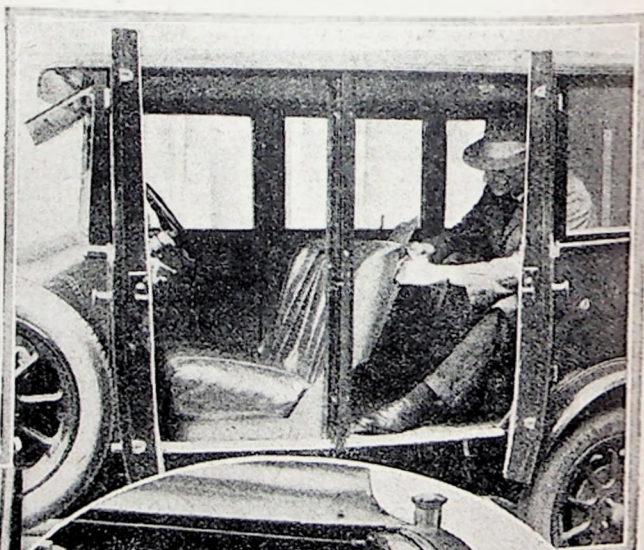
(worm and nut) which is quite unusual on a car weighing 18½ cwt. and fitted with balloon tyres. A glance at one of the accompanying photographs shows how well placed are the gear and brake levers, for it will be seen that these fall naturally to hand without the driver having to lean forward. The gear change is easy, the pause required when changing-up not being excessive, whilst no great skill is required to gauge the engine speed when double declutching during a change down. These features combined with a light and sweet clutch and quiet second and bottom gears should not give even an inexperienced driver any excuse for "hanging on" in top gear when a change down becomes desirable. Actually, the engine is very flexible, speeds well under 10 m.p.h. in top gear being possible without any trace of jerkiness in the drive, piston slap or lack of response to the accelerator.

The brakes call for special praise. We found them exceedingly powerful but with no tendency to lock the wheels, even when harshly applied on a greasy road. This, coupled with the light steering, gave a pleasant sense of security. The new big brake drums at the rear are certainly a pronounced improvement.

The performance of the car proved quite satisfactory; the maximum speed on top gear was about 47 m.p.h., whilst 25 m.p.h. proved to be the useful limit on second gear. Acceleration and hill-climbing were quite up to the standard expected from a car of this type. An idea of the hill-climbing ability of the car was gained by an ascent of Kop Hill, Bucks—once the scene of so many famous hill-climbs—with a full complement of four passengers. The car took most of the gradient in a very convincing manner in second gear, bottom being necessary only for a short distance on the 1-in-6 portion.

The suspension proved to be distinctly good and the car held the road very well. The petrol consumption worked out at about 35 m.p.g., but we were unable to ascertain definitely the oil consumption figure. We imagine, however, that this would be very satisfactory, as in the course of over 200 miles the oil level, as shown by the dip-stick, fell only very slightly.

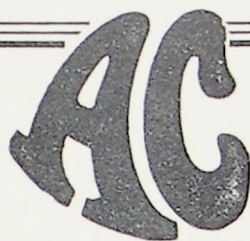
During the first day the car was in our hands it rained almost continuously, and a very boisterous wind was blowing—a combination which proved conclusively the suitability of this car for the roughest weather. On the following day the weather changed for the better and a fairly warm sun made its appearance. It was, in fact, one of those days when people are apt to imagine a saloon is bound to give its occupants a "cooped-up" feeling. This was certainly not the case with the Clyno, as, with the windows open, it proved to be quite light and airy and quite as pleasant as an open car. So soon as darkness fell and the evening chill was in the air the protection afforded by the saloon body during the home run was much appreciated.



FEATURES THAT PLEASE.

(Top) Useful map pockets are fitted to the backs of the front seat squabs. (Left) The brake and gear levers are particularly well placed, whilst (bottom, right) the accessible contact breaker and oil filler are obvious from this view of the off side of the engine. Note the handy container for reserve oil.

Forty unsolicited Testimonials in 14 Days



A few extracts from forty-two unsolicited testimonials we received during the first fourteen days of January this year—and please note that all A-C testimonials published give the names and addresses of the writers. We will gladly send you copies of the letters in question: they can scarcely fail to convince you that the A-C is the best of all light cars, costing less to run per mile than any other car of equal road-performance and carrying-capacity.

S. F. E. H.

Extracts from a few of them:

J. F. Campbell, Forest Lodge,
Totton, Southampton.
8th Jan., 1927.

I have had my A-C for nearly four years, now having done 32,000 miles. I think the car is in every way very suitable for a Doctor. It requires so very little looking after.

T. Thompson Tait, Atlantic Park,
Eastleigh, Hants.
7th Jan., 1927.

She still behaves like a little thoroughbred. I have done over 9,000 miles since last April, and nearly always four passengers up.

S. Ingleby Oddie, Chess Side,
Croxley Green, Herts.
4th Jan., 1927.

My experience of a 4-cyl. bought in 1923. She pulls better than ever, has done about 15,000 miles, and the engine has not been touched. "Amazing" is the proper adjective.

Arthur S. Johnstone,
Laurel Villas, Alfred Street,
Bury, Lancs.
8th Jan., 1927.

I shall always patronize the A-C Car as I have found it 100% reliable, having done over 50,000 miles on a second-hand car and had no trouble to speak of.

D. J. Hyslop,
110, Drumlanrig Street,
Thornhill, Dumfriesshire.
7th Jan., 1927.

My car is the only one here and is the envy of enthusiasts. In the public garage where I put up it is the only one which can be started up every morning from cold by the starter.

Thomas White,
"Holmwood," Little Common,
Bexhill-on-Sea.
5th Jan., 1927.

My A-C is six years old and was third-hand when I bought her. I have now completed 15,600 miles and have not touched the engine, and as yet there is no sign of carbon. I appreciate the comfort, smooth running, and road holding properties of the car, also the symmetrical lines and the sensible arrangements of the controls. I commenced car driving in June, 1920, and consider my A-C the best car I have handled.

Fredk. H. Leeves,
"Plas Gwilyn,"
Old Colwyn, N. Wales.
10th Jan., 1927.

I may say that as an owner of an A-C "Four" since 1923, I can find no words adequate to express my satisfaction with the car. The car has some 30,000 miles to its credit, performed over some of the worst roads in Devonshire and Wales. The general quality and reliability of the car is beyond praise. I have spent absolutely nothing on the engine and transmission of the car.

Wm. Vaughan Doe,
3, Roxburgh Terrace,
Dundee.
12th Jan., 1927.

I have now covered more than 52,000 miles in my Royal Model, four cylinders, since I purchased it less than two years ago, and I have not so much as unscrewed a plug.

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EVERY MODEL
GUARANTEED
3 YEARS.



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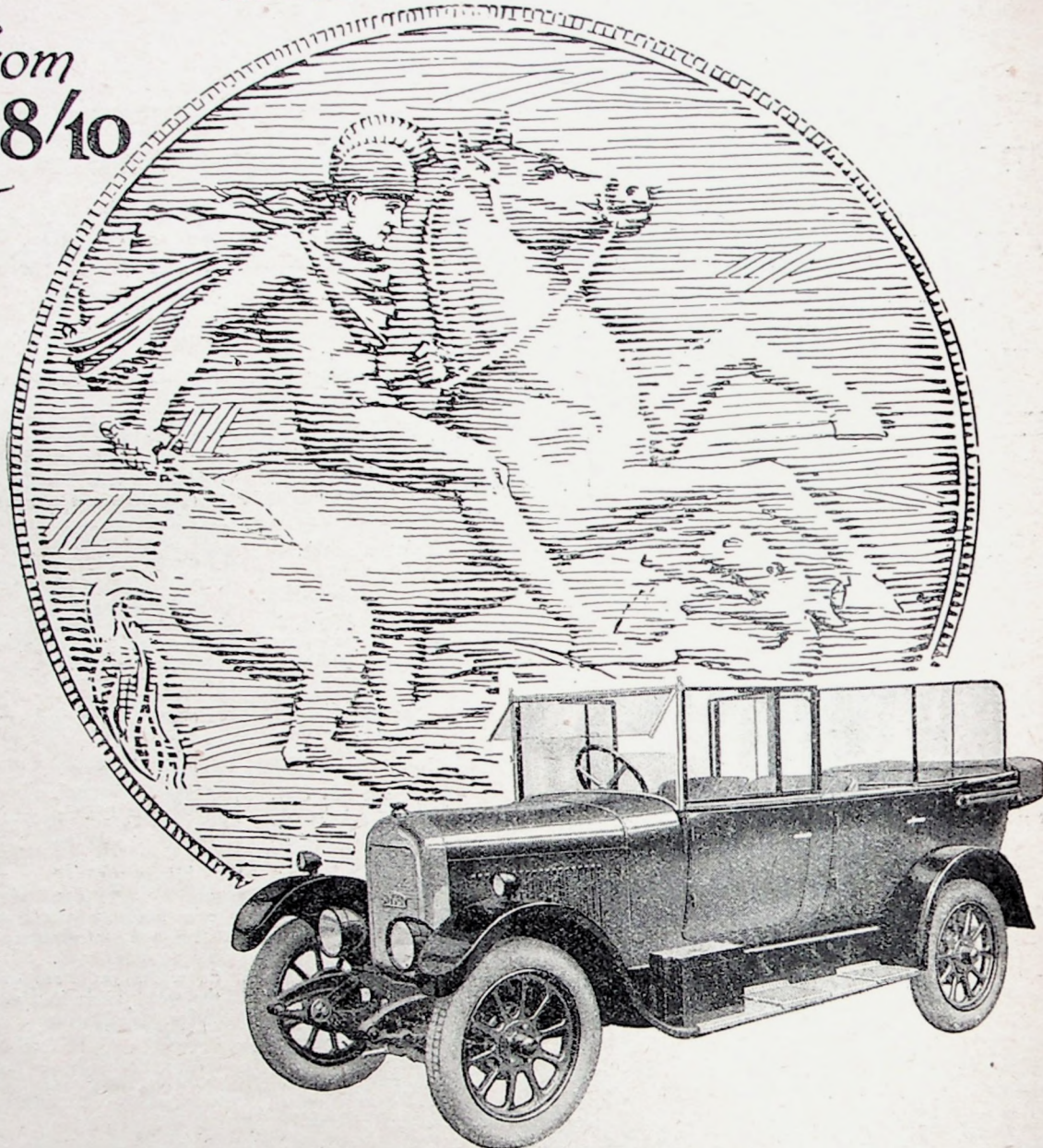
A-C LONDON CONCESSIONAIRES, 55-56, Pall Mall, London, S.W.1.
(Opposite Marlborough House.)

Dunlop Cord Tyres are best, and we fit them on all A-C Cars.

We can supply perfect used cars, UNDER GUARANTEE.

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

From
£148/10



STERLING WORTH

As a measure of value amongst British Cars the SINGER can be accepted with the same sense of security as the British golden sovereign is accepted throughout the world as the standard of currency. No other car of to-day represents such sterling value or offers such a sound investment. Whether you buy a Singer JUNIOR

or SENIOR you will have the very best car available at the price, the best in appearance, equipment and comfort—a car whose reliability and economy of running will be a lasting source of satisfaction to yourself. Prices range from £148 . 10 . 0. Dunlop tyres are fitted. May we send you full particulars? Singer & Co., Ltd., Coventry. London Showrooms: 202, Gt. Portland St., W.1.



A Standard of Value

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



"'Meet Mr. Hootz,' said my guide."

THE Editor burst out of his room, waving a telegram.

"The Hootz people are making a light car!" he announced. There was a deadly silence in the office. This, perhaps, was not strange, for I was the only one in the room at the moment, and I was asleep.

But the startling piece of news was not long in penetrating its way into my head, and I sprang up quivering with the requisite amount of interest and excitement. The Hootz concern, of all people, making a light car! Why, it seemed impossible! Their name had always been associated with monster phaetons and coaches.

"We must know all about it," I ventured eagerly.

"Yes," barked the Chief, "we must, and I'll leave you to get on with it. Make the necessary arrangements," and with that he retired into the holy of holies and left me to gloat on the glorious prospect before me. My chance had come.

I must confess that my experience of Liverpool was disappointing. I was annoyed to find that the boat was not one of the palatial order so beautifully described in the society papers. She had only one funnel and her captain was a plain "mister." Neither was the ceremony of pushing off from the quay performed with all the éclat so familiar to the cinema-goer.

It was raining, of course. It rained all the way. I will draw a curtain over the voyage. Enough to say that all was not well with me.

Our arrival at New York was not what it should have been. Instead of a burly, pig-tailed seaman clinging precariously to his shroud in the maintop-gallant, roaring forth the welcome, "Land ahoy!" our coming was announced by a siren blast, and there we were, emerging, so to speak, upon America out of a bank of fog that was worthy of London.

I came through the ordeal of Ellis Island without either being flogged by a Customs official or stripped by a Revenue man, and at the South-by-South-South-West (lat. 48°, long. 190°) Street Hotel I met Mr. Syrius C. Hitchcock, who was representing the Hootz Mfg. Syn., Inc.

"Waal," he murmured, gripping me by the hand, at the same time rolling his cigar from the off to the near-side corner of his mouth. "Waal, welcome to Amurrica. We're sure glad you gotten over sound. Grab your grip and we'll hit the trail for the Hootz show-down. It's out west by a long trek."

Nervously gripping my grab—I mean, grabbing my grip—I followed my conductor to the "Elevated," and eventually found myself on the observation car of the "Detroit Flyer."

"Ogle," said Mr. Hitchcock presently, "our publicity frame-ups," and he waved his cigar from left to right.

Famous American Factories.—No. 1
(and last.—Ed.).

THE HOME OF THE HOOTZ.

OUR EXTRA-SPECIAL CORRESPONDENT
(MR. P. R. ESSMAN), WHO HAS NEVER
BEEN NEARER THE UNITED STATES
THAN LLANDUDNO, DESCRIBES A "VISIT"
TO A WORLD-RENOWNED MOTOR PLANT
IN THE "LAND OF LIBERTY."

Wherever I looked, as the train pulled me out of the suburbs of New York, were vast electric signs, hoardings, bills, placards and other announcements shouting to the world such peppy slogans as "Hit the high places in a Hootz," "Make it a Hootz," "Hootz it to the wide, open spaces," "Say it with a Hootz," "Hootz, mon!" and so forth.

The "Detroit Flyer" landed us safely at our destination, Tension Springs (Pa. or Ma., I forget which), and, arriving at the home of the Hootz, we were conducted to a waiting-room, which was full of energetic-looking young men with plans, blue prints and working models. They one and all wore straw hats, had discarded their waistcoats and had substituted belts in lieu of braces. One by one they picked up their toys and went hopefully into the adjoining sanctum sanctorum, only to return a minute later crestfallen and completely routed. Their places were taken by other optimistic youths, who appeared none the less dismayed in spite of these visible signs of the terrible being who was to be encountered in the sanctum. My escort explained:—

"Inventor ginks trying to swing their hunches on to the old boy," he pronounced pithily.



"At the . . . hotel I met Mr. Syrius C. Hitchcock, who was representing the Hootz Mfg. Syn., Inc."

Our turn came, and I was ushered into the Great Presence. Seated at a colossal desk facing the door was the "Brain Behind the Hootz."

"Meet Mr. Hootz," said my guide, and I held the Mighty Hand.

"Mr. Hitchcock wised me you've come over to see an American automobile assembled—the new Hootz,



"Producing a large notebook and wetting the tip of my pencil (two things which journalists are always expected to do) I prepared for business."

huh?" said the Great Voice. I assented, and the Voice continued:—

"Waal, you've sure come to the right joint, I'll tell the world. If there's a guy in the States who can produce an auto it's Ephraim E. Hootz, the Big Business Builder!" and, chuckling to himself, he led us out into the shops.

For an hour I was led through avenues of whirring machines operated by distinguished film stars engaged on publicity stunts. Every now and again I had to leap to one side to avoid being run down by conveyances resembling Wembley "Railodoks," which had a habit of rounding corners "flat out" and carrying 2-ton-truck back-axle assemblies, six-cylinder Hootz carburetter jets and similar heavy objects. The place was a maze of endless conveyors. I believe it to be no exaggeration to say that the lumps of pig-iron which entered the factory at one end never left their conveyors until they emerged at the other end as piston rings in spick-and-span brand-new Hootzs. Nobody walked a step farther than was absolutely necessary. If, in a spirit of "Liberty, Equality and Fraternity," a gang boss wished to present the works manager with a piece of "Pep-pingum," he did not offer it in a hearty, hail-fellow-well-met manner. He would despatch it on an appropriate conveyor, and the recipient would 'phone his obligations, subsequently confirming them with a dictaphone record.

By the use of such labour-saving devices, Mr. Hootz informed me that it was possible to halve the number of employees needed to operate the machines. A great saving, I thought. As an instance of the concern's seemingly reckless disregard for expense in the search for efficiency I may quote the example of the "under-study shift"—a complete shift of workers employed to do nothing but stand in readiness in case one of the regular operatives should fall out through illness or some other cause. What marvellous organization!

Everywhere "System" was the password.

Producing a large notebook and wetting the tip of my pencil (two things which journalists are

c42

always expected to do) I prepared for business. Approaching a middle-aged man who was busily engaged in dropping cork gaskets on to cylinder blocks as they passed him on a conveyor, I said:—

"You, sir, I take to be a works foreman who is not above working? Will you give me your views on the economic status of industrial trade operatives in the automobile and commercial pursuits of the United States?" He gaped.

"For the love of Mike, cut the chin music, bo!" he replied. "Man and boy I've been a gasket-fitter, and I'm a poor man and haven't no cause to mix myself up with politics. So long as I can keep a half-Nelson on me auto and me telephone and pay all the instalments on the new Louis XV suite in the pink bedroom I'll stay put. Pursuits? Aw, shucks!"

Wishing him a very good day, I passed on. At last I had seen the whole of the factory from the canteens, restaurants, hotels, cafeterias, club rooms, libraries, dormitories, swimming baths, cinemas, theatres and music-halls to the buildings where the work was done.

The Great Man whispered in my ear, "Highball?" he queried.

"Ah!" I replied. "Highball! America's great national game. Yes, I should love to see a contest. Who are the sides?"



"A highball is something with far more kick in it, and over its consumption I questioned the Great Man. 'What about this light car?' I asked."

I was, however, wrong. A highball is something with far more kick in it, and over its consumption I questioned the Great Man.

"What about this light car?" I asked.

"Light car!" he returned, "registering" amazement.

"Yes, light car," I replied. "You sent us a cable-gram saying you were producing a new model fitted with an engine with a cubic capacity of 1,500."

"So we are, bo!" chortled the Great Man. "That's little Hootz's new straight-eight-in-line. The greatest he-wagon on the market. A genuine eyeful. The real canned gooseberries. Valve-in-head and a piston displacement of 1,500 cubic inches!"

A copy of "The Vehicle Laws," aimed from the editorial door struck me on the head and I came to my senses, removed my feet from my desk and began to read the proof of "Will the Jay-walker survive?"

My chance has yet to come.



The Ephemeral Coach

of Cinderella was necessarily disappointing, since she possessed no power against the fatal midnight hour with its devastating consequences.

THE modern motorist might often find himself in almost as sad a plight but for the many resources which the A.A. places at his disposal, to overcome all the difficulties of transport and render his travels the matter of delight and unalloyed pleasure which he naturally desires it shall be.

If you are not a member, write for booklet, "Always Ahead," obtainable from The Secretary:—

The Automobile Association
29, Fannum House,
New Coventry St., London, W.1.

C.D.C.



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

MARCH 18, 1927.

THE SUNBEAM MOTOR CAR CO. LTD.

12, PRINCES ST., HANOVER SQUARE, LONDON, W. 1.

HODS/M.L.

1st March 1927.

ALL COMMUNICATIONS TO BE
ADDRESSED TO THE COMPANYMessrs. C. C. Wakefield & Co. Ltd.,
Wakefield House,
Chenapside, E.C. 2.

Dear Sirs,

I have much pleasure in informing you that we shall be using Wakefield Castrol R. on the 1,000 H.P. car with which I am going to attempt to attain 200 m.p.h. in Florida.

Needless to say, there was never any doubt that we should use any other oil on the car, as Castrol R has always given complete satisfaction, and it has been used for S.T.D. racing cars during the past four years.

I sincerely hope I shall be successful in obtaining a World Record for England, which will remain unbroken for some considerable time to come.

Yours faithfully.

*Make Maj. Segrav
Choice Yours!*

Wakefield
ASTRO

is the one lubricant which meets every demand of the modern high efficiency engine. Its unexcelled lasting qualities ensure economy in consumption, while by minimising wear and carbonisation, its use will save pounds in the long run.

See the Wakefield Chart at any Garage, try the grade recommended for your need—and note the difference in your engine's running.

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Wakefield House, Chenapside,
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10 West Campbell Street,
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DUBLIN



We welcome at all times letters sent to us by readers for publication in these columns, but take no responsibility for the opinions expressed therein. No anonymous communications will be accepted, but writers may use a nom de plume if desired. To ensure publication in the next issue letters must reach this office not later than Monday morning. They should be addressed to the Editor, "The Light Car and Cyclecar," 7-15, Rosebery Avenue, London, E.C.1. We reserve the right to make any alterations or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.

THE CAR OF THE FUTURE.

Readers Forecast Startling and Interesting Developments.

Light Cars of 1947.

Your contributor "Focus" wonders what changes cars will have undergone in 20 years' time, and he suggests that they will not be very different from the vehicles of to-day. I hesitate to contradict him, but surely we may look for something better in 1947? In my opinion, petrol will have ceased to be the motive power:

in fact, internal-combustion engines in small sizes will be seen only in museums.

Electricity, generated in huge central stations and transmitted by wireless means, will be the universal power of the future. We shall collect the current on our cars and use it for propulsion, lighting, heating and for driving the gyroscopes, which will keep us balanced on two wheels, or, possibly, on one wheel.

There will be no need to use four wheels in order to stabilize the 1947 car—the system, although essential to-day, causes complication, adds to cost and is inconvenient in many other ways. The use of two-wheeled gyroscopically balanced cars, electrically driven, will enable immensely high speeds to be indulged in with safety, especially as roads will also be improved in 20 years' time.

YOUNG MOORE.

The Craze for Heavy Imposing Bodies.

I am all in agreement with "Focus" when he suggests that manufacturers should devote more time and care to improving detail and should allow the general appearance of cars to stand still for a while. It is really surprising how many cars to-day are spoilt by seemingly careless draughtsmanship. Who would have thought that the designer of one of the most popular of English light cars would have so placed the magneto that the contact breaker is below the bonnet boards and underneath the steering column?

Another car I have in mind first made its appearance some years ago and was then a healthy little bus, full of "beans." Its body was, perhaps, a little stumpy, but this was only to be expected, as the job was designed more or less as a "chummy." To-day one sees almost the same chassis staggering about with heavy saloon bodies on them. The craze for appearance has spoiled the car's performance.

My vision of the future, so far as engines are concerned, is a power unit which is box-shaped and has no excrescences.

R.R.II.

Controlled with a Finger.

I notice that "Focus" made a few prophecies in last week's issue with regard to the probable appearance and so forth of cars in, say, 20 years' time, and it would appear from his remarks that there will be few alterations. I do most sincerely hope that he will prove to be a false prophet, for I consider modern cars only one stage removed from those alleged days of barbarism when chariots were all the vogue. Can anyone say that a modern car is comfortable or easy to drive? Are we not, as drivers, almost clamped in position in the driving seat?

My idea of the car of 20 years' time will be one which can be controlled with a little finger, which will very nearly look after itself, and which will never break down.

SIMPLICITAS.

Travelling Apartments.

For once, I am afraid that I cannot agree with an opinion expressed by "Focus." He says that he does not think that the appearance of cars will have changed much by the end of 15 or 20 years, but, even allowing for the conservatism of the British public, I do not think that the car of even 10 years hence will bear very much resemblance to present-day productions. As the years go by a car will become more and more of a conveyance and less and less of a pleasure vehicle, until it will eventually become nothing but a means to an end.

For these reasons I think the car of the future will take the form of a travelling apartment—a kind of portable extra room, which will form a part of every home. It will have an enclosed body and will be fitted with movable armchairs, a table, a cupboard and so forth. After all, why should people who travel in cars be compelled to sit up in fixed seats like so many stuffed dummies? Vast improvements in springing will be necessary before this development can take place, but a better system of suspension is already overdue and will probably materialize before the demand arises for the car of the type which I visualize.

My idea of a "travelling room" may sound fantastic, but does not a modern Atlantic liner provide similar accommodation to a first-class hotel? If this is the case, is it not likely that, to a less extent, cars will develop in a similar way in the course of some 20 years or so?

H. A. CHARLES WHITAKER.

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OUR READERS' OPINIONS (contd.).

Constant-vacuum Carburetters—Conflicting Views.

A Designer's Views.

May I, as a motorist of over 25 years' experience and as the designer and builder of the Aston-Martin car (referred to by your correspondent, "H.F.G."), add my testimony to the merits of constant-vacuum carburetters as exemplified by the S.U.? Following an experience of an earlier type of S.U. on a 1912 model Rover, I adopted an improved model in 1921 for the Aston-Martin which I was then driving in competitions.

I did so because, as a result of lengthy tests, I found it the best possible instrument for easy starting, economy, flexibility, instant and never-failing acceleration, whilst its entire absence of flat spots at any speed, excellent pulling at low speeds, 100 per cent. reliability and suitability for that maximum speed which helped to make the Aston-Martin famous are other points in its favour.

The S.U. which I am at present using I found on an Aston-Martin which I purchased second-hand about a year ago; this car has now run some 30,000 miles and the carburettor is still in perfect condition, in spite of its "moving parts." During the 15,000 miles I have covered with the carburettor it has been cleaned once (last week), and has received no other attention whatever.

In the distance I have covered altogether with S.U. carburettors—over 100,000 miles—I have never yet had the equivalent of a choked jet or any trouble whatever. From time to time I have tested, on bench and road, at the request of their makers, eight different makes of "open" carburettor on Aston-Martin cars, each being tuned by its maker's expert, and each one I was obliged to discard as inferior to the constant-vacuum type; in two isolated cases only did they give more power, and then only at the sacrifice of other valuable qualities.

Their expert tuners usually wound up their apologies by saying that they could not compete against a constant-vacuum instrument. I should like to add that I have now no business connection with the Aston-Martin car and no interest in any motor or accessory firm or in the S.U. carburettor, except that begotten of faithful service.

LIONEL MARTIN.

"Flogging the Dead Horse."

I fear it is futile to try and draw Mr. Skinner into anything approaching a reasonable argument in support of his views or his objections to mine. He commences with glaring statistical misstatements, on which he is, of course, easily pulled up.

A Sporting Offer.

He attributes to me statements which I never made, and are therefore easily refutable on printed evidence. He then tries to drag in cars of a size and type quite irrelevant to the present discussion, knowing that he has no legitimate leg to stand on, for constant-vacuum carburettors are not fitted as standard on any sporting light cars that I can recall, or anything approaching thereto; again he is pulled up, but still he goes on flogging the dead horse, and now returns to the fray with laboured cynicism to inquire if 1,501 c.c. engines are materially different from the 1,500 c.c. class. They certainly are not, but I object to 3,000 c.c. engines being forced into a discussion on small high-speed engines.

Mr. Skinner accuses me of being annoyed at his contradicting me, knowing full well that my annoyance is not based upon the mere fact of the contradiction—which would be puerile in the extreme—but upon the irrelevancies, the misstatements and the shirking of even a shred of technical argument that accompany the contradiction.

His reply to my call for a technical defence instead of the above futileities brings forth remarks about my "bald" effusions on C.V. carburettors, despite my explanation in the previous issue that I would deal with the more technical side of the question in a special article which the Editor has kindly asked me to contribute.

Quite apart from this, I would like to point out to Mr. Skinner that the onus of a technical defence is entirely on him.

I made the original statement that C.V.'s were not so suitable as open carburettors for small high-speed engines, in which statement technical reasons were not at that moment called for, it being most amply supported by makers' choice. As he obviously cannot effect a disproof on the latter ground,

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the onus of doing so technically is, I suggest, the only course left to him, and if he is unequal to it I think that mere invective is a very unconvincing substitute which will impress nobody.

Now, regarding your correspondent "H.F.G.," I know something about Aston-Martin cars, and my experience certainly does not at all agree with his. Nevertheless, although antagonistic to my views, I recognize it as a fair and reasonable letter, and I will treat it in a sporting manner.

There are too many unknowns to permit of a defence on paper, as every analytical reader will immediately recognize, but here is my offer: If "H.F.G." will communicate his identity to me through the Editor I will undertake to obtain. have fitted and personally tune an open carburettor that will give him better acceleration from 10 m.p.h. to 60 m.p.h. and a higher maximum than his present one at Brooklands. He will drive the car with its own carburettor, and I or my nominee with the open one.

If I am unsuccessful I will pay his out-of-pocket expenses to the track and have his own carburettor refitted, but if I am successful he will pay mine, purchase the carburettor at list price and pay for its fitting.

Has he the courage of his convictions, or will he agree with me that some unobserved extraneous factor must have crept in and confused his reading?

L. MANTELL.

The Behaviour of the Vacuum Valve.

I do not know where "Economy" obtained his technical experience of constant-vacuum carburettors, but it certainly could not have been with the company with which I am associated, because his remarks so far as the functioning of the S.U. is concerned are quite incorrect. I have been continuously connected with constant-

"Economy" Taken to Task. vacuum carburettors since 1905, and would suggest that I might know even more about them than your correspondent. He tells us that, on opening the throttle suddenly, what happens is, in effect, that the vacuum valve jumps up higher than it should and that it remains higher than its normal position until the engine catches it up, as it were, thus reducing the vacuum. I do not know any make of constant-vacuum type of carburettor which behaves in this fashion, and I shall be very interested if he will produce one.

No amount of correspondence will settle the matter, so in order to disprove these statements, I am prepared to arrange for him to see an engine on the bench to which an S.U. with a vacuum gauge has been fitted and to prove to him positively that the vacuum does remain constant under all conditions and loads within such limits that he will agree are negligible, and that the vacuum valve does not behave in the manner he suggests.

In his last paragraph he further tells us what has to be done to certain parts of the constant-vacuum carburettor to make it approximate the peak of the open-type carburettor.

By this he infers that in order to approximate to the peak of the open type it is necessary to lower the depression in the constant-vacuum type. I should like to ask him if he has any idea of the relative depression in the S.U., as fitted as standard to the 1,500 c.c. Aston-Martin, say, at 3,500 r.p.m. and a suitably tuned open type of carburettor set, of course, for road work on the same car? I would remind him that I claim and hope to prove at the demonstration that the air velocity across the jet in the S.U. remains constant at all engine speeds, whereas in the open type it varies with the engine speed.

I believe I am correct in stating that my concern is the only carburettor company which does not supply special carburettors for racing, as in practice it has been found that on high-speed efficient engines of the sports type the size which is standardized and which will give a good road performance, including a "snap" opening at low speeds, is quite efficient when the same engine is in racing tune. In support of this statement I will quote one or two instances. The Aston-Martin which ran in the T.T. races was fitted with a standard S.U. carburettor as fitted to their touring models, and so were the Bentley cars which ran in the Le Mans races (Rudge-Whitworth Cup) and these cars also hold a number of the world's class track records. Mr. Mantell's assumption that the cars holding these records were fitted with an open type of carburettor is quite incorrect.

T. C. SKINNER.

Be Sure it says 'MADE IN ENGLAND' on your tyres

The
DUNLOP
TRIPLE STUD TYRE
with the "Buttressed" Tread

Dunlop Wired Tyres, having the new buttressed tread, are readily obtainable in practically all Balloon and Medium Pressure sizes.

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C.F.H. 463

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Prestige does not grow in a night. The fact that British Engineering prestige is recognised as a matter of course in even the remotest parts of the world marks but another milestone on the permanent way of British Enterprise. Since the first Wolseley emerged on to the highway 32 years ago, each succeeding model has steadfastly maintained the highest traditions of British Engineering genius, that genius which greatly consists of "an infinite capacity for taking pains."

To-day 5,000 British Workers in the vast Wolseley Works at Birmingham are producing the world-renowned Wolseley Cars, including the famous 11'22 model, a car of unexampled performance and enduring beauty. *Now ready for delivery through the 500 Wolseley dealers.*

Two - seaters or Four - seaters from £215

Catalogues from any Wolseley Dealer, or from

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Adderley Park, Birmingham.



WOLSELEY

BUY BRITISH AND

BE PROUD OF IT

OUR READERS' OPINIONS (contd.).

Speeds of Three-wheelers—Single-cylinder Cyclecars.

Modern Speeds Too High.

It has been interesting to read during the past few weeks the colossal speed claims of M. Siran, but what sense is there in attempting to approach two miles a minute in a D'Yrsan, a Morgan, or any other three-wheeler transmitting the whole of the drive through one tyre and wheel?

A Six Days' Suggestion.

Those who witnessed the 200-mile sidecar races at Brooklands last year—and particularly the unlimited event in which there were no finishers!—will surely agree that it is too much to expect one tyre to transmit the 50 b.h.p. that the modern 1,096 c.c. engine is capable of developing. In the case of a cyclecar, it would seem also that side strains would be much greater than with a sidecar machine.

Surely the true measure of the worth of a machine is not its maximum speed capabilities, but the esteem in which it is held by the public. Racing to-day appears to be a question of pure driving and tuning skill—the human element playing a vastly more important part than the mechanical. Luck, too, often decides the winner.

Let us see a team of three D'Yrsans in the International Six Days' Trial—that would give them a real opportunity to convince us of their capabilities. T.(HE) B.(EST)

Morgans and Brooklands.

"Three-wheeler" wonders why the Morgan is now so seldom seen at Brooklands, except when attacking records. The reason is this: the Morgan is, for some reason which has not been divulged, barred from the trials of the J.C.C. Incidentally this happened after the Morgan had won, for two years in succession, the General

Mr. Beart's Challenge.

Efficiency Cup, the trial for which included a speed test. The R.A.C. naturally does not accept for its trials machines which come under the authority of the A.C.U., whilst the limit of 1,000 c.c. bars the Morgan from the more important speed trials of the A.C.U., and this also is perfectly fair; but there are few events of importance left. In the M.C.C. high-speed trials the Morgan is always represented—three Morgans obtained gold medals last year—but the high-speed trial is not a race, although the comparative speeds are published. A three-wheeler cyclecar race might, I believe, be arranged, in fact an offer to that effect has been made, but it is doubtful whether sufficient entries could be obtained to give it sufficient interest, and it is not worth while for Morgans to compete among themselves. In point of fact, we have not deserted Brooklands—Brooklands has, in a way, deserted us. All honour to Mr. Beart, who is seeking at Monthlery what he cannot find at Weybridge.

H. G. MORGAN.

From an A.C. Sociable Enthusiast.

As one who ran an A.C. Sociable for many years I feel competent to uphold the views you expressed recently in connection with single-cylinder cyclecars. The A.C. Sociable had, of course a 6 h.p. single-cylinder air-cooled engine of a far from efficient type, and with its two-speed gear it was able to go almost anywhere

Big Possibilities.

and to exceed 35 m.p.h. on the level. With a modern high-efficiency engine, more satisfactory transmission and generally lightened construction, such a car should have big possibilities.

I imagine an engine mounted much as it was on the A.C., but with a two-speed epicyclic gear of the N.S.U. type fitted on the crankshaft in place of the Roc two-speed which was fitted in the rear wheel of the A.C. The only immediate difficulty which one foresees would be the big gear reduction necessary if the two-speed gear gave a direct drive on top—but why should it?

GEORGE.

Single-cylinder Engines for Cyclecars.

We have read with interest the letters of your correspondents in your last week's issue. As the makers of a single-cylinder three-wheeler we would like to answer some of the

The Saving in Cost.

question raised by them. The three-speed gearbox does not appreciably affect the saving on the engine. As "Shacklepin" points out, the tax is £1

on all three-wheelers, but we think that the large saving on first cost justifies the smaller engine.

We have realized that a reduction of weight in comparison with other cyclecars is necessary, and we have succeeded in getting the unladen weight of our three-wheelers down to 400 lb. without sacrificing weather protection. Our standard hood is perfectly weather-proof, and we supply side curtains at a small extra cost.

In our opinion, a three-wheeler with its engine at the rear would not appeal to the public of to-day, as its appearance would necessarily be unconventional.

It is not necessary to fit smaller tyres or any other such details to bring down the cost; our price for the standard model H.P. is £65, and we fit 710 mm. by 85 mm. tyres and full equipment.

It is a pity that people who dash so hastily into your correspondence columns do not first read the advertisements in your journal.

HILTON-PACER MOTORS,
R. S. PEACEY.

APRIL 1st.

EASTER HOLIDAY NUMBER.

ORDER NOW.

RACING AT
MONTLHERY.

The opening meeting of the season at the French race track was marred by bad weather. Above is depicted the start of the 1,100 c.c. race, which was won by de Marnier (Salmon). Despite the wet track high speeds were attained.

OUR READERS' OPINIONS (contd.).

The Late Mr. J. G. Parry Thomas.

I was very pleased to read the letter from Mr. B. H. Austin in your issue dated March 11th, relating to a permanent memorial to the late Mr. J. G. Parry Thomas, and I should like to say that I for one entirely agree with Mr. Austin's remarks and would also myself like to see some memorial erected to his everlasting memory. In conclusion, I trust that something will be done towards this.

GORDON HENDY.

The Next Olympia Show.

What do your readers think of the abolition of the Press and Trade Day at Olympia? In our opinion, the crowding will be worse. It is not so very many years ago that the Society tried ten-shilling days, but they did not stop crowding, nor is it possible to stop crowding at such a Show, where sightseers form a big percentage of those present, unless the entrance fee is made very high, and this brings us to our suggestion that an entrance fee of two guineas should be charged on one or two days, but that the two guineas (less a nominal admission charge of 2s. 6d. or 5s.) should be returned to all those who purchased a car within a specified time. In this way, we believe, the buyers would be separated from the sightseers, and both the public and the trade would be far happier.

Avoiding Overcrowding.

R. M. VIVIAN AND CO.,
R. M. VIVIAN.

Hire-purchase Systems.

I was very interested in the letter signed "Rover" in last week's issue regarding hire-purchase systems. I think my recent experience in this connection is instructive.

Excessive Interest Charged. Having had seven machines, for which I have paid cash each time, I went to a firm which advertises extensively about "easy" payments and deferred terms. I offered my present machine in part exchange and the balance in cash, all except £20 or £30, which I offered to pay in two months; they were quite willing. The interest they proposed charging on £30 worked out at 102 per cent. per annum and on £20 at 150 per cent. per annum! They further insisted on my insuring the car through them at a premium £1 higher than that usually charged, and with a company which a qualified insurance broker advises me to avoid.

WOULD-BE ROVER.

Improving Traffic Conditions.

As an old correspondent of yours and a reader since your journal was founded may I air some views on a few points concerning traffic congestion? Many brains are at work on the traffic problem—perhaps too many—but it always appears to me that the real and obvious causes of trouble are evaded by the authorities. When I say "obvious" I mean that every driver is constantly obstructed by certain things; congestion of traffic and inconvenience to every road user are caused, and yet the Ministry of Transport, so far, does not seem to have come to any conclusion.

Interesting Suggestions.

Take, for example, the London area, which is, after all, the main problem. Approach the City from any direction you like, say from Wimbledon via Tooting, Clapham and Vauxhall Bridge. In my experience the causes of obstruction and unnecessary stopping, in order of frequency, are as follow:—

1. The ill-chosen stopping places of vehicles plying for hire and a continual stream of empty trams following each other. They stop, in nearly all cases, short of the cross-roads, and buses also stop at the same time and the same place.
2. Horse-drawn vehicles proceeding in the centre of the road on account of vehicles drawn up along the kerb to load at shops, etc. Remedy—no horse-drawn vehicle should use arterial routes between certain hours of the day; there are always side-roads which could be used.
3. Slow, heavy vehicles, such as steam wagons, etc., driven too near the centre of the road by selfish or ignorant drivers, who dislike driving on the near side because of the camber. There are other causes, but my own experience in the course of driving about 150,000 miles places these first. Now, I have a suggestion to make which may sound ridiculous, but it will certainly bear scrutiny.

c50

All main routes and streets should be divided into three zones from kerb to centre on each side, these being (a) kerb zone for stationary vehicles; (b) 10 m.p.h. zone (all traffic to proceed at uniform speed; no passing whatever to be allowed and no vehicle incapable of a speed of 10 m.p.h. to be permitted to use this zone, except for turning out of street); and (c) 15 m.p.h. track in the centre of the road (no vehicle to use this unless capable of a uniform speed of 15 miles an hour, and no overtaking or passing allowed, except as provided for in b).

If this scheme were adopted all traffic would proceed at a more or less uniform speed, and probably the average time taken between points would be less than at present.

There is one other point that I should like to raise, and this concerns traffic on country roads. In most cases the actual width of the road is greatly reduced by the fact that little or no attention is paid to the margins, which present such a lumpy, broken surface that no driver of any vehicle will travel on them. The net result is all traffic proceeds in the centre so far as possible.

C. BOOTH JONES.

Skidding Risks.

It appears to us that your correspondent, Mr. A. Greenwood, in his letter on the study of tyre treads designed to reduce the danger of skidding, disposes of the question with a finality that experts on tyre design would hesitate to follow. It may be taken for granted that tread design has always occupied the closest attention of all tyre makers, and that experiments and tests of treads are constantly in hand. Rubber-studded tyres may have advantages, but we confidently deny that a studded tyre is the best anti-skid design for all possible conditions of road surface.

Effects of Tyre Treads.

We have proved many times that in certain surface conditions, very conducive to skidding, a properly designed rib pattern has a far firmer grip laterally than any stud pattern that has yet been devised, and we hold the opinion that for all-round road work the rib tyre is safer against skidding than the stud tyre.

We quite agree that the choice of tyre is of the utmost importance to motorists, and think it most desirable that those who can should take careful observation of the behaviour of various kinds of tread under similar conditions.

Per pro DAVID MOSELEY AND SONS, LTD.,

C.M.

CONDENSED CORRESPONDENCE.

Mr. George Butler writes in praise of his Swift in which he has now covered 23,000 miles and expresses his appreciation of the makers' service, which he considers particularly good.

Mr. A. L. Foxwell (East Ham) wishes to thank all those readers who answered his recent request under "Information Wanted" for experiences of the Rover Eight. Owing to the large number of letters which he received he has found it impossible to acknowledge them all personally.

INFORMATION WANTED.

ROVER EIGHT.—An instruction book for the 1923 model is wanted.—A. P. Street, 9, Ladysmith Road, Exeter.

CASTLE THREE.—The chance to buy an instruction book dealing with this car would be welcomed.—G. C. Aimer, Waveney, Tunnel Wood, Ridge Lane, Watford.

BLERIOT WHIPPET.—The chance to buy or borrow an instruction book dealing with the 1923 model would be welcome.—C. W. Pitt, 1, King's Road, Richmond, Surrey.

SAXON.—Any reader who is willing to lend or sell an instruction book for the 1921 11.8 h.p. model is asked to communicate with C. Stevenson, 11, King's Terrace, Edgware, Middlesex.

ROVER EIGHT.—Owners of 1924-5 four-seater models are asked to give their experiences of this car, with special regard to reliability, speed and hill-climbing ability.—H. Churchman, 14, Manor Place, Hackney, London, E.8.

FRAZER-NASH.—Readers' experiences of the two-seater sports model, with particular regard to speed, road-holding qualities, petrol consumption and general reliability, would be welcomed.—E. F. Warren, 8a, Station Road, Balham, S.W.

L D.A.C.

A friend in need is a friend indeed !

The R.A.C. Associate-Member has a constant friend in the vigilant and helpful R.A.C. Road Guide. Wherever he may be and whatever may befall him, he has the reliable R.A.C. Road Service near at hand to give advice and practical help.

ROAD SERVICE IS NEEDED BY EVERY MOTORIST.

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The Palmer Flexicord is admittedly to-day's outstanding example of perfection in tyre manufacture. It is giving motorists everywhere greater mileage, more comfort and increased safety, because it is made of better material, better designed.

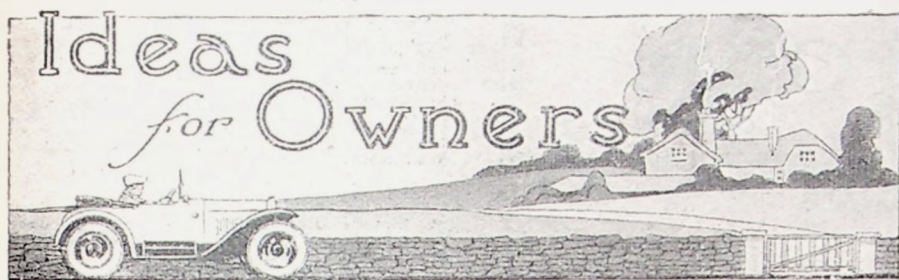
IMPORTANT.—Although the prices of Palmer Flexicords are exceedingly low, it is important to remember that they have *not* been "cut" to a figure necessitating a reduction in quality.

The strict maintenance of Palmer quality has been and always will be Palmer's first consideration.

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Wired Edge
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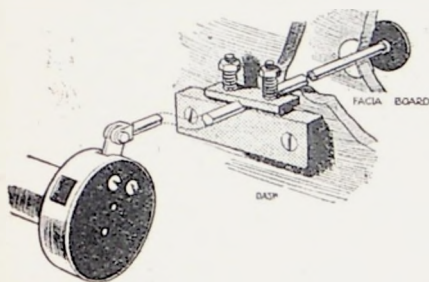
PALMER
lexicord Tyres



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

A Touring Hint.

Owners who intend to take their cars abroad should remember to smear all the plated or brass parts with vaseline. Spray from sea water will have a very marked effect on polished metal and plated surfaces in the space of an hour or two. On the cross-Channel services cars are carried in the hold so that their bright parts are not affected.



An ingenious friction device for controlling carburettor stranglers.

Strangler Control.

On many light cars the carburettor strangler control is fitted on the fascia board and is spring-returned. This is a nuisance when it is desired to use the starting handle instead of the electric starter, as the strangler will not remain closed. Similarly, when getting away with a cold engine it is convenient sometimes to drive for a mile or so with the strangler partly closed.

By making up the simple friction device which is illustrated on this page the control will remain in any position. A piece of ebonite or fibre is cut and drilled to screw against the engine side of the dashboard. Two small studs are screwed into the top edge of the ebonite or, alternatively, long screws passing right through the block may be used. A semi-circular groove is cut with a small round file across the top edge to accommodate the strangler rod, over which is then placed a piece of strip brass, about $\frac{1}{4}$ in. thick, also grooved, and drilled to clear the two studs. A piece of strong spring is then slid over each stud and compressed with a nut. If suitable springs are not available double-coil spring washers may be used.

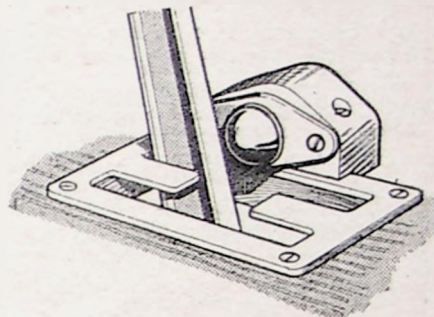
The amount of friction set up by the clamp may be regulated by screwing down the nuts, but they should not be so tight as fully to compress the springs.

Care of Batteries.

Those who have laid up their cars during the winter will do well to look at the battery when preparing for the coming touring season. If it has been standing idle for some time it should be sent to the local charging station to be given a long, slow charge. If the terminals are found to be stuck tight due to corrosion they can be eased by the application of a rag well soaked in vinegar.

A Valve-grinding Tool.

Those who do not own a brace and screwdriver bit generally use a hand screwdriver to rotate the valves when grinding them in. This is not a very satisfactory method, as it does not permit of a large turn and is very tiring for the wrists. A good tool can be made by bending a length of $\frac{3}{4}$ -in. iron rod to form a crank and flattening one end as a screwdriver blade. For the handle a clearance hole should be drilled down the centre of a cylindrical piece of wood about 3 ins. diameter and 4 ins. long (a piece of curtain pole can be used for this purpose). The clearance hole should be large enough to take the plain end of the "brace." A light spring should always be put under the valve to raise the head when the pressure is released about once every four half turns. This prevents a ridge forming on the valve face and seating.



How the gear lever is held in top by the ball catch, which is mounted in a block of wood.

Ensuring Driving Comfort.

Many drivers endure needless discomfort because the seating position of their cars does not suit them. Frequently the front edge of a seat is not sufficiently high to support the legs from thigh to knees and this is a common source of acute discomfort. The cure is so obvious as to need little explanation, for on most cars it is possible to raise the seat where required by introducing a strip of wood. The thickness of the wood must be found by experiment, but it may be pointed out that raising a seat one inch will make a great difference where the suggested fault is in evidence.



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

C.V. (Hull).—During our test of a Trojan we had no difficulty in climbing a long gradient of about 1 in 8 in top gear. This would appear to answer your question.

K.F.C. (Tonbridge).—You are wrong. A fan draws air through the radiator and sends it past the engine and out below the floorboards. The Renault fan, which is formed in the flywheel, serves the same purpose.

H.J.C.C. (Yorks).—The abbreviation "b.h.p." stands for brake horse-power, that is, the power developed by an engine at the flywheel. Friction accounts for a further loss by the time the power is delivered at the road wheels.

D.H.D. (Exmouth).—Bonnet squeaks can be cured very often by smearing each side of the wick or leather lacing upon which the bonnet beds with graphite.

S.A. (Stoke-on-Trent).—The normal working temperature of a Rover Nine is given by the manufacturers as 140 degrees F. This, you will observe, is far below boiling point.

J.St.J. (Kensington).—Cars are conveyed from Liverpool to Douglas by the Isle of Man Steam Packet Co., but only on cargo vessels and on deck at owner's risk. The charges are, not exceeding 10 cwt. £2 5s., 15 cwt. £2 18s., 20 cwt. £3 3s., 25 cwt. £3 8s., 40 cwt. £4 5s.

O.U.T. (London, W.).—You lose your wager; the Thurloe is at any rate one example of a three-wheeled cyclecar in which belt drive was used. We believe, however, that a chain was substituted eventually. Only a very few models were built and the car is now out of production.

Reports and Announcements of Sporting and Social Events.

LEICESTER AND D.

The committee has been able to secure (by kind permission of the Villiers Engineering Co.) a film showing the ascent of Snowdon by a Francis-Barnett motorcyclist. It will be exhibited to members of the club at the Evington Cinema to-day, March 18th.

ENFIELD AND DISTRICT M.C. AND C. CLUB.

A dance will be held by this club at Enfield Assembly Rooms, commencing at 8 o'clock on Saturday, March 19th. Tickets (2s. 6d. each) may be obtained from the hon. secretary, Mr. S. W. Maybrook, 476, Hertford Road, Enfield Highway, to whom also application should be made for particulars with reference to membership of the club.

MORGAN CLUB DINNER.

The informal dinner and dance given by the Morgan Club at the Hotel Cecil on March 10th was a very enjoyable function. Unfortunately there was not so large a gathering as the promoters had expected, illness having prevented many members and their guests from attending. Only the toast of "The King" was drunk at dinner, and there were no speeches. Mr. E. B. Ware represented Mr. H. F. S. Morgan and the chair was taken by Mr. S. A. McCarthy, vice-president. We were pleased to see that Mr. Ware, although still under the doctor as a result of his accident in the 1924 200-Mile Race, was able to dance with considerable vigour.

LONDON EAGLE M.C.

Considerable interest has been aroused by the Frensham Cup Trial, to be held on March 27th and a large entry is anticipated. In view of the criticism which has been levelled against recent "mud trials," an attempt has been made to provide a course which, while not relying too much on this element, will delight the heart of the sporting driver. The standard entrance fee is 5s. 6d., and the event is open to members of the following clubs:—City of London M.A., Watford and District M.C., Slough and District M.C., the Amateur M.C. and London Eagle M.C. Particulars may be obtained from the hon. secretary, Mr. L. E. Beckett, Hillcrest, Dolhills Hill Lane, N.W.2.

COLMERE CUP RESULTS.

We have received the official list of awards for the Colmere Cup Trial, and the following are the light car results:—The Rhode Cup and Souvenir (for the best performance on a three or four-wheeled car under 1,000 c.c.): R. T. Horton (1,096 c.c. Morgan). The Bernard Norton Trophy (best performance on a car over 1,000 c.c.): F. Clifton (1,496 c.c. Alvis). Special merit awards: J. G. Orford and G. W. Harcourt (Austin Sevens) and H. J. Lovatt (Jowett). Committee team prize: "Sunbac" car team, comprising S. H. Roe, Harcourt, J. G. Orford and S. H. Roe. No car gained a gold medal. Silver medals: H. Taylor (1,496 c.c. Lea-Francis), G. C. M. Wood (Rover Nine). Bronze medals: G. Eadington and C. W. S. Crabbe (Austin Sevens), O. J. G. Cotton (Jowett) and Miss L. M. Roper (A.C.).

NORTH-WEST LONDON M.C.

The annual social run to Ilfracombe will take place to-day, Friday, and the club will meet at the petrol filling station, Slough Trading Estate, Bath Road, Slough, at 11 p.m. All those who are entering for the "Land's End" this Easter and who will be glad of the opportunity of spending some time at party with other keen motorists, are invited to come along. The event is just an ordinary social run and there is no entry fee. Particulars will be readily forwarded by Mr. H. A. Davies, 64, London Wall, E.C. The social run to Alms Hill on March 6th was a great success. The day remained fine, but the rain of the previous week had made the surface of the hill very tricky, and across the "cannons" it was particularly difficult. A competition was organized in which 17 drivers participated, but only seven clean climbs were registered. A Fraser-Nash, in the hands of one of the members of the Cambridge University M.C., made a very creditable climb. The large gathering of spectators on the hill were thrilled by some excellent driving, but the most spectacular ascents were made by motorcyclists. The afternoon finished with tea at the Stonor Arms Hotel.

SPOON TRIAL AWARDS.

The following car drivers qualified for awards in the "Spoon" Trial:—R. M. Andrews (Lea-Francis), J. P. Dingle (Austin Seven), H. Jeffries (Frazer-Nash), J. G. Simpson Leo (Alvis), S. Chandler (Salmson), A. Schooley (Austin Seven), S. Vos (Amilcar), Miss Weekes (A.C.), W. Treloggen (Riley), W. Hamson (Riley), A. Wheeler (Morris).

FORTHCOMING EVENTS.

March 18.
North-west London M.C. Run to Ilfracombe.

March 19.
Essex M.C. Winter Trial (Cancelled).
J.C.C. Opening Rally.
Kent and Sussex L.C.C. Rally and Treasure Hunt.
Bristol M.C. and L.C.C. First (Wessex) Centre League Trial.
Oozelum M.C. Run to Bluehills Mine Starts.

March 20.
Leeds M.C. Despatch Riders' Competition.
City of London M.A. Run to Ightham.
Wood Green and D. M.C. Run to Canterbury.
Surbiton M.C. Opening Run and Tea Dance.
Brighton and Hove M.C. Hewitt Trophy Trial.
Sale and D. M.C.C. Reliability Trial.

March 26.
Redditch M.C. and C.C. Redditch Open Trial.
Disabled Drivers' M.C. Annual General Meeting.

March 27.
Leeds M.C. Novice Trial.
Portsmouth and D. Jowett C.C. Opening Rally.
London Eagle M.C. Frensham Cup Trial.
Wood Green and D. M.C. Inter-club Sporting Trial.
Bradford and D. M.C. Reliability Trial.
Leyland L.O. and M.C.C. Grand Cup Trial.
Kent M.C. Trial.
West Kent M.C. Open to Centre Trial.
April 1.
"Welsh" 24 Hours Trial.

THE BRISTOL M.C. AND L.C.C.

The annual mystery trial was held on March 12th and the event was very well supported. The course was a secret one and was divulged to the competitors in sections as they reached each check. The average speed for each section varied, and numerous novel tests were carried out at various points. The course itself was quite easy, but tried out the competitors' ability to read a map. The majority of the drivers finished, and the provisional results showed that H. Clegg (Austin 7) was the only light car driver to check in. He was fifth. After the trial tea was provided at the club's headquarters, The Royal Oak Hotel, Nailsea, and this was followed by an enjoyable social evening.

THE LIVERPOOL M.C.

The open invitation run proved quite a success. There was a large entry and the weather conditions were ideal. The course was a simple one of just over 23 miles through some of the most fascinating by-ways and hamlets of rural Forest, the main Chester-Northwich road was struck within sight of the finishing check at the Blue Cap Hotel, Sandiway. After the trial the competitors and officials adjourned to the dining room, where Mr. J. H. Lumby presented an entertainment entitled "Brighter Competitions." The reception accorded to this extremely successful innovation lacked nothing in its cordiality. Later in the evening the provisional results were announced, the light car competitors gaining awards being Miss H. F. S. (12 h.p. Alvis),

THE CARSHALTON M.C.C.

Morgan enthusiasts are reminded that the club caters specially for this class of owner. The club captain, two of the club's officials and several members are keen Morgan drivers, and events are arranged which are particularly attractive to members in this category. Applications for membership (7s. 6d., which includes entrance fee) should be sent to Mr. F. Dodridge, Thelma, Grosvenor Avenue, Allington.

SOUTHERN JOWETT L.C.C.

The next social will be held on March 24th at Slater's Restaurant, adjoining Chancery Lane Underground Station, at 7 p.m. for 7.15 p.m. Whist will commence at 7.30 p.m., followed by music and dancing. Tickets, including refreshments, are as usual—members 2s. 6d., non-members 5s. In order that adequate arrangements may be made, intending participants are asked to communicate with the hon. secretary by Tuesday, March 22nd, stating the minimum number of tickets required, and enclosing postal orders. The first rally of the season will be held on Ramsgate Common, near Dorking, at 12 noon, on March 27th. A picnic lunch will be followed by competitions.

The hon. secretary is Mr. E. A. Dodder, Ward, 126, Tamworth Lane, Mitcham, Surrey. Phone, Mitcham 1516.

THE KENT AND SUSSEX L.C.C.

The opening rally, combined with a treasure hunt, will be held on March 19th, the start being from the Spa Hotel, Tunbridge Wells, punctually at 2.45 p.m. Mr. C. Hindle, of the Old Ship Hotel, Brighton, and one of the vice-presidents of the club, has kindly presented a prize, valued at £5 5s., for this event, to be won outright. A prize will also be presented by the club. The entry fee for each member will be 5s., and only one passenger in each car will be allowed to search for clues; the final search for treasure will be conducted by the entrant car. The drivers of both sporting and touring cars will stand an equal chance, and at the finish a "treasure tea" will be provided by Mr. Gibber Cooney, of the Tudor Hotel, Haverhill, Essex, an item which should put all in good humour. It should be noted that competitors will require a trowel, a yard measure, a map of the district and—common sense. Entries should be sent to Mr. Lewis Humphries, 12, Mallory Street, Lewes.

THE OOEZULUM M.C.

The Oozelum M.C. ask us to point out that Mr. D. P. Davidson is the captain of the club, and not, as announced previously, Mr. C. R. Conradi, who is vice-captain. On March 19th and 20th the club will hold an informal run to Bluehills Mine. The meeting place will be the Bridge House Hotel, Staines, on the 19th, at 6 p.m., and the run will start an hour later, the route being via Exeter. Any motorists who are interested are invited to participate in the run, and full particulars may be obtained from the hon. secretary. The usual enjoyable trip at Easter to Lynton will take place as usual—this year to view the Land's End competition on Beggars' Roost. Members who intend joining the party are requested to inform the secretary before the 15th, in order that accommodation may be booked. Several new members have been enrolled since the driving tests for membership were imposed. Further particulars are invited and should be addressed to the hon. general secretary, Mr. O. B. Moore, 95, Warwick Avenue, Maida Vale, W.9.

ULSTER AUTOMOBILE SPORTS CLUB.

The first annual general meeting of the club was held at headquarters, 41, Chichester Street, Belfast, on Friday, March 4th, Mr. W. Noble presiding over a good attendance of members. In the annual reports, which were adopted, it was stated that the membership of the club had greatly increased. In the three Magilligan meetings last season the entries were 14, 37 and 76 respectively, the last figure constituting a record for any car event in Ireland. The year was started with a balance of £7 12s. 4d., the income was £180 5s. 2d. and the expenditure £92, leaving a balance of £188 5s. 2d., out of which the season's prizes had to be paid, at an approximate cost of £86.

Rules for the management of the club were adopted. These provided for the election of a management committee of nine, of whom not more than five may be connected with the motor trade, and for the election of an organizing committee of nine non-trade members, who will have power to call in technical matters in an advisory capacity. The rules also provide for the subscription of £1 1s. per annum. Persons joining before July 1st next will be foundation members, and after that date there will be an entrance fee of 10s. 6d. Officers were elected as follows:—President, Mr. H. T. Moles, M.P.; vice-presidents, Messrs. J. S. Garrett, D. A. Boyd, P. C. Welch and W. J. Chambers; hon. life members, Sir Trevor Henderson, K.B.E.; Mr. P. A. Boyd and Mr. W. Noble; chairman, Mr. W. Noble; vice-chairman, Mr. Robert Condon; hon. secretary, Mr. W. Simms; hon. treasurer, Mr. Alex. Waddell; hon. trials secretary, Mr. Hugh A. Bryson; trustees for club trophies, Mr. W. Noble and Mr. Victor S. Ferguson; a management committee and an organizing committee. The hon. secretary is Mr. William Simms, 29, Claremont Street, Belfast.

Know how they'll serve by knowing how they're made

YOU don't buy a pig in a poke — a round parcel of hope — when you buy a Goodyear Tyre. You buy it on constructional facts. You know, as the men who made it know, that it has better service built into it. Those facts are set out here. Study them. They are your one sure guarantee of longer, safer, more trouble-free mileage.

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Their cord foundation is built up with SUPERTWIST. SUPERTWIST — like whip-cord as compared with twine — excels in tensile strength. It far outstretches the breaking point of ordinary cords. It endows the whole tyre with live, resilient, sinewy strength.

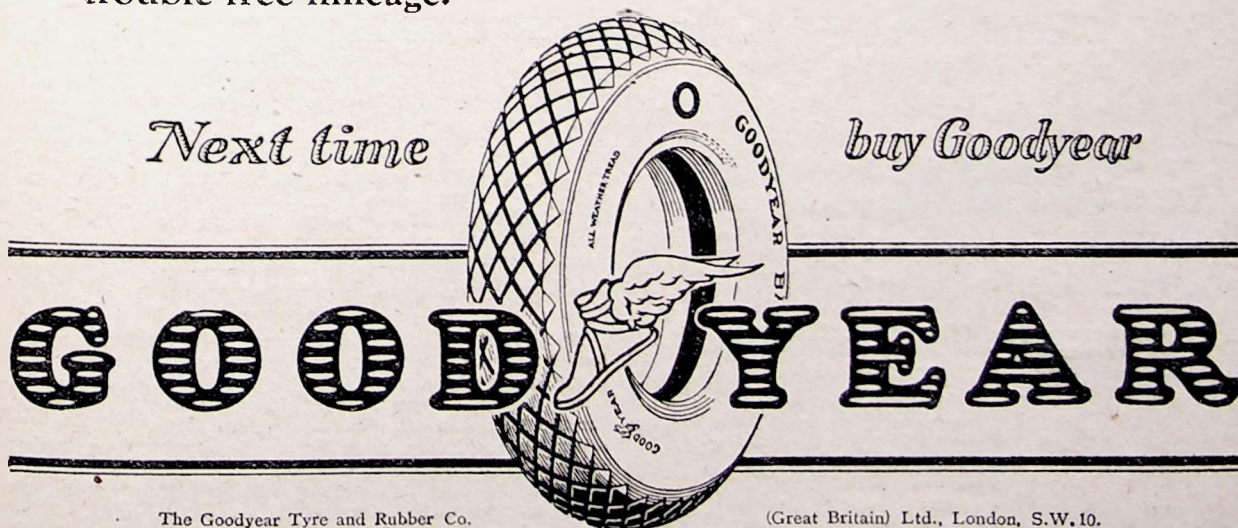
SAFER — and why :

The famous diamond tread is the only tread design which has been made and sold continuously since the early days of motoring. The reason is obvious. It works. For a quarter of a century motorists have found it the most efficient protection against side-slip and skidding.

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that Counts . .*

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Even if you're hard to please—

—you will find in our showrooms the car that satisfies you aesthetically, financially, practically. We take a very keen interest in every car that leaves our showrooms. We like our customers to come and tell us about their experiences—to take the fullest advantage of our after-sale service. Incidentally, Godfreys idea of service will be a revelation to you in its thoroughness, efficiency and generosity. We regard it as a compliment to be asked for our advice and help in any motoring matters. Deferred payments of a strictly private and confidential nature are gladly arranged, and most liberal allowances made for cars taken in part exchange.

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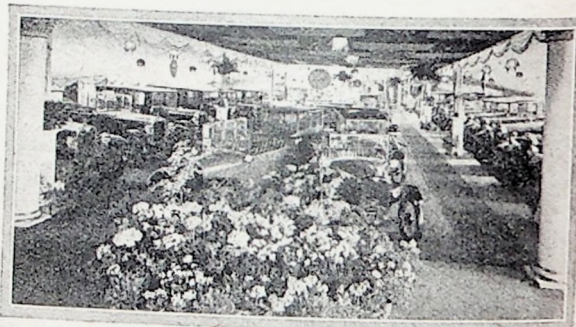
AROUND THE TRADE.

We are indebted to Henlys, Ltd., for the photograph which is reproduced on the second page of "Rich Mixture" this week.

We are informed by the Whitley Manufacturing Co., Ltd., Harefield Road, Coventry, that they are able to supply genuine spare parts for Marscal cars, which were formerly manufactured in the premises now occupied by the above-mentioned concern.

The title of the company handling Donnet Zedel light cars is now Donnet Motors, Ltd., the registered offices being at 2, Millbank House, Westminster, the showrooms at 42, Albemarle Street, London, W.1, and the service station at 114-130, East Hill, Wandsworth, London, S.W.18.

It is interesting to note that Mr. S. T. Lea, of 141, New Bond Street, W.1, is believed to be the first motorcar agent to sell aeroplanes direct from his showroom. He is engaged upon marketing the popular De Havilland "Moth" two-seater aeroplane, which sells complete and ready for flying for £730.



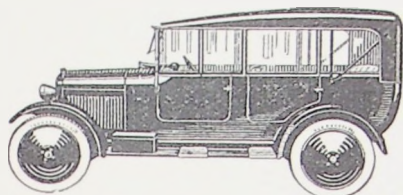
An excellent view of the 1926 Maidstone Motor Show organized by Rootes, Ltd. This year's will open shortly.

Containing 572 pages, the 1927 motor catalogue which has just been issued by Brown Brothers, Ltd., Great Eastern Street, London, E.C.2, is very well illustrated and arranged, the goods listed being divided into seven sections for easy reference; it should be noted that this catalogue is issued only to traders.

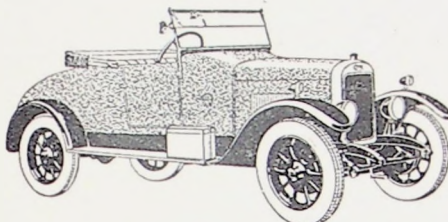
The Chloride Electrical Storage Co., Ltd., makers of the Exide batteries, have issued an attractive leaflet setting out full details of their monobloc starter batteries, which are available in a wide variety of sizes ranging in price from £3 10s. for a 6-volt 53 amp.-hour model to £6 10s. for a 12-volt 51 amp.-hour model.

We are informed by the Metchley Accessories Co., 51, Bishopsgate Street, Birmingham, that the statements which have appeared in various journals that a large firm of accessories manufacturers have taken over the sole manufacturing rights of the patent "Perspectus" glare screen are premature, and that negotiations are still in progress. Meanwhile, orders will be executed through the usual trade channels, factors and garages.

The seventh annual Maidstone Motor Show organized by Rootes, Ltd., who are now perhaps the largest firm of motorcar distributors and exporters in the British Isles, opens on Monday next, March 21st, and will remain open for the whole week. We are informed that a very representative exhibition is being staged, the cars covering a price scale varying from £145 to £3,000. This show offers a splendid opportunity for those who are thinking of buying a car to inspect a large number all under one roof. Rootes, Ltd., ask us to point out that admission is free and that visitors will be given every assistance by the large staff which will be in attendance.



SINGER, Junior, £148/10/0 cash, or £37/2/6 down and 12 payments, with option of a special rebate.



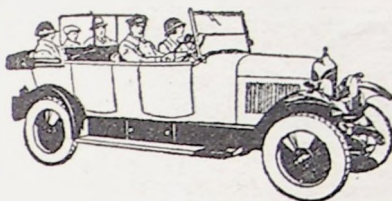
CLYNO, 2-seater, 1927, £160 cash, or £40 down and 12 payments, with option of a special rebate.



AUSTIN, "7," £145 cash, or £36/5/0 down and 12 payments, with option of a special rebate.

Careful consideration!

Careful consideration of all the points of car buying will be amply repaid when actually running your car on the road. You cannot do better than get into touch with Lamb's.



CITROEN, £165 cash, or £41/5/0 down and 12 payments, with option of a special rebate.

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Citroen, 11'4 h.p.			
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LICENCES & GENERAL Full Tariff In- surance Policy	12	12	6
	177	12	6
Less deposit	44	8	2
	133	4	4
Extra for terms	6	13	3
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Payable in 12 monthly instalments of £11-13-2.

£7-13-3 REBATE ALLOWED if a/c paid in 2 months.

£4-0-0 REBATE ALLOWED if a/c paid in 4 months.

£2-6-8 REBATE ALLOWED if a/c paid in 6 months.

Warwick Wright Says

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They contain the Right Kind of Cars at the Right Kind of Prices. The Right Kind of Terms, too, to suit your convenience.

When you are "Up West," just take a glance at our Bruton Street Depot, our premises in Bruton Place, and our Service Section in Grosvenor Mews.

Whilst your car is here, we will run the tape over it . . . and if you would care to know its Real Value, the figure is yours, Gratis.

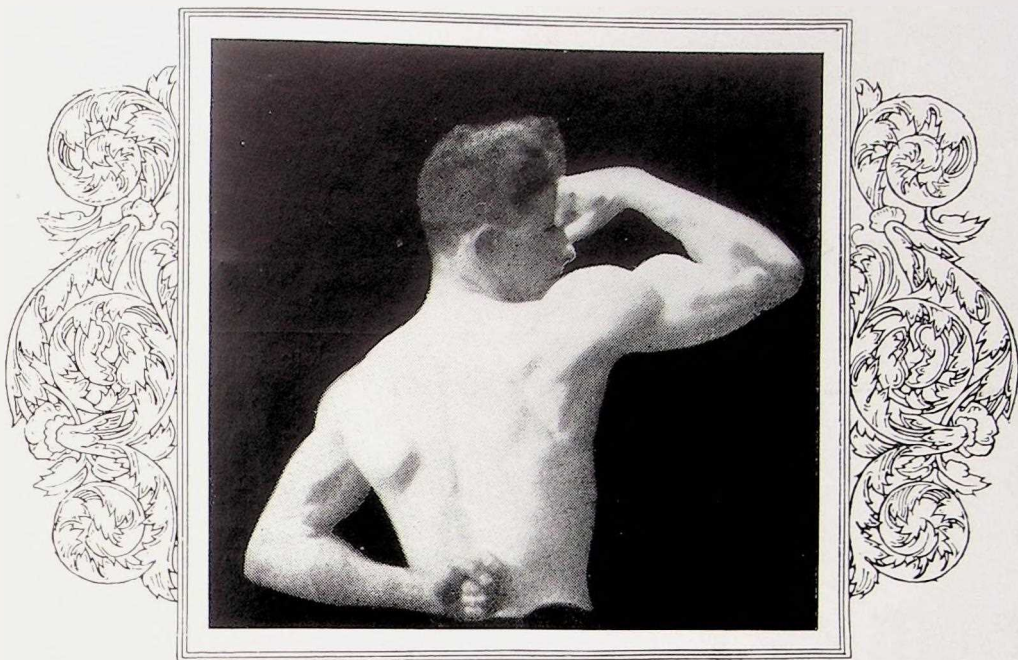
Warwick Wright, Ltd.

150 NEW BOND ST. LONDON.W.1.

(Mayfair 2904)

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.

C57



Strength for Sale!

HACKENSMIDT himself couldn't crank an engine more efficiently than an Oldham Battery. Just a touch on the starter knob . . . an answering whirr from the motor as it spins the flywheel . . . and in a moment the healthy throb of the engine. Merely a few pounds of pasted lead plates and some acid!

But what plates they must be to be able to withstand the terrible punishment of cranking up an engine on a frosty morning!

Obviously these Special Activation Process plates are no ordinary plates. Even after months and months of hard wear you'll see no signs of sulphation or buckling—they will be just as good as on the day they were first sealed up within the container.



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The lion-hearted Oldham Battery is the motorist's best friend. It takes all the drudgery out of starting. Big engine—little engine—winter or summer—it's all the same to an Oldham. Time after time—no matter how many stops you may make in your day's run—you'll find the same cheerful response and the same eagerness to serve when the button is pressed.

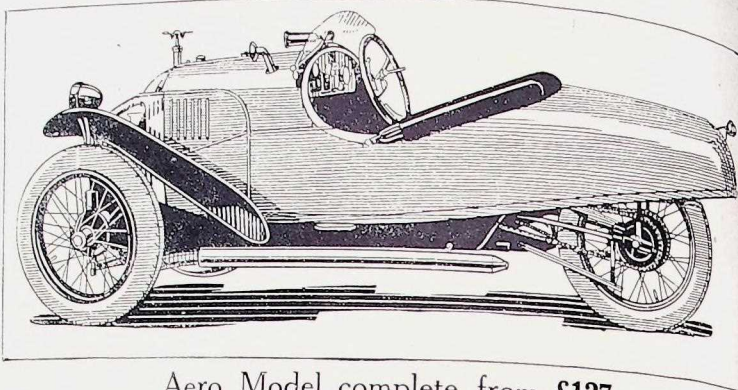
When you are tired of ordinary batteries, which require to be pampered and nursed, instal an Oldham—it will cost you no more—and your garage can get you one in 48 hours. Tell us the make and year of your car and we will put you in touch with the nearest Oldham Service Station.

OLDHAM

the lion-hearted Starter Battery

Gilbert Ad. 2035.

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Success
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Aero Model complete from £127

Morgan Runabout

Colmore Cup Trial

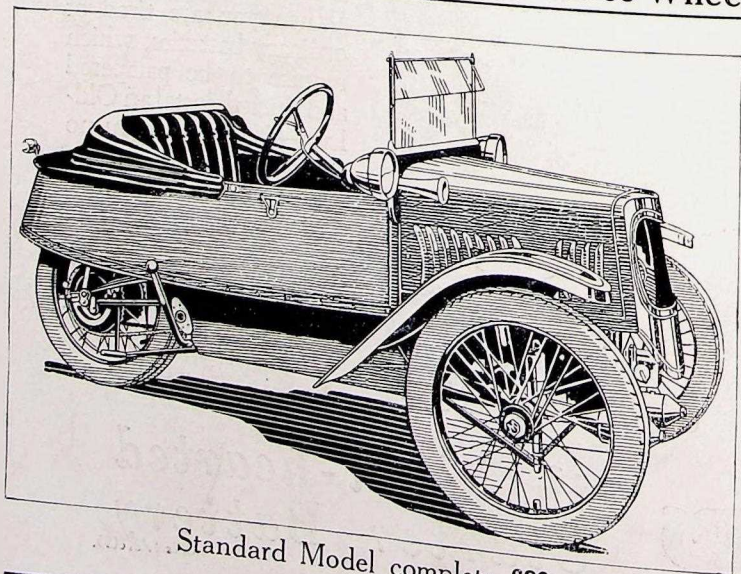
RHODE CUP—Best Performance of a three or four wheeler up to 1,100 c.c.

1 GOLD MEDAL

2 SILVER MEDALS

1 Bronze Medal

This is another proof that the Morgan is First in Reliability.
As to speed, it is the Fastest Three-Wheeler in the World
—104 m.p.h.



Standard Model complete £89

ECONOMICAL
TAX .. £4

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Brakes on all wheels.
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