

SELYMIA
Stand No. 94.

The Austin Motor Co., Ltd., Longbridge, Birmingham.
London Showrooms : 479 - 483, Oxford Street, W.1.

SALOON

**Travel or Shop in
Comfort, despite mud or rain.
Motor at the Lowest Possible Cost.**

The lesson of SHELSLEY WALSH

1,000 yards long, maximum gradient
1 in 64 with two bad bends.

For his wonderful performance in
climbing this hill at 42 m.p.h. from
a standing start Mr. B. H. Davenport,
11'9 Frazer-Nash, used

LODGE PLUGS

demonstrating their exceptional ability
to enable an engine to develop its
maximum output and acceleration
under the most strenuous conditions.



Lodge C3
sold everywhere.

5/-

in sealed red
metal box.

Lodge plugs will be found
on the leading cars of the
world at the forthcoming
Motor Car Exhibition

AT OLYMPIA
and in full range on
STAND 488
Main Hall Gallery.

LODGE PLUGS LTD.—RUGBY.

Easy Starter 16
Austin Car
3 quarts

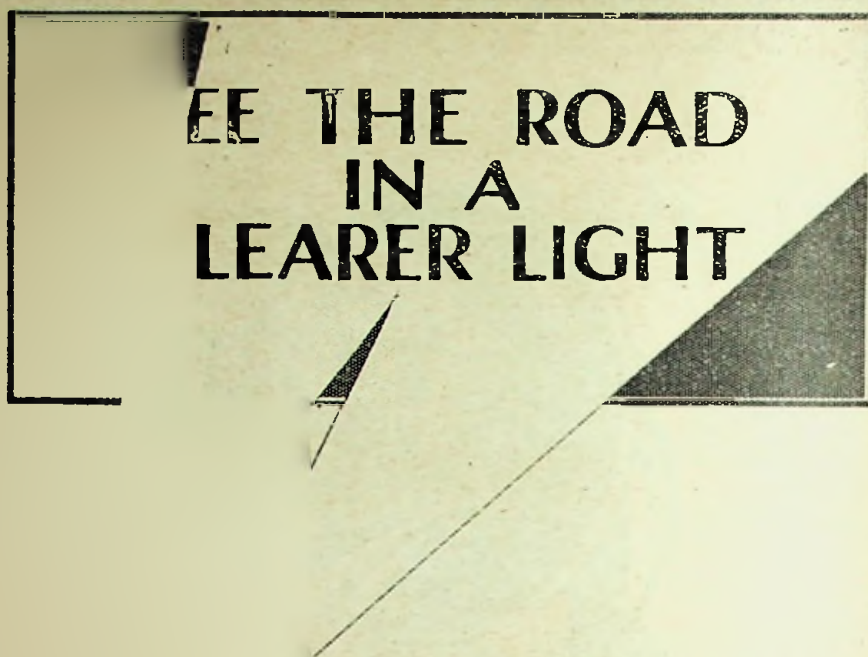
Everybody NEEDS

*Sole Concessionaire
for Gt. Britain & Ireland:*



**VERNON
BALLS**
95, HIGH HOLBORN W.C.1
PHONE: CHANCERY 8124

OLYMPIA
Stand
5



**STAND NO
235**

**EDISWAN
EXHIBIT**

**MOTOR LAMPS
& BATTERIES**

**ROYAL
EDISWAN
MOTOR CAR LAMPS**

Fully licensed under Patent Nos. 23775/12, 10918/13 and others.

MOTOR EXHIBITION, OLYMPIA, Oct. 13th to 22nd.

STAND 235

Third on left of Hammersmith Road Entrance, Ground Floor.

N.D.17.

THE EDISON SWAN ELECTRIC COMPANY, LTD

A Fine New Model—The Coupé



Here we celebrate one of the two latest models. The new Jowett Coupé is a dainty edition of a combined Two-seater and a Saloon. We can imagine it creating a furore of interest among ladies who desire to run about in a car without disturbing their pristine toilet, though it is not without its practical purpose, for it is worth while for a doctor or a professional man to examine the snug arrangement of this Coupé, and its comfortable upholstery.

For instance, note the exceptionally wide door—it is no less than 28 ins. wide. Then there is the single panel screen which can be opened by an ingenious screw regulator which keeps it rigid in any position. The large rear window admits most welcome light.

We confess we are in love with the looks of it—there's something sweet in its lines. The two-colour scheme looks well, too. The ingenious dickey accommodation is useful both for odd passengers and for a host of things. The Coupé is bound to add fresh laurels to the Jowett name. And again we stress the extraordinary economy in running costs of a car like this.

See our STAND No. 15, at Olympia.

NEW PRICES:

Short two, £134. Long two, £142. Chummy, £142.
Full four, £145. Sports, £145. Coupé, £168. Saloon, £170.

Dunlop Balloons and Stewart Speedometers standard.

JOWETT CARS LTD., IDLE, BRADFORD

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

JOWETT CARS

FROM **£10** DOWN

All Models in Stock.

BUY DIRECT FROM

F.O.C.H.

LONDON'S JOWETT DEPOT
and SERVICE STATION.

CASH, EASY PAYMENTS, EXCHANGES. (A Straight Deal is a GREAT DEAL.)

FREE

Demonstrations.
Driving Lessons.
After-Sale-Service.



F.O.C.H. Ltd.

5, Heath Street, HAMPSTEAD, N.W.3.
Phone: Hampstead 3752. Hours 9-5.30. Sundays till 2.30.

(ALL TUBES LEAD TO HAMPSTEAD.)



7 H.P.

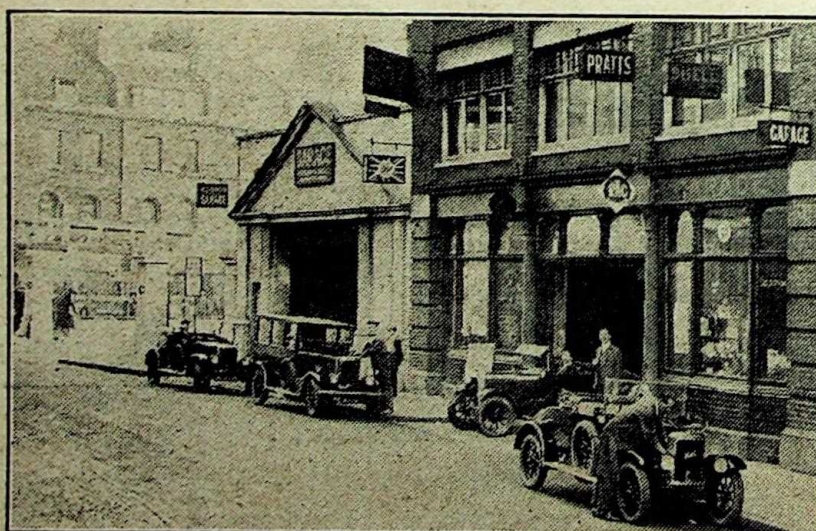
JOWETT CARS

£7 Tax.

Economy

Comfort

Service



Reliability

Roominess

Satisfaction

THE WESTMINSTER BRIDGE GARAGE & ENGINEERING CO.,
of 5, LAMBETH PALACE ROAD (Near L.C.C. Hall),
are the biggest Jowett Agents in the South.

Buy your **JOWETT** from **US.**

All Models in Stock. — Deferred Terms. — Part Exchanges. — Service.

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

*The Cheapest Car to Run
and the Easiest Way to Pay*

WHITELEYS

**Offer of the JOWETT on
NO-DEPOSIT TERMS**

make possible purchase of a car or a better car. When Whiteleys inaugurated the terms of payment, success was instantaneous, and our enormous circle of customers provides our best advertisement — *voluntary recommendation.*

*Delivery—
and then
Service!*

WHITELEYS will deliver any model JOWETT on payment of first of twelve equal monthly instalments—teach you to drive free of charge, and render real service at all times. WHITELEYS service includes the definite offer to overlook your car when this has done 500 - 1,000 miles, make all necessary adjustments, and so ensure that the car gives you the fullest possible satisfaction.

Some Jowett Models

SHORT 2-SEATER	£134
Delivery on first of 12 payments of	£11 14 6
LONG 2-SEATER	£142
Delivery on first of 12 payments of	£12 8 6
SPORTS 2-SEATER	£145
Delivery on first of 12 payments of	£12 13 9
CHUMMY MODEL	£142
Delivery on first of 12 payments of	£12 8 6
FULL 4-SEATER	£145
Delivery on first of 12 payments of	£12 13 9
COUPE	£168
Delivery on first of 12 payments of	£14 14 0
SALOON	£170
Delivery on first of 12 payments of	£14 17 6

Payment can be spread over a longer period by arrangement

Wm. Whiteley Ltd.,
Queen's Road,
London, W.2

Incorporating

Coppen Allan & Co.,
205-7, Gt. Portland St.,
London, W.1.

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

A5

Have you heard these
new **AMPLION** models?

These models contain a new type of unit of extreme sensitivity, capable of remarkable purity of reproduction.

They have two adjustments, one on the unit and the other on the cone itself. They are of attractive appearance and very reasonable in price. Ask your radio dealer for a demonstration.

Model AC1 with adjustable support, which also acts as a hook by which the speaker may be hung from the picture rail as a plaque.

52/6

Model AC4 in dark oak, with fretted grille. Particularly suitable for standing on narrow shelves, the depth being less than six inches.

£4:0:0

Mahogany Model

£4:4:0

AMPLION
The Natural Tone
CONE
Could Speak

Announcement of Alfred Graham Limited, 25, Savile Row, London, W.1.

A thoroughly good car—the

JOWETT

offered at a low price—£134
—and purchased from an old-established, dependable firm

TAYLORS

is your best possible guarantee
of complete satisfaction.

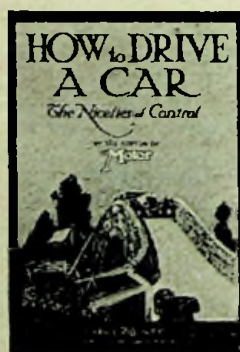
THE Jowett is the lowest priced car that can be purchased and it is by far the cheapest to run. It is famous for long life, reliability and the high price it commands in the second-hand market. For these reasons we sell and recommend Jowetts to all interested in really economical motoring. Available for Cash, Exchange or upon very Easy Payment Terms.

Call, see and try the new 1928 Jowett Wonder Car at our Kensington Showrooms.

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

H. TAYLOR & Co., Ltd.,

49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7.
Telephone: Kensington 8553/9 and 5013. Telegrams: "Dynametro, Southkens."



Let the
Editor of

The Motor

teach you
to drive!

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

This handbook gives in simple language a clear explanation of the principles of correct driving, and tells how to deal with numerous road problems and develop "road sense."

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

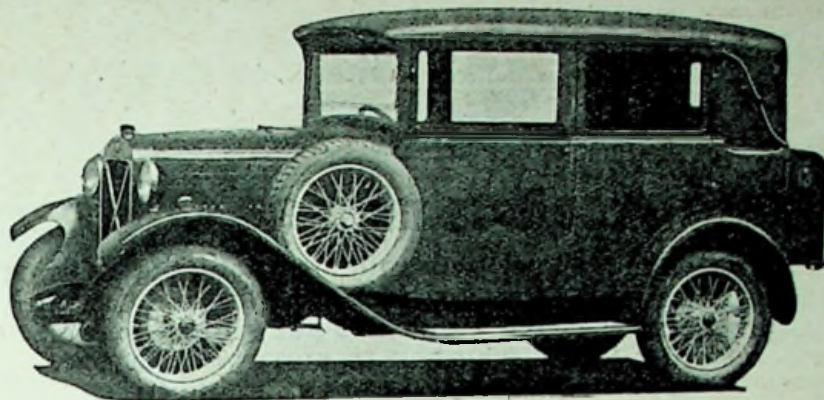
2/6 Net

From all bookellers and bookstalls, or direct from the publishers 2/9 post free.

TEMPLE PRESS LTD.,

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

Wholesale Agents: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4



The New 10/20 h.p. Salmson Fabric Saloon, £285.

IF YOU PAY £2,000
YOU COULD NOT BUY A MORE COMFORTABLE CAR



Do not fail to see the New Salmson
Chassis on Stand No. 43 at Olympia.



Brief Specification

Entirely new methods of operating overhead valves, giving silence to a remarkable degree. 12 volt starting and lighting with dynamo on front of crankshaft, giving positive silent starting. 3-speed gearbox. Large diameter F.W.B. drums.

PRICES

4-Seater Standard Model	..	..	£225
2-Seater de Luxe Model	..	..	£240
Coupe de Luxe, Fabric..	..	..	£255
Saloon de Luxe, Fabric, 4-door	..	..	£285

THE SPORTS MODELS REMAIN AS HITHERTO EXCEPT FOR REDUCTION IN PRICE.

Luxurious coachwork, full equipment, including shock absorbers, screen wiper, driving mirror, electric horn, etc.

OLYMPIA STAND No. 43

Sole London Distributors—

GORDON WATNEY & Co. Ltd.

31, BROOK ST.,
BOND ST., W.1
MAYFAIR - - 0267-8-9

SOLE CONCESSIONNAIRES FOR U.S. AND BRITISH DOMINIONS:
S.M.S. Ltd., Church Wharf, Chiswick Mall, W.4

CHISWICK
3531



The Service
Co. badge.

Look for it
at Olympia.

A Little Assistance at Olympia

HAVE you ever noticed how much easier it is to manage a punt after you have got to know the pole a bit? At Olympia next week, if you are not quite sure of yourself—if you don't quite know whether to start your inspection this end or that—you can very easily waste valuable time and suffer much discomfort (the Car Show is always well packed) without viewing all the interesting exhibits. But don't worry, look for one of our representatives wearing the *Buff and Brown Service Co. badge* (or, better still, 'phone Holborn 0666 for appointment)—he will assist you, ask him... anything.

Make sure you choose the right car for your needs. A car that is not suited to you can very quickly become an expensive nuisance. It is here that a little expert, unprejudiced advice is worth a good deal of money to you—then look for the *Buff and Brown Service Co. badge*. Our representative will gladly assist you to choose the right Car. When you have decided, place your order with The Service Co. and get the best Terms: Cash—Deferred Payments—No Deposit—Exchange. It is better to have an old-established House looking after your interests; The Service Co., was founded in 1889 and from that date to this has been gleaning knowledge—experience makes a good deal of difference. Make your trip to Olympia next week well worth your while; it will be quite easy if, when you get there, you look for the *Buff and Brown Service Co. badge*.

So much for those able to go to the Show, but what about the unlucky ones? The Service Co. have a really good show of their own at 273-4, High Holborn. If you were to call round to-day you could see a good selection of 1928 models and a fine range of 1927 and shop-soiled and used cars. Why not come along to-day?

1928 MODELS

We are able to give delivery at once or within a few days of 1928 models of the following leading makes at latest prices—

AUSTIN ROVER
CITROEN SINGER
CLYNO STANDARD
JOWETT SWIFT

Send in your order now, no matter whether you desire delivery next week or next month.

Telephone: Holborn 0666 (3 lines).

Telegrams: "Admittedly, London."

The Service Company Ltd.
(LONDON)

273-274, HIGH HOLBORN, LONDON, W.C.1.

FREE BOOKLET.

Tear this
off



To The Service Co. Ltd., 273-4, High Holborn, London, W.C.1.
Please send me (when ready) a revised copy of your interesting booklet, "The Diary of a Car Tester."
NAME.....
ADDRESS.....
L.C.

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

There's Only From

'BIG-LIGHT' CLASS

The New 1928 BIG-LIGHT Mathis claims many more attractions than its predecessors. Its commanding appearance causes immediate comment, whilst its many new and unique features include: Semi-streamlined roof and body, increased width, new diamond plan dash, unique instrument equipment, low wide range rear window, countersunk roof light, detachable and adjustable front seats, double lock doors, Hartford shock absorbers, patent dimming headlamps, 5 Michelin detachable wheels with Bibendum tyres, detachable Weymann trunk (with locks) at rear. Finish dark Grey or dark Red, real Weymann body.

As shown
£275



1928 heralds an ENTIRELY NEW CLASS IN CARS—the new MATHIS represents an urgent need in successfully bridging that vast gap between the cheap mass production cars of very ordinary performance, with their multifarious shortcomings in design and finish, and the expensive 15 h.p. types with their heavy upkeep and running costs

It is an extraordinary car with an extraordinary performance and durability. Each model is produced individually and is perfect. It has a *real* Weymann Body and not fabric imitation. Ease of driving, acceleration and efficiency of braking are phenomenal. In comfort and appearance it is equalled only by the most exclusive and expensive saloons. It will hold a speed of 40 m.p.h. over even the worst roads for hours on end with an additional ten to fifteen m.p.h. if you need it. Four speeds, four-wheel brakes, four-cylinder 10/24 h.p. engine (tax £9 only), it averages 40 miles to the gallon of petrol, 1,500 m.p.g. of oil.

Sole Concessionaires for United Kingdom:

B.S. Marshall Ltd.

25, Basil Street,
Knightsbridge,
London, S.W.1
(Near Harrods).

'Phone:
Sloane 6118, 9.

Grams: "Aumarsiana, Knights,
London."

SO DON'T MISS STAND 25 for OLYMPIA'S GREATEST SURPRISE

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

PUT IT
IN YOUR
FUEL.



COME
TO
STAY.

THE PERFECT UPPER CYLINDER LUBRICANT.

ROBERT BENOIST, Winner of the
French Grand Prix Spanish Grand Prix
Grand Prix D'Europe English Grand Prix
USES MIXTROL.

Mixtrol oil

(THANKS TO MIXTROL OIL)

RBenoist

THE MIXTROL OIL CO.,
43, BERNERS STREET, LONDON, W.1.
Telephone—Museum 4044. Telegrams—"Olmixtrol, Wesdo."

PRINGS

No matter what your requirements may be you cannot buy to better advantage than from us. We are specialists and our reputation depends upon the value we offer.

*Note our
Specialities*

Fit Door Check Springs

to your Car Doors. No more broken straps and projections sticking in your back. Our spring attachment slides out of sight and imparts a nice finish to your Doors. Nickel finish, very easy to fit, and are a really good job. Set of 4 2/6. Very special trade terms.

All types of Chassis Springs in stock. Laminated Springs, Valve Springs, and Fork Springs always available. Repairs and Replacements a speciality.

Box of Assorted Motor Cycle Springs, specially selected, 12/- per box. Assorted Spring Washers, all sizes and types in stock, 1/- per 1 gross lot. (Postage extra.)

Springs are specially treated to stand all weathers, and our special all-weather enamel will resist all elements.

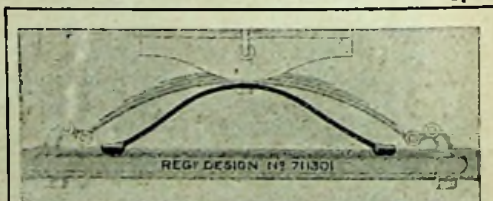
Send details of your requirements. We quote by return.

UNITED SPRING CO., HAWTHORN STREET, WEST S.W.ETHWICK.

MANCHESTER OFFICE: Milward Trading Co., 41, Corporation Street.
GLASGOW: Peter M. McCulloch, 140, West George Street, Glasgow.

Telephone: 118 Smethwick.

Telegrams: "Tension, Smethwick."

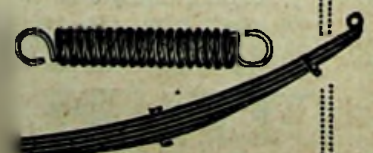


The "United" Check Spring

must be fitted to your Car if sprung with a transverse front spring. Will take up all the undue strain and supplies splendidly balanced movement which eliminates side roll and possibility of broken springs. Wonderful results.

Austin 7's ride like a "Rolls."

Special trade terms. Retail 4/-.
Will save its cost inside 3 months.



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

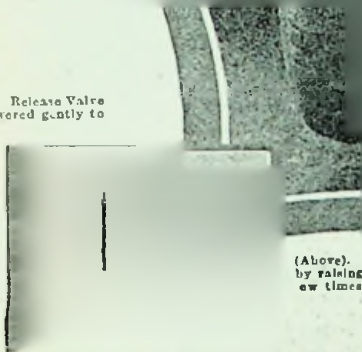


(Above). Jack placed under car with two-piece handle.

(Right). Grated extension raised to axle height.



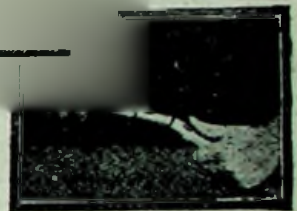
(Below). Release Valve — car lowered gently to ground.



(Above). by raising the handle a few times.

(Left). The two-piece handle — pressing the stud which opens the joint.

(Below). Handle divided and ready for replacing in tool box.



SEEING IS BELIEVING

How the Improved Enots Jack takes the effort out of jacking

THE photographs above have been specially prepared to show you how, with the Enots Improved Hydraulic Jack, you can jack up your car in less time and with less energy than ever before.

Jacking is now so easy that a child can do it. No unnecessary stooping or grovelling under the car. Ingenious new features make the least effort unnecessary. The pictures show and

explain this. These features are linked to amazing lifting force—hydraulic force. It lifts the heaviest car—simply by raising a handle with two fingers. Too good to be true? Come along to Stand 424 and try it yourself. The Enots is compact, moderate in weight and price—and it will not leak. Complete with two-piece handle. See it at our 45/- stand, or write for details.

BENTON & STONE,
LTD., Bracebridge
Street, Birmingham.

ENOTS

Improved

STAND
424
OLYMPIA

HYDRAULIC JACK

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



New "S" type.
Regd. No. 731564.

40/-



"MIDGET"



"EASYFIT" SPRING BUMPERS.

Our new "S" type bumper of special spring steel, with nickel-plated front bars, will suit CLYNO 11'9, FIAT 7 and 9 h.p., and many other light cars. Very substantially built. Better value impossible.

40/- Complete.

A similar pattern for AUSTIN SEVEN 35/-
Model for JOWETTS ready shortly 35/-

"Midget Racks" for AUSTIN SEVEN 20/-

"Easyfit Junior" Racks for Jowetts 20/-

"Easyfit" full-size Racks for all light cars, prices from 25/- upwards.

Protectomats" will protect your Car.

High-class, Aluminium Frame, beautifully polished with Valance Protector. Good quality Bristle Pattern Rubber Mat.

Size 14 ins. x 9 ins. 10/- 11 ins. x 7 ins. 7/-

The above are a few of the lines to be exhibited
at Olympia Motor Show

Stand 464 (MAIN GALLERY)

Send for List.

Frank Ashby & Sons, Ltd., Stirchley, Birmingham.

Player's "Country Life" TOBACCO

COUNTRY LIFE 1/0 $\frac{1}{2}$ per
(Mild and Medium) OZ.

COUNTRY LIFE 11 D. per
(White Label) OZ.

After a trial of other tobaccos, smokers who come to "Country Life" are impressed by its remarkable freshness.



"As Fresh and Sweet as the Country Air."

C.L. 156

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 only Carburetter of its kind
that has already achieved almost
incredible results in every case
where fitted—**

Definitely Improved Mileage—often as
much as 12 m.p.g.

Definitely Easier Starting—note the
petrol saved on cold mornings,
to say nothing of lessened strain
on Engine and Batteries.

Definitely Less Changing Down—many
cars where slow running on top
had been 12 m.p.h.—could easily
(and without strain and knocking)
crawl along at 6 m.p.h. with
the B & B.

Definitely improved acceleration and
deceleration and altogether sweeter run-
ning. The B & B double diffusion
and Automatic Compensation principles
ensure a smoothness and silence in
running that evokes the exclamation:—

“ It CAN'T be the same Car ! ”

***It ISN'T—after you've
fitted the B & B !***

SEE THEM
AT OLYMPIA
STAND 496
- GALLERY -

Prices from
£3-10-0

BROWN & BARLOW LTD.,
Carburet Works, Witton, Birmingham.
London Service Agents : Dartford Eng. & Carriage
Co., Ltd., 23/24, Hythe Road Willesden N.W.10

Hampton Cars

OLYMPIA SHOW WEEK.

A full range of Models will be
exhibited at our London Distributors:

Messrs. B. S. Marshall Ltd.,
25, Basil Street, Knightsbridge, S.W.1.

12-40 Standard 2-seater ..	£275	
12-40 3-seater De Luxe ..	£315	12-40 Fabric Saloon £425
12-40 6-seater De Luxe ..	£325	12-40 Coachbuilt Saloon .. £425
12-40 De Luxe 3-seater Coupe	£340	

Hampton Cars (London) Ltd., Stroud, Gloucestershire.

Fabric Bodies

"Rexine," with its wide range of colours and grains, has no equal as a Fabric-body material.

It is tasteful in appearance, possesses exceptional durability, is greaseproof, and a damp cloth cleans it easily and speedily.

VISIT STAND No. 240

(GROUND FLOOR.)

**MOTOR EXHIBITION,
OLYMPIA.**

OCTOBER 13th to 22nd.

"E"

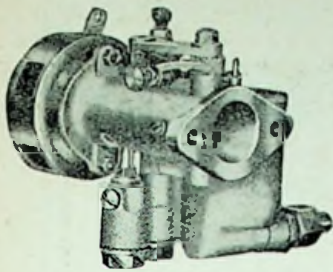
LEATHERCLOTH

REXINE LTD., 70, Spring Gardens, Manchester.

LONDON: 60, Wilson Street, Finsbury, E.C.

M9.

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.



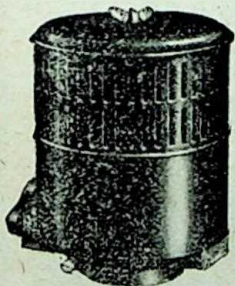
ZENITH CARBURETTER

The Compensating Jet—an exclusive feature of the Zenith—is the chief cause for Zenith efficiency. It so controls the supply of petrol that every single drop is turned into power and provides the engine with exactly the right mixture to suit every occasion. Once your Zenith is fitted and adjusted you can forget its existence. It will outlast the life of your engine. There's a special Zenith made for every make of engine and it is very easily fitted.



ZENITH PETROL FILTER

Dirty petrol is sometimes unavoidable. You may unluckily get the last few gallons from the pump—the water and the dirt. But with a Zenith filter fitted you need not worry. Nothing but pure clean petrol can get by. No gauze to choke—no leather to clog. Sediment always in sight. One size fits all cars or carburetters. 24/-
Postage 6d. extra.



ZENITH AIR CLEANER

Road dust entering your engine mixes with the oil and forms a powerful abrasive mixture causing premature wear of pistons and bearing surfaces. A Zenith Air Cleaner removes every particle. Nothing to wear out or to go wrong. Will outlast any engine. A wonderful invention. Send for particulars to-day—mention year and make of engine. In three sizes from 50/-

Look for these three Zenith money-savers on Stand 493

ZENITH Carburetter

GIVES MORE MILES PER GALLON
PROVIDES QUICKER ACCELERATION
MAKES FOR LESS WEAR AND TEAR
ALLOWS FOR SWEETER RUNNING

ZENITH Petrol Filter

PREVENTS CHOKED JETS

ZENITH Air Cleaner

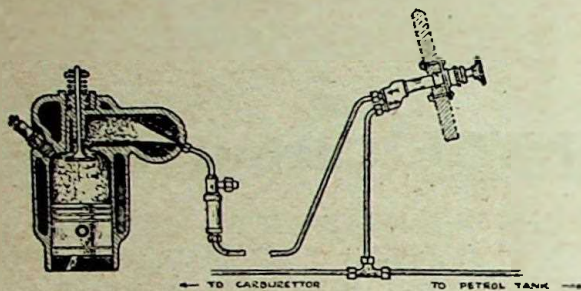
MINIMISES ENGINE WEAR
REDUCES CARBON DEPOSIT

TEST THE ZENITH CARBURETTER ON YOUR OWN CAR — THIRTY DAYS' FREE TRIAL

We don't ask you to accept our statement without proof. Test out the Zenith for yourself on your own car. If you are not more than satisfied your remittance will be willingly refunded on return of the carburetter within 30 days. Can any offer be fairer? Take advantage of it by writing to-day for further particulars giving year and make of your car.

STARTING TROUBLES ELIMINATED

WE INVITE YOU TO **STAND No. 485**
WHERE A FULL RANGE OF HIGH-CLASS
ACCESSORIES WILL BE ON VIEW ALSO
A WORKING DEMONSTRATION OF THE



The Kigass Petrol Mist Injector.

KIGASS INJECTOR

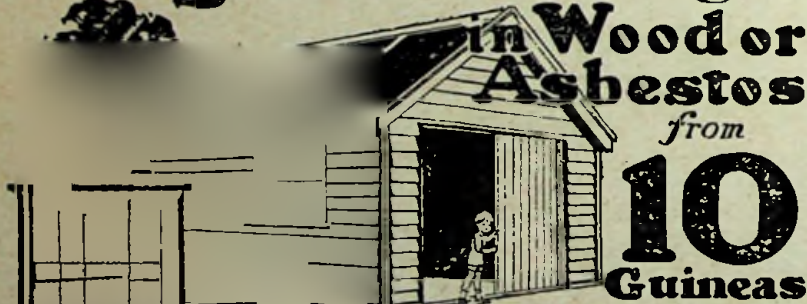
The World's Finest System
for starting a cold Engine.

ROTHERHAM & SONS, LTD., COVENTRY.

Telephone: 4154.

Telegrams: "Rotherhams, Coventry."

Ready-to-Erect Garages



GLIDING OUT-
OF-WAY DOORS

GUARANTEED AGAINST
FIRE FOR 12 MONTHS

FREE PLANS FOR
COUNCIL APPROVAL

DEFERRED TERMS
CAN BE ARRANGED

from
10
Guineas

You merely have to erect it.

Any handyman can erect a Thornber Garage in one afternoon. All the work is done for you—it is just a matter of bolting *complete* sections together. No loose timber is sent, every section is fully framed and complete, and the holes are bored in exact register to receive the bolts. All fittings are supplied, and to ensure a no-trouble job every Garage is erected at Thornber Works before it is despatched in sections.

BUILT TO LAST AND TO PLEASE.

Workmanship throughout is solid and clean. No better value in Portable Garages is offered anywhere. Thornbers are experts at their job, and modern machinery which cuts out expensive hand labour is solely responsible for the low prices. When you buy a Thornber Garage, your outlay is completed—you have no additional expenses to meet for fittings, etc. Gliding Out-of-Way Doors, that move at a child's push, occupy no room and obviate hinged door weakness. Garages guaranteed against fire for 12 months. Free Plans for submitting to Council. Sizes for all popular makes of Cars. Deferred Terms arranged. Quick Deliveries. Garages can be inspected at works. **SEND FOR FREE FOLDER AND STATE REQUIREMENTS.** Thornbers make all kinds of Portable Buildings for all purposes—Army Huts, Shops, Pavilions, Institutes, Bungalows, Poultry Houses, etc. State requirements—we will send free folders.

THORNBERS
FOR EVERYTHING IN WOOD

9, MYTHOLMROYD, Yorkshire.

London Office: 47, Victoria St., S.W.1
(where Model Garages may be inspected).



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

CLYNO

CARS

NEW PROGRAMME & PRICES

(Operative September 14th, 1927)

AN ENTIRELY NEW 9 H.P. MODEL

Will be introduced at OLYMPIA on STAND 64, where full details will be available.

TOURER COMFORTABLY SEATING 4 ADULTS .. £145 : 0

FABRIC SALOON COMFORTABLY SEATING 4 ADULTS £160 : 0

CONSIDERABLY IMPROVED 11 H.P. MODELS

A new design of radiator giving a much improved shape of bonnet. Option of Fabric or Coachbuilt Saloon Bodies, without extra charge. New coachwork with increased accommodation and all-weather protection. Smith's Shock Absorbers and additional equipment on all models. Smith's instruments grouped on sunk centre panel. 28 x 4'95 Dunlop Tyres on "Royal" models. 12-in. diameter Four-Wheel Brakes.

2-SEATER £152 : 10 "ROYAL" 2-SEATER £195 : 0

4-SEATER £170 : 0 "ROYAL" 4-SEATER £195 : 0

4-DOOR SALOON £190 : 0 "ROYAL" SALOON £220 : 0

Dunlop Tyres. Lucas Electrical Equipment.
Smith's Instruments. Shock Absorbers
and Four-Wheel Brakes on all models.

Rootes Ltd. - - - Devonshire House, Piccadilly, W.1.

THE CLYNO ENGINEERING COMPANY (1922), LTD., WOLVERHAMPTON.

C.C.45.

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

A17

*Wonderful Value
in Electric Horns*

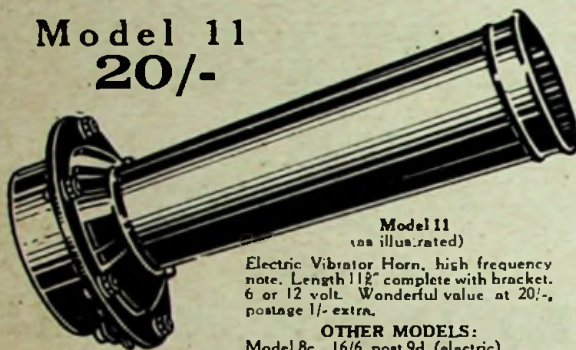
DELCO-REMY HORNS

The warning note emitted by Delco-Remy Horns is clear and musically penetrating. It can be heard high above the drone of heavy city traffic or far down winding country lanes.

Delco-Remy Horns are made in five models, so there is one to suit your particular purpose. From the model 8c at 16/6 to the 73/6 Model 25, each is perfect in its class. In style, in finish, in usefulness, in reliability they cannot be excelled.

Ask your dealer to demonstrate or write us direct stating 6 or 12 volt.

**Model 11
20/-**



Model 11
(as illustrated)

Electric Vibrator Horn, high frequency note. Length 11 1/2" complete with bracket. 6 or 12 volt. Wonderful value at 20/-, postage 1/- extra.

OTHER MODELS:

Model 8c 16/6, post 9d. (electric)
Model 3v 18/9, post 9d. (hand operated)
Model 18 40/-, post 1/- (electric)
Model 25 73/6, post 1/- (electric)

**Another
Delco-Remy Accessory—**

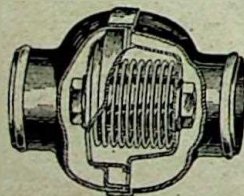
For Winter Driving YOU NEED A

SYLPHON THERMOSTAT

With the Syphon Thermostat the water is up to 150° F. before it reaches the radiator—then it circulates. Result—a warm engine in sixty seconds. Saves time, engine strain, petrol. Automatic. Quickly fitted. Recommended only for pump-cooled engine.

Price 24/-
Postage 9d.

Ask your dealer to show you one or write us, giving the pipe diameter, for information and nearest stock.



**OLYMPIA
MOTOR SHOW,
STAND No. 327**

Delco-Remy
111, Grosvenor

Telephones—Franklin
"Ordnance"—"Delco-Remy",
Chertsey, London."



& Hyatt, Ltd.
Road, S. W. 1

6446, 7, 8 and 9 (4 lines)

E.N.B.

TAYLORS

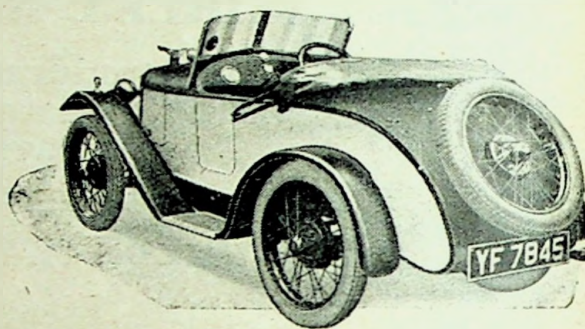
AT

Olympia & Kensington

First see the—

TAYLOR

**SPECIAL SPORTS AUSTIN
SEVEN, WITH £8 TAX,
WHICH SELLS COMPLETE
at £165**



Built on the Special Austin Sports chassis and is our Taylor exclusive design. The body allows ample leg room. Luggage accommodation for two suit-cases inside. V-shaped Windscreen and colours finished to choice. A very satisfied owner writes:—

Southampton. Oct. 2nd, 1927.

"We arrived at Southampton without a hitch, and are absolutely charmed with the comfort and pleasing lines of the TAYLOR body. On the way down it was quite amusing to watch all the Big Bugs slow up to examine her. You can rely on us for recommendation wherever we go. I would be much obliged if you would forward those Austin wings as soon as possible, and have you the cover to battery? Thanking you for your splendid service, and wishing you every success."

H.W.

The latest models on view at our Kensington Showrooms, and also outside Olympia. Ask for particulars and Catalogue of our representative at the AUSTIN Stand. We have also the following Show replica models at Kensington:—

AUSTINS, SINGER, JOWETT, CLYNO,
and some very attractive 1927 and used
models at bargain prices.

Our salesmen will also be in attendance on the following Stands at Olympia:—Austin, Singer, Rover, Jowett, Clyno, Triumph, Standard and Fiat.

**PLEASE LOOK FOR THE TAYLOR BADGE AND
ASK FOR FREE COPY OF OUR BUYERS' GUIDE.**

All makes supplied for cash, exchange, or upon our liberal NO DEPOSIT E.P. TERMS, financed by ourselves. Motor Cycles and Used Cars taken in part payment for New Cars.

H. TAYLOR & Co., Ltd.,
49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7,
and 22, QUEEN'S ROAD, PECKHAM, S.E.15.

Telephones (3 lines): Kensington 8588-8589-8540.

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

Humber

CARS

MODELS and PRICES for 1928

NEW PRICES OPERATE FROM SEPTEMBER 27, AND
DELIVERIES COMMENCE AT THE END OF OCTOBER

THE 9/20 h.p. FOUR-CYLINDER MODEL

	Model No. 1	Model No. 2
2/3 Seater with Dickey	£250	£235
4 Seater Tourer	250	235
4 Seater Saloon	300	280
4 Seater Fabric Saloon	285	—

DUNLOP TYRES STANDARD.

The following alterations have been made to these popular models. Come and see them on Stand 70.

FRONT WHEEL BRAKES. Internal expanding brakes completely enclosed in weather-proof covers, and operated by levers mounted on the axle, are fitted.

SUSPENSION. Shock absorbers are now fitted to the front axle in addition to those previously fitted to the rear axle.

STEERING. The position of the steering wheel has been lowered 1", thus increasing the column rake slightly.

FUEL SUPPLY. A 2-way tap giving 1 gallon reserve is now fitted to the petrol tank at the rear of the chassis.

RADIATOR. The radiator has been lifted 1½" and the dash raised a corresponding amount, thus greatly enhancing the appearance of the car.

ACCUMULATORS. These are placed in an accessible position on the offside running board.

BODYWORK. To all models. Door to driver's side. Four-seater—front seat increased 1" on seat line. Saloon—Phaeton seat instead of two bucket seats, higher waist line, windows reduced, deeper body, quick lift action window to driver's door. Safety catches to three doors, and lock to one door. Silk blind to rear window, operated from driver's seat. The open models are finished in mole cloth case and envelope cover provided for hood when down.

If you are unable to visit Olympia, we will gladly send you full particulars.

HUMBER LIMITED, COVENTRY.

West End Showrooms - - - - - 94, New Bond Street, W.1.
Export Branch Office - - - - - 32, Holborn Viaduct, E.C.1
Repair Works and Service Depot - - - - - Canterbury Road, Kilburn, N.W.6.

**STAND
No. 70**

OLYMPIA

OCT. 13-22

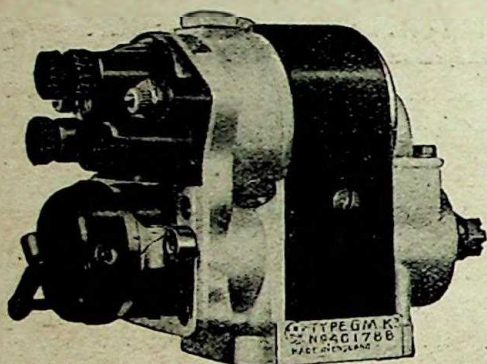


READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.



MAGNETOS

"Unfailing in exacting tests and
Trouble-proof for normal duty."



Representative examples of B.T.H. polar-inductor and moving armature magnetos for 3, 4, 6 and 8 cylinder engines are shown on this stand. Other interesting exhibits are "Tungar" battery chargers, automatic ignition timing devices and "Fabroil," non-metallic, silent timing gears.

**Stand
442**

Motor Exhibition
Olympia—Oct. 13th-Oct. 22nd.

**The
British Thomson - Houston
Company, Limited,**

ELECTRICAL ENGINEERS AND MANUFACTURERS.

Alma Street, Coventry.

Works: Rugby, Birmingham, Willesden, Coventry and Chesterfield.



have them
**REGROUND
by LAYSTALL**
and fit
**DE LUXE
LIGHTWEIGHT
PISTONS**

ALUMINIUM *for*
Sports or Racing cars.

CAST IRON *for*
General use.

**BOTH THE LIGHTEST AND
STRONGEST OF ALL PISTONS.**

LAYSTALL
Howe, S.E.1

**Olympia Show,
STAND 491.**

The
**BRIGHTEST SPOT
at OLYMPIA**



M.C.L. Car Lighting and Starting System—the simplest and most trouble-proof in the world—will be demonstrated continuously at the Motor Show, Stand 328.

This is an opportunity for a better understanding of a system that generates at 7 m.p.h.—that requires no attention—that is perfect! Meantime a technical booklet will be forwarded to you with pleasure.

Manufactured under Midgley's Patents.

M.C.L. & REPETITION LTD., LANGLEY, BIRMINGHAM.

PERFECT PROTECTION WITH

M C L CAR LIGHTING

REGISTERED

TRADE MARK.

PUT IT IN
YOUR
FUEL.

THE PERFECT UPPER CYLINDER LUBRICANT
COME TO STAY

YOU CAN GET IT
HERE BY THE HALF
OUNCE, ONE PENNY.
ANY QUANTITY.

Look out for our New Mixtrol Service Tanks by the Petrol Pumps

They are already installed at over 350 Filling Stations in England, Scotland and Wales. They will be in every town as soon as we can get them delivered. The demand for them is greater than our ability to produce at present. You can get any size tin to carry you on the way at all these Service Stations.

When filling up with fuel ask for Mixtrol to be put in at the same time.

It costs you one penny to treat each gallon and saves you twopence.

PRACTICALLY ALL THE MORRIS CAR DISTRIBUTORS NOW PRESENT WITH EACH CAR THEY SELL, ONE 8-OZ. TIN OF MIXTROL, STRONGLY RECOMMENDING ITS USE.

WE ARE SUPPLYING ABOUT 50,000 TINS A YEAR FOR THIS PURPOSE.

ROOTES LTD., ALSO DO THIS AS IT IS EQUALLY GOOD FOR ALL CARS.

DON'T "MONKEY" WITH YOUR ENGINE WITH UNKNOWN MESSY CONTRAPTIONS AND DOPES.

WE ARE NOW EXECUTING AN ORDER FOR DENMARK ALONE FOR 2,000 OF THESE SERVICE TANKS AND 31,000 TINS AND 44 TONS OF MIXTROL. This treats 3,379,200 gallons of Petro'.

OUR CONTRACT THERE IS TO TREAT 10 MILLION GALLONS A YEAR.

Canada is taking over 4 tons of Mixtrol a month for our service tanks there.

1 TON OF MIXTROL TREATS 76,800 GALLONS OF FUEL.

OUR STANDING ORDER FOR INDIA IS 70,000 TINS A YEAR.

Mixtrol circles the world and is now on sale in practically every country, and our literature is translated into each language, including Chinese, Japanese, Turkish, Greek, 4 Indian Dialects, etc.

4 oz. Tin 1/- Postage 2d. extra. Flat oval shape for tool bag. 16 oz. Tin 3/- Postage Free.
8 oz. Tin 1/3 Postage 3d. extra. 32 oz. Tin 6/- Postage Free.

A 32 oz. Tin treats 64 gallons of Fuel.
Directions.—Pour half an ounce into each gallon of Petrol or other Fuel. There is a half-ounce measure on each tin. No stirring or mixing required.

Write for Free Sample and Explanatory Booklet Free.



WE GUARANTEE
Absolute Lubrication of the Cylinder Walls
and all Upper Working Parts.
Longer Life of Engine. Cures Knocking.
More Power, Speed, and Pick-up.
Easy Starting. Increased Mileage.
Carbon Deposit Reduced to a Minimum.
No Gumming Up. No Seize Up.
Cures Squeaky Valves.

THE MIXTROL OIL CO.,
43, BERNERS STREET,
LONDON, W.1.

Telephone—Museum 4044.
Telegrams—"Olmixtrol, Wendo."

SENECHAL

During Motor Show Week we shall have all the Latest Models of Senechal Cars on view at 166, Great Portland Street, and an attractive range of Second-hand Senechals at special prices.

Popular Model £185.

Standard Model £215

De Luxe Model £250

DEFERRED PAYMENTS.

PART EXCHANGES.

A. S. C.

THE AUTOMOBILE SERVICE COMPANY, LIMITED.

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

TELEPHONE—
MUSEUM 6620.

Ud—that door!
I must get an OBLIGU

Have you ever cursed that spiteful old door that dented your gleaming wings, so or beautiful coachwork on windy days? How often has it watched you seat yourself, let in the clutch and then closed itself with fiendish glee? End its pranks with an OBLIGU Garage Door Holder. Fitted with this, the door is held open at an obtuse angle so that car enters or leaves easily. Door can be closed by a slight pull of cord which lifts stayrod and allows it to pass through the bracket. Any size door—right or left. Easily fitted.

Write for folder O.D.181.—post free.

PARKER, WINDER & ACHURCH, Ltd., Broad St., B'HAM.

London: 4, Great Marlborough Street, W.1. Manchester: 41, John Dalton Street. Leicester: 64, London Road.



15' OBLIGU
CARRIAGE DOOR HOLDER O.D.H.

Oakeys' helps to motorists



"WELLINGTON"
LIQUID METAL POLISH

gives a supreme, lasting
burnish to ALL METALS
and GLASS—motor mirrors,
lamps, windows, screens, etc.

In tins,
3d., 4½d., 7½d., and 1/3.
Also in ½, 1, and 1 gallon cans.

"WELLINGTON"
VALVE GRINDING PASTE

FINE or COARSE.

A perfect paste
made of the finest
materials. Absolutely
non-greasy, it pos-
sesses great cutting
properties.
In Tins and Tubes.



JOHN OAKEY & SONS LTD.,
WELLINGTON MILLS :: :: LONDON, S.E.1

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

GAMAGES FIRST

BEFORE THE SHOW

At our HOLBORN SHOWROOMS we are now
FEATURING all the Newest Ideas in Car Acces-
sories, Comforts and Luxuries at unbeatable prices

And at **OLYMPIA**
STAND No. 425
MAIN GALLERY.

SHOW VISITORS PLEASE
NOTE OUR GREAT AUTUMN
SALE IS NOW PROCEEDING.
EVERY DEPARTMENT
PARTICIPATES in a Great
Campaign of Value Giving.



For Ladies or
Gentlemen.

**NEW
'GAMAGE'
OVER-
SHOES**

To the feet
as fleece-lined
gloves are to
the hands.

Very warm
and cosy.

Made in High Leg pattern for ladies
and Ankle Length pattern for gentle-
men. Cloth outside, lined throughout
Lambawool, and fitted with patent pull
up fastener and rubber sole.

Ladies' or Gent's Box Cloth
covered. Per pair **57/6**

Ladies' or Gent's Tan Suede
Overshoes. Per Pair **45/-**

Carriage paid.
Ladies' sizes—4, 6 and 8 over boots.
Gent's sizes—6, 8 and 10 over boots.



Motor Foot Muffs.

In Green and Blue Cloth, lined Fur.
Wonderfully good value. **16/6**
Post 6d. Price

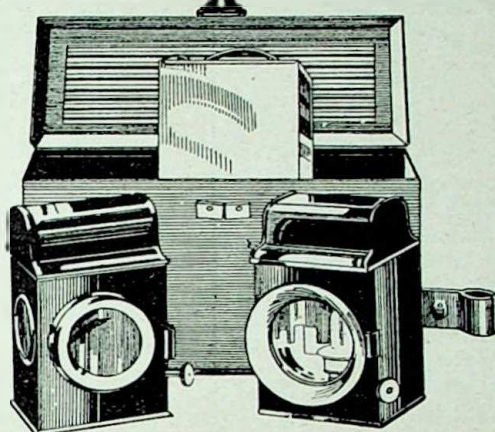
With a high front, giving full protection
to the ankles. Beautifully made suede
finish, leather trimmed with leather
fringe and lined with lamba-
wool. Price **42/-**



Clark Heater Footwarmer

Very efficient and economical, each
block giving heat for five or six **21/-**
hours. For the Car, car, free
Charcoal blocks for use in motor 6/- doz.

The New PARKING LAMP SET.



Save Your Batteries !

This Parking Lamp Set consists of 2 lamps. One lamp, by means
of a Clip Bracket, can be fitted to the Wind Screen Frame, and the
rear lamp clips over the number plate. The lamp burns paraffin oil,
and will burn for about 30 hours. These lamps are packed neatly
in a metal case, and there is also a tin provided for carrying spare
paraffin oil. The measurements of case are 10" long x 5 1/2" high x 4" wide.

The price complete is **25/-** per pair. Carriage Paid.

RADIATOR MUFFS.

These muffs fit perfectly and
need no straps or tapes to fasten.

They are held in posi-
tion by Metal Clips
which fasten behind the
radiator under edge of
bonnet. Supplied for
all makes of cars.

A few examples :—

AUSTIN 7 .. 11/-

CITROEN 7 12/6

FIAT 7 .. 11/-

JOWETT .. 12/6

TALBOT 8 .. 11/-

Order right away to
ensure Speedy Delivery

Detachable Loose Covers.

for Seats, Backs, Sides
and doors of Saloon
Cars. These covers
add luxury and com-
fort combined with
dignity, the essential
things that so readily
count in modern
cars. Suitable for the
following cars: Austin
7 and 12, Buick, Clyno
Citroen, Morris
Oxford, Morris Cow-
ley, etc. **59/6**

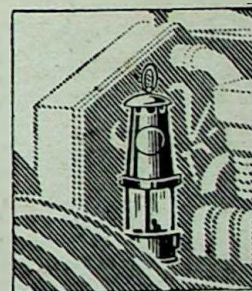
Price per set
4-door model 3/6 extra.



THE "MALL" RADIATOR LAMP

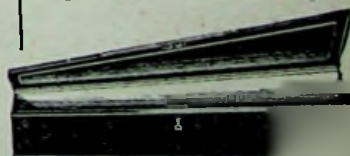
will keep the Engine and Radiator
warm, thus ensuring protection from
frost, and giving easy starting in the
mornings. Will burn for about 36
hours at one filling.

Burns paraffin. **11/6**
Price post free ...
The "WARMER" Radiator
Lamp 8/9



"Protector" Safety Utility Lamp and Heater.

Burns petrol. Vessel is filled with
absorbent material. No loose liquid.
Will burn in the strongest gale, and
can be used as a hurricane lamp.
Burns 24 hours at a cost of less than
one penny. Ensure easy
starting. Order yours now
Weight 3 1/2 lb. Price **20/-**



SPECIAL OFFER! Austin 7 TOOL BOX

Made to fit the offside running board.
Will accommodate Jack, Pump and all
Tool Kit. Special Show
Price **15/9**
Carriage extra.

A. W. GAMAGE, LTD., HOLBORN, LONDON, E.C.1.
And at 107, CHEAPSIDE, LONDON, E.C.2.

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

*Why not
start up
"warm"?*

The drop in temperature of Autumnal nights and mornings is all too apparent in the starting-up of your Car; batteries are being strained needlessly, time and temper wasted, all for want of expenditure of

*a few
shillings only!*



Radiator Muff

conserves the heat of your engine; protects the "vitals" of your Car at all times, and eases starting as no other device can.

Start from "warm" in the morning. Well, why not?

There is a type of "Midland" to fit every make of Car, and fitted in a jiffy.

A FEW EXAMPLES.

Austin 7 10/- Jowett .. 12/6
Singer 8 11/- Rover 10/25 11/-

Write for this Folder

Midland Gear Case Co., Ltd.,
Allcroft Works,
Hall Green - Birmingham.



M.G.P.

A24

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

TERRY

Stand

431

shows 72 years' quality progress.

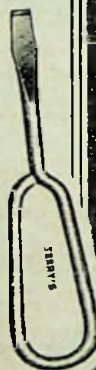
—quality gives the finest service return
—we invite you to come and see what "TERRY" quality is.

—it will serve you well
—last long and be dependable—and "TERRY" quality is guaranteed.

—buy under the "TERRY" name or trade mark from your local agent. In case of difficulty kindly write to us.

—if you are not likely to be at Olympia, we shall be happy to send you details on receipt of your request.

Why not see the "TERRY" range?



HERBERT TERRY & SONS, LTD.,
REDDITCH, ENG.

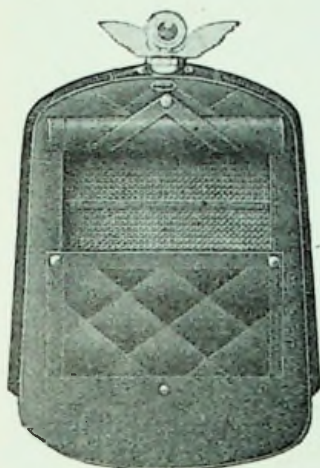
Est. 1855.



Fabram

REGD.

ON
VIEW
AT
STAND
297



"STANDARD"
MODEL.

Radiator Muff

FITTED to your car a Fabram Muff means good running right from the start on the coldest morning. Triple heat-retaining material; double-flap front with rapid roll-up fasteners; perfect fitting, no straps to bother with and no need to remove the largest mascot when putting on or taking off—Get a Fabram "Standard" NOW.

PRICES :

"Standard"

As illustrated above.

FOR CARS—		s.	d.
Under 10 h.p.	.. ..	18	0
10 to 11'9 h.p.	.. ..	20	0
12 to 16'9 h.p.	.. ..	22	6
SPECIAL			
AUSTIN 7 .. ..	.. ..	16	6

"Junior"

A good Muff at a low figure with a one piece front.

FOR CARS—		s.	d.
Under 10 h.p.	.. ..	11	6
10 to 11'9 h.p.	.. ..	12	6
12 to 16'9 h.p.	.. ..	14	6
SPECIAL			
AUSTIN 7 .. ..	.. ..	10	0

If your Garage cannot supply you, send direct, cash with order.

WRITE FOR FREE ILLUSTRATED LIST 112L,
WHICH GIVES FULL PARTICULARS AND PRICES.

Manufactured by—

RAMSDENS (HALIFAX) LIMITED
STATION WORKS :: HALIFAX :: ENGLAND
London Office - - - - 147/9, GREAT PORTLAND STREET, 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.

WE POSITIVELY give the highest price for your old Car in part exchange for any make of New Car.

WE CAN SUPPLY YOUR NEW LIGHT CAR

We are **DISTRIBUTORS** for **RENAULT** and **SALMSON**
and **Special Agents** for
AUSTIN, FIAT, WOLSELEY, SINGER, ROVER,
CLYNO, CITROEN and various other makes.

Special AGENTS and FACTORS for
the **FAMOUS ENGLEBERT CORD**
TYRES.

Over 100 New and Second-hand Cars
always on view.
DEFERRED TERMS ARRANGED.

GEORGE NEWMAN & CO.

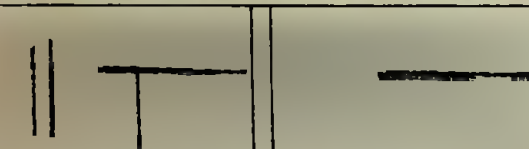
369, Euston Road, London, N.W.1, and 39/40, Old Steine, Brighton.

'Phone: Museum 7741 (12 lines).

'Phone: Brighton 4713.

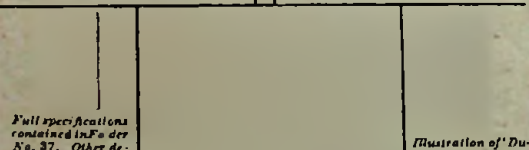
PRATTEN'S "Big Three" Garages

Each of the Garages illustrated is manufactured in our own workshops of the best quality materials and supplied in sections which can be easily erected without skilled labour. Carriage paid. You are invited to inspect them at our works. Prices are lowest consistent with first-class workmanship. All Garages supplied by us are insured against fire—free.



The "STERLING" Asbestos Garage
15' 0" x 6' 4" x 7' 3" .. £14 0 0
7' 0" x 10' 0" x 7' 3" .. £18 0 0

THE "POPULAR" GARAGE.
12' 0" x 7' 0" x 6' 0" .. £8 0 0
14' 0" x 8' 0" x 6' 0" .. £11 0 0



Full specifications
contained in Folder
No. 37. Other de-
signs described in
Catalogue No. 35.
Post free.

THE "DUPLÉ" JOINT GARAGE.
14' 0" x 8' 0" x 6' 0" .. £15 5 0
16' 0" x 8' 6" x 6' 0" .. £18 10 0

Illustration of "Duple" Joint, which shows how boarding is waterproof.

F. PRATTEN & CO., LTD.,
11, Midsomer Norton, Nr. Bath.

1928 MORGANS

NOW AVAILABLE.

To all Purchasers of new machines from this date we **GUARANTEE** a refund of the amount of any reductions in price that may be announced at the **MOTOR SHOW.** **WHY WAIT?**

DEFERRED TERMS ARRANGED.
TRADE SUPPLIED. ALL SPARES.

HOMAC'S
MOTOR AGENTS

'Phone: 2408.
Clapton

Send
for
Lists,

243/7, LOWER CLAPTON ROAD.
Works: 48, London Road, Clapton, E.5.

D.A.7.

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.

WINDSHIELD CLEAR.

RUBBER wipes off dirt—FELT puts on chemical that keeps vision-area on windshield clear without continuous wiping, in rain, mist, fog, snow.

"CHRISTEN" SAFETY Windshield Wiper BLADE

This new wiper fits any style of automatic, or hand, windshield wiper—just take out the old blade and insert the "Christen" blade. Like a new car, or new pair of shoes, it has to be "broken in" before best results are obtained. It comes to you with the Felt slightly higher than the Rubber, because after two or three rain storms the Felt squashes down to the level of the Rubber, the excess chemical is worked out and you get results that mean lasting satisfaction. Same good service for life of blade. Guaranteed for one year. Metal part rust-proof because Parkenized.

Patent applied for on all features.

PRICE:— 7½ in. Blade 2/6
9 in. Blade 3/-

WILCOT (PARENT) CO. Ltd.,
Fishponds—Bristol.

London Office: Morley House, Regent Street, S.W.1.

Telephone: Mayfair 1575/6.

Sole Distributors for Europe and British Colonies except Canada.

would pay a Guinea!

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New Zealand India.

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272
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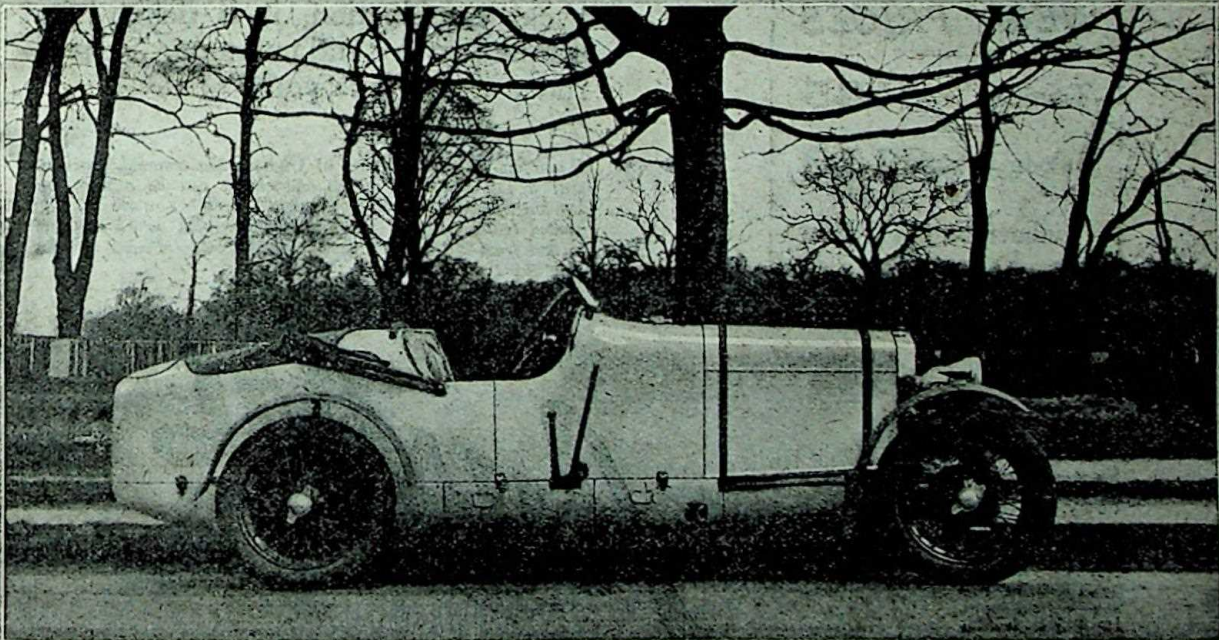
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If you find the Austin Stand at Olympia too crowded, remember that a full range of models and chassis can be seen at our London Showrooms, 479-483, Oxford Street. You are cordially invited to make use of our private car service, which will run to and from Olympia throughout the Show. Please ask for a service time-table.

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



1917

THE MARCH OF
PROGRESS.

The amazing strides made in the motorcar industry are revealed very clearly by the sketches reproduced above. In 1900 the industry was practically in its infancy, cars being modelled largely on the lines of horse carriages. Year by year they were elaborated and for 1928 they may be said to have reached an extraordinary pitch of efficiency and perfection

NOTES, NEWS & GOSSIP *of the* WEEK

Olympia.

The twenty-first International Motor Exhibition, organized by the Society of Motor Manufacturers and Traders, in connection with the Royal Automobile Club, opens at Olympia, London, on Thursday next.

A Big Show.

There are over 100 firms exhibiting cars, 62 showing special forms of coachwork; 19 displaying tyres, and no fewer than 335 whose exhibits are confined to accessories and so forth. In the Press section there are 11 exhibitors, whilst 7 motoring associations are represented.

This Week.

We have taken considerable care in compiling our 1928 guide to all the light cars on the British market and, in each case, elaborate details of their specifications are given so as to help intending purchasers. Readers should, it is suggested, carefully file the specifications for future reference. "Why not a Light Car for 1928?" is the title of a very convincing article in which the claims of small cars are outlined. A preliminary glimpse of the exhibits at Olympia is given under the heading "Peeps Behind the Curtain." Sporting motorists are referred to our complete report of the Grand Prix.

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LIGHTING-UP TIMES (Rear Lamps)
for Saturday, October 8th.

London .. 5.51	Edinburgh .. 5.58
Newcastle .. 5.53	Liverpool .. 5.61
Birmingham 5.56	Bristol .. 5.61
Moon—Full, Oct. 10th.	

Striking Exhibits.

In all there will be about 200 light cars—in chassis form or complete with bodies—at Olympia. The new "nines" will be amongst the most interesting of the great variety on view, and there will be some striking coachwork exhibits.

Don't Miss Stand No. 170.

Stand No. 170—nearest entrance Addison Road—will be occupied by *The Light Car and Cyclecar* and its associated journal, *The Motor*. Copies of both journals will be on sale, together with a wide range of textbooks, published by Temple Press Ltd.

Next Week.

Don't begin your pilgrimage to Olympia until you have obtained a copy of next week's issue of this journal. One of the principal features will be a complete guide to the small car exhibits. The exact location of the light car stands will be found in a moment by glancing at the floor plan in the centre pages of that issue, which shows where the light cars are to be found. The issue will also contain last-minute information of the 200-Mile Race, together with a comprehensive programme of the event.

Once again we ask our readers to order their copies in advance so as to avoid disappointment.

OLYMPIA: Oct. 13-22

The Admission Prices are as follow:—
Opening Day, Thursday next, 10s.
Both Fridays and Saturdays

2s. 6d.
Other Days 5s.

The Exhibition will be open from
10 a.m. to 10 p.m.

Damage to Road Signs.

Two youths have been prosecuted for maliciously damaging A.A. signposts at Garswood.

Caution at St. Albans.

Several accidents having occurred recently at St. Albans, the Automobile Association has been requested to appeal to motorists to drive with special caution through the city.

Workers' Own Garage.

A special garage for cars belonging to their workers at Cndby Hall is being built by Messrs. J. Lyons and Co., Ltd. When completed, the garage will house about 100 cars and motorcycles.

Motor Sport.

The motor manager of *The Sporting Life* calls our attention, in connection with our recent article entitled, "What is Wrong With Motor Sport," to the fact that *The Sporting Life* devotes to motor sport "the space which is merited by this pastime."

Engineering Conference.

An exhibition and a conference on engineering materials will be held in Berlin between October 22nd and November 13th. The display of materials will be at the new Exhibition Hall at Kaiserdamm, and during the course of the conference a number of lectures on engineering matters will be delivered at the University of Charlottenburg.



WEEKLY WISDOM.

Forget ye not to carry a spare bulb
for thy lamps, lest thou findest thy-
self in utter darkness with succour
afar off.

Penzance Parks.

The suggestion that the Penzance Corporation should purchase a site for a car park, at a cost of nearly £4,000, has caused considerable controversy in the district. Additional parking space is said to be needed, but those opposing the scheme consider that existing garage facilities are sufficient.

Expensive Commons!

The owners of Mellis Common (Suffolk) are asking £2,000 as compensation for the removal of tollgates on their land. It will be necessary to remove the gates for the proposed reconstruction of the Eye-Worham road.

Tuskerton Bridge.

An appeal was made recently to the Bournemouth Corporation to free Tuskerton Bridge from tolls. It is understood, however, that as there is a debt of about £11,731 still to be paid for the bridge, the corporation are unable to accede to the request to abolish the tolls.

Tower Traffic Control.

To control the departure of buses from Victoria Station, London, a glass-sided control tower 23 ft. in height has been erected. An operator in the tower controls signal lights placed on the bus ranks below. Is this the first step towards tower-mounted point-duty policemen working stop and start signals for motorists?

Avoiding London.

A new edition of the R.A.C. map of recommended routes in and about London, has been published and is available to members and associate members, price 4s. on linen or 2s. 6d. on paper. The map is devised chiefly for the use of those motorists who are unfamiliar with London and the routes marked are the easiest possible. It is clearly printed and is complete with a 10-page index.

Safe Parking.

Complaints made about the unsatisfactory official car parks in Exeter have moved the chairman of the watch committee to report that since official parking commenced in the city approximately 150,000 cars have been parked, and in only five instances have owners complained of petty thefts while their cars were unattended. Fifteen thefts have been reported by owners of cars left in unofficial places.

A Porlock Protest.

Residents of Porlock, the village at the foot of the well-known Somersetshire hill, have appealed to the Ministry of Transport asking if the Ministry has power to stop reliability trials frequently promoted by motoring and motor-cycling clubs in which the hill is included. A reply was received that "it would be difficult to prohibit this particular form of using the highway," but the villagers are by no means pacified and, being annoyed by the frequency of the trials, are making further protests.

Shipping Cars to Ireland.

Special facilities are now available at Holyhead and Dublin for loading cars on to steamers. The London Midland and Scottish Railway Co. has long realized that motorists frequently wish to take their cars with them when making the crossing, and the new loading apparatus installed will enable them to do so without trouble. Cars cannot be damaged by the loading mechanism, and cotton sheets and tarpaulins are placed over the cars to prevent paint-work being harmed by sea water.

A TRANSPORTED BRIDGE.

Clifton Suspension Bridge, spanning the romantic gorge of the Avon, and which motorists may have to cross when in the neighbourhood of Bristol, was formerly Hungerford Bridge, London. A small toll is charged for permission to take cars across.

Cars in Belgium.

It is estimated that by the end of the year there will be one car to every 50 inhabitants in Belgium.

London-Gloucester Echo.

A silver cup has been awarded to W. A. Carr, who drove a Morgan in the London-Gloucester reliability trial.

New Spanish Motor Road.

Plans have been put in hand for a new road, for the exclusive use of motorists, connecting Irun with Madrid. The road will be approximately 250 miles long and will pass near—but not actually through—several large towns.

Portsmouth Parking.

The ground at the rear of the Esplanade Assembly Rooms at Portsmouth is to be converted into a car park. An attendant will be provided and a parking charge of 6d. per car or motorcycle is to be made.

New Shrewsbury Bridge.

A new bridge over the River Severn at Shrewsbury is now complete and will be officially opened by H.R.H. the Prince of Wales on October 26th. The new structure is double the width of that which it supersedes.

M.C.C. Trial.

Entries for the M.C.C. High-speed Trial, which will take place at Brooklands on October 22nd, close on Wednesday next. There is a limit of 240 entries for the four races, and it is announced that already the list is nearly full.

Chesil Beach Car Park.

The Portland Urban District Council is having plans prepared for the new car park to be formed at Chesil Beach.

Flying to the Show.

A party of 100 Dutch car agents are leaving Holland in a few days' time on an aeroplane visit to the Motor Show at Olympia.

Delage to "Rest."

M. Delage is reported to have said that he has accomplished the maximum possible in one season's racing and he therefore contemplates making 1928 a rest period, so far as competitions are concerned. This decision is, however, dependent upon whether his championship of the world remains undisputed. In the event of a challenge from some other manufacturer he will re-enter the field and do his best to repeat the splendid performance accomplished this year.

REMEMBER!

If, beneath the starter's flag
Fear invades your heart,
Remember others suffered so
Before a standing start.

If on a hill of one in three
You find your brake is burst,
Remember greater men than you
Have tried to change to first.

If your last spare wheel goes flat,
If water-splash is deep,
Remember passing other cars
Can make a strong man weep.

And when you're checking in at last,
Aching, dazed and lost,
Remember all the thousand marks
Your troubles must have cost.

The 200-Mile Race.

THE Junior Car Club's international light car race, due to be run off on Saturday, October 15th, at Brooklands, is the last big car meeting of the year; no fewer than 30 entries have been received, making the field that will start at 2 p.m. the largest in any international race during 1927. Artificial bends on the course will be used, the arrangement being similar that adopted last year.

The Designer's Cup, presented by Mr. T. B. Andre, in connection with the J.C.C. 200-Mile race.

The race will be for cash prizes amounting to over £700 and the winner will receive the now famous André gold cup, to be held for one year.

The 30 cars entered will be divided into three classes, namely, 750 c.c., 1,100 c.c. and 1,500 c.c. In the 1,500 c.c. class there are such famous international racing cars as Bugatti and Alvis, but the phenomenal speeds of which the Amilcars and the new eight-cylinder Sulmons are known to be capable will provide a most exciting tussle between the two larger-engined classes.

The price of admission to Brooklands will be 5s., including tax. Children will be admitted for 3s. and members of the promoting club will be able to obtain free admission. Transfer to the paddock and grand-stands will be 10s. and the garage fee for cars will be 5s. Cars taken alongside the course will be charged 10s.

For the benefit of visitors from the country and for those who do not wish to take their cars to Brooklands, a special service of motor coaches will be run, as was the case last year. This method of transport has proved extremely popular and the coaches will start from London and Olympia according to the demand which exists. The return fare will be 6s. and the service will leave on the outward journey at 11.30 a.m., returning immediately after the race. Applications for bookings by the special coaches should be sent with remittance to the Junior Car Club, Clock House, Arundel Street, W.C.2.

The cars competing in the race will be practising over the special course throughout next week. Admission to the track to witness the trial runs of the cars will be 2s.

**A WARWICKSHIRE
BEAUTY SPOT.**

A 10 h.p. Swift at the entrance to Blackdown Mill, a picturesque spot, just outside Leamington, much frequented by motorists.

Grand Prix du Salon.

The two Grand Prix du Salon races for amateurs and professionals will be held at Montlhéry, on Sunday, October 16th, the closing date of the Paris Show. Each race is of 20 laps—about 156 miles—on the long road circuit.

Street Parking at Burton.

Owners will no longer be permitted to park their cars in Burton streets, as two large official parking grounds have been recently opened. The parks will be open from 7 a.m. to 11.30 p.m., and a small charge will be made for parking space.

GILBERT
DUNBAR

NO CYCLECARS AT OLYMPIA—THREE-WHEELER PROSPECTS FOR THE MOTOR CYCLE SHOW—POSSIBLY A NEWCOMER—AN INTERESTING PROPRIETARY ENGINE.

ONCE again the doors of Olympia will open and admit the public to a Show at which there is not a single cyclecar on view. Last year there was the Wharley, which perhaps fell within the cyclecar definition, although, in point of fact, it was larger and more imposing than the type of vehicle for which cyclecar enthusiasts have been waiting for so long.

One has really, I suppose, to go back to the halcyon days of 1920 and thereabouts, when the Richardson, Bleriot-Whippet, G.N., and other cyclecars were enjoying their heyday to recall a Show at which there has been a strong cyclecar interest and, even then, the number of cyclecars was pitifully few, whilst all their makers showed models which bore signs of aspirations towards the true light-car type of vehicle. Later, of course, we saw these cyclecars become more and more "developed" until ultimately most of them faded into obscurity.

It is a matter for the deepest regret that this policy of continual development should have so overshadowed not only the cyclecar but the light-car movement since its very earliest days. One has seen the most promising types of vehicle arrive on the market, meet with a splendid reception and then begin gradually month by month and year by year to develop into propositions of an entirely different kind, slowly entering farther and farther into a field in which they were ill-equipped to compete.

I cannot recall a notable instance of a cyclecar manufacturer who has made good in the light-car market with a direct outcome of his original product, nor can one point to any make of light car and say without reservation that it is the logical development of a distinguished ancestor of the really small, cheap and simple type.

If the Motor Show can be taken as providing any indications with regard to the future of four wheeled cyclecars they are distinctly gloomy, and so will be the Motor Cycle Show so far as three-wheelers are concerned. Three years ago the Morgan and the d'Yrsan were the only three-wheelers at the Motor Cycle Show. Later the numbers were strengthened by the arrival of the Omega, the Coventry-Victor and the Hilton-Pacey.

According to the most recent list of exhibitors at this year's Show, I see that only the Coventry-Victor and the Morgan will be there. The opening date incidentally is October 31st and the closing date will be November 5th. There is, incidentally, just a chance of there being an entirely new make of three-wheeler on view—of which more anon.

In the course of a discussion with a colleague on the staff of *Motor Cycling* I gathered that there is not likely to be much on view which will be of very special and particular interest to cyclecar owners. One of the most attractive exhibits will be found on the Francis-Barnett stand, where there will be the latest version of the very practical little 350 c.c. vertical twin two-stroke Villiers engine-gearbox unit.

This little unit is of a very clean and straightforward type having a three-speed gearbox built with the crankcase and lubricated from the engine. It would provide a first-rate source of power for a small cyclecar and should make a great appeal to home builders as all the transmission problems are solved for them, only a final-drive chain from a sprocket protruding from the gearbox being necessary.

The engine mounting takes the form of transverse bars, one being at the forward end of the unit and the

other at the rear. Attachment to a sub-frame would therefore be a very simple business. For mounting at the front, the unit would call for a two-stage chain transmission or the chain centres would otherwise be unduly long. My own opinion is, however, that the best place for an engine-gearbox unit of this type in a cyclecar would be somewhere about amidships with a single chain to the rear axle. This, of course, would create cooling difficulties, but I cannot help feeling that it is better to go to some considerable pains in providing air scoops and fans than to complicate a machine by having a lengthy transmission system.

Amongst the proprietary engines which will be at the Motor Cycle Show the J.A.P. and Blackburne will, of course, be prominent. Neither concern is, however, exhibiting an engine-gearbox unit, which, in my view, is unfortunate, for the further one probes into cyclecar problems the more convinced does one become that the availability of a really first-class unit cuts down constructional problems to a very pronounced extent.

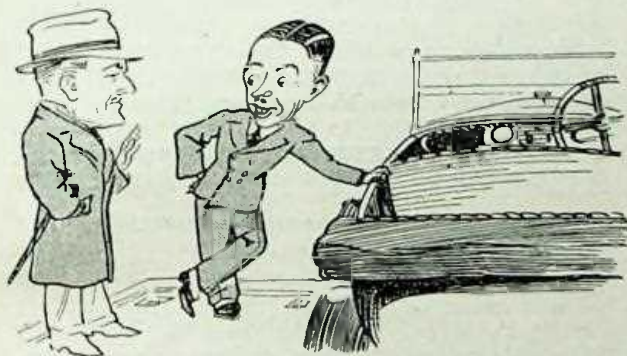
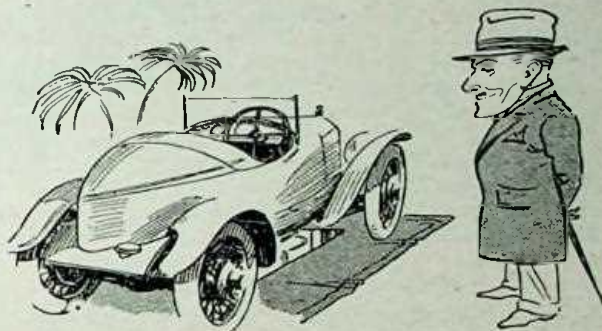
The Scott will be the only machine at the Show with a water-cooled engine, except, of course, the Morgan and the Coventry-Victor. It seems that motorcyclists still pin their faith almost exclusively to air-cooling, a fact which rather surprises me when one bears in mind that the weight of a motorcycle to-day is considered to be a matter of small importance, once it is over the 200-lb. limit and so unable to enjoy the 30s. tax. If there were more water-cooled motorcycle engines amateur constructors of cyclecars would find their lot considerably improved, whilst a range of good small water-cooled engines of the motorcycle type would act as a useful stimulus to potential cyclecar manufacturers.

A MATTER OF CHOICE - AT THE SHOW



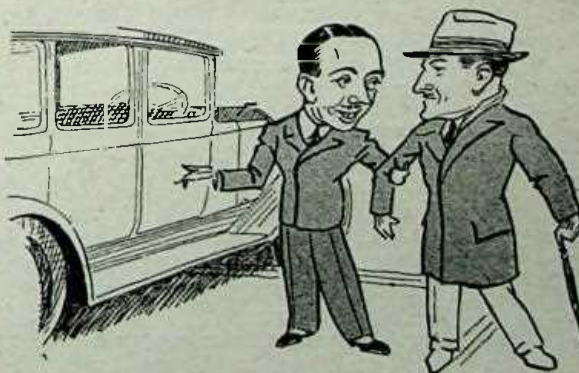
Each year I go with purpose set
To choose a nice two-seater,
With delicately streamlined tail;
I ask you what is neater?
But someone always says, "Dear boy,
A larger car would be a joy!"

This year I vow I'll have my way—
A 9 h.p. two-seater,
With double dickey?—'um, perhaps
For Archibald and Greta.
For after all you never know,
They may just simply *have* to go.



But no more, please, my mind is set!
I even loathe a dickey.
What's that? how durned uncom'fable
Whene'er the weather's sticky?
Oh! very well, let's have a "four,"
Provided there's a driver's door.

That's settled; what about the make?
The prospect looks quite rosy.
Eh? Well, I never thought of *that*.
Saloons, agreed, *are* cosy.
Why even when it snows or rains
We're better off than folk in trains.



Great Scott! I've quite forgotten, sir,
I meant to do the choosing.
Your propositions may be good,
But are a spot confusing.
In all things else you've had your way,
But, grant me this, please, *may I pay?*

—or the man who was determined to have his own way.



Light Car Comment and Advice by *Focus*.

A Favourite Issue.

THIS is my favourite issue of the year and one which I always keep and refer to on many occasions. I like it better than the Second and Third Show Numbers, because, whilst the Show is open, I almost live at Olympia, and those two issues, in my view, are of primary use to those who cannot see the exhibits, although, of course, they are a great help to readers who are able to spend only a limited time at the Exhibition and want to know what to look for beforehand.

From a purely statistical point of view this issue is most interesting for comparing the numbers of cars in each class from year to year, whilst technical details are given so fully that one can find out anything about any light car, and thus glean a lot concerning the general tendencies of design.

Increasing Scope.

THE choice of the light car enthusiast will be less limited this year than ever before. Whether he is disposed towards a British or foreign make there is a very wide range of models from which to choose, whilst this year (not for the first time) Olympia will house light cars with six-cylinder engines.

For some years there has been a gap between the Austin Seven and the full-blown light car which only the Jowett filled until the arrival of the Singer Junior. Even when this sturdy youngster came on the scene, however, I still felt that the 8-10 h.p. field was not adequately covered by British models. That will not be so during the 1928 season.

Not Stunt Cars.

THE arrival on the scene of young brothers of famous well-established makes will create competition that will certainly do good, whilst it will allow even the most picky buyers to find just the car they need.

In the welter of publicity, in which the new models will bask, I should perhaps call the

attention of readers to the fact that they must not be regarded as one has come to regard Olympia's usual Headline Light Cars—I refer to the models upon which the daily papers usually seize to make a sensational "story." These new models, the Standard, the Triumph and the Clyno, are not stunt cars in any way; they are serious endeavours by responsible people to provide a type of light car for which there is a growing demand.

The Renault by Itself.

ONE could have wished to see in this week's pages of specifications some new models in the 1,100 c.c. and 1,500 c.c. classes. I think I am right in saying that the six-cylinder Renault is the only prominent new arrival amongst the 1½-litre cars, whilst I can find not a single newcomer in the erstwhile favourite 1,100 c.c. class.

The latest Lea-Francis chassis should perhaps be described as something quite new amongst the larger types of light car, but it has already made its public debut, and will therefore lose some of the glamour which would otherwise have surrounded it at Olympia. I understand, incidentally, that we shall not see the bare chassis at Olympia, although one is likely to be on view at the London showrooms during the run of the exhibition.

Striking Two-seaters.

WILL two-seaters ever return to public favour? I have seen two models recently which suggests that if they are not to do so it will certainly not be the fault of the manufacturers of Singer or Rhode cars. The Singer model I have in mind is the Junior two-seater at £140. This is one of the prettiest little cars I have ever seen; it is nicely proportioned, comfortable and "harmonious" to a degree. In addition, it has first-rate all-weather equipment and many small details of a very attractive nature.

The Rhode model which calls for praise was described in a recent issue. It combines the advantages of a two-seater and a chummy, whilst having seating accommodation for four adults and

two children. These advantages are gained without appearance being sacrificed in any way—the car having the appearance, and all the advantages, of a conventional two-seater. The idea is not wholly novel, I believe; but nevertheless is very sound.

British Supremacy.

WHILE the newspapers were rightly acclaiming Lieutenant Webster for his wonderful victory in the Schneider Cup few, if any, recalled that to Britain also belongs the credit of producing the fastest moving thing on land. I refer, of course, to the 1,000 h.p. Sunbeam car.

Two such successes put British engineering on the very pinnacle of achievement and give it a prestige which should have very important results. And what a blow to the croakers who persistently "crack up" every country but their own!

Birdcage Landscapes.

MOTORISTS are often held indirectly responsible for helping to disfigure the landscape through the erection of petrol pumps to supply their needs, but what of the hideous effect now being created by the spread of overhead electric mains to villages! In some places the charm of village streets has been absolutely taken away by the erection of ugly standards and the criss-cross of thick, ungainly wires. Moreover, where wires are carried across the street they are surrounded by a huge network of guard wires resembling skeleton Zeppelins.

We are now told that under the new national distribution scheme steel towers, 80 ft. high, are to be put up at frequent intervals to carry the wires. What a prospect! Some villages have had the courage to refuse the application of power companies to erect overhead mains, but an appeal

by these concerns to the Ministry has almost invariably ended in defeat for the villagers.

It seems to me that this is a case where all lovers of the countryside should join in insisting that the Government, which was so swift in grappling with the broadcasting problem, should straightway control the design and position of these poles; otherwise our most cherished vistas and beauty spots are in danger of being prostituted to blatant commercialism.

A Possible Explanation.

DURING the past few weeks there have been several accidents in which motorists driving alone late at night have come to grief with fatal results. At the inquests no convincing reason has been advanced as to the cause and it has been presumed that the driver dozed or fell asleep. An experience that I have had on several occasions in the same period, however, makes me wonder whether there may not be another explanation. While driving along the Bath Road on a clear starlit night a few weeks ago the wind-screen suddenly became opaque by a peculiar condensation as white as milk which formed in a moment without there being any sign of mist or fog in the air.

Be Prepared.

A FEW nights later when driving an open car after midnight I encountered the same trouble. This time I was traversing narrow lanes, and so difficult was it to see the near side of the road that I had to open the screen. I could fully realize how anyone caught in this way when rounding a bend or passing over a bridge might be involved in disaster, and I would strongly advise car owners who perceive the first sign of condensation of this character on their



AN ARTISTS'
MECCA.

screens to operate the wiper or open the screen at once and to continue to observe these precautions until safely home.

A curious feature of this film is that it vanishes as suddenly as it comes, leaving the windscreen as clear as before.

A Useful Switch.

A FRENCH car that I have been testing has a most ingenious and useful system of lighting controlled from two switches. When dusk falls one puts on the side and tail lamps in the usual way from the main switch. The second switch then allows the near-side headlamp to be operated alone. Thus in the difficult period between dusk and dark one can use a headlamp to illuminate sections of road overhung by trees and yet extinguish it to prevent dazzling others who have not yet lit their lamps.

With this idea one bridges the gap until the time comes for the use of both headlamps. A turn of the main switch brings these into play, when the second switch operates only the off-side headlamp, which can be put out when meeting approaching traffic, leaving the near-side headlamp to throw a beam along the side of the road. It is in "natty" ideas like this that our Continental neighbours so often excel.

Real Service.

SERVICE stations come in for a great deal of abuse, but occasionally one has an experience that makes one bless them. I have commented from time to time on the excellent Lucas-Rotax-C.A.V. service given at Acton, London, and, having had the bad luck to experience serious battery trouble on the Wolverhampton to Birmingham road recently, I thought it would be worth while to try the local depot. I arrived at 6.40 p.m., was received in a most cordial manner, and when I asked if the car could be ready by

10 a.m. the next morning was astonished to receive an affirmative reply. And it was ready!

At this depot I am quite unknown, and the treatment accorded to me was that which any other owner-driver of a mud-bespattered little car would receive. I am pleased to be able to make public my sincere appreciation of the efficiency, politeness and sense of responsibility to the public which pervaded this most excellent example of the service depot of one's dreams.

Kerbs Abandoned.

THE danger of the granite kerbs which flank miles and miles of our new arterial roads has been emphasized from time to time and should not be forgotten by motorists, especially in wet weather; but why were they ever adopted?

Along the North Road, between Buckden and Wansford, which was one of the first highways to be re-made on modern "ideal" lines, the edging is of reinforced concrete and is *flush with the road surface*. In other words, it performs the useful function of strengthening the road at the edges without any of the attendant dangers of a kerb which projects above the road surface. It is an ideal arrangement and should have been copied elsewhere.

When a Narrow Track Scores.

ONE virtue of the small car which is not often stressed may well become a potent factor among purchasers in the near future. I refer to its narrow track. Recently I accompanied a friend on a cross-country journey to take delivery of a Jowett. The owner of a 45 h.p. car drove us there, and the contrast between the outward and return trips provided food for thought.

On numerous occasions the big vehicle had to go on to the grass in order to pass others in the narrow lanes, and to meet a bus or a lorry was a positive bugbear. Finally, the driver lost his way and we had to reverse nearly half a mile before we found a gateway that gave us sufficient room in which to turn. On coming back over the same route in the Jowett my friend and I encountered no difficulties at all, and even when confronted with a motor-coach still had room to pass.

ATTRACTIVE AND SERVICEABLE.

No other small chassis has attracted the attention of coachbuilders more than the Austin Seven, although it is one of the hardest to provide with a body that combines elegance with comfort. The two models depicted are by (above) H. Taylor & Co. Ltd., 49-53, Sussex Place, London, S.W.7, and (right) Wilson Motors Ltd., 7, Eccleston Street, London, S.W.1.

MIDLAND OFFICES:
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MANCHESTER: 274, Deansgate.
Phone: Central 5439-4.

The **Light Car** and **Cyclecar**

"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 RECOGNISED AND ACCEPTED AS THE LIMIT FOR A LIGHT CAR ENGINE.

Conducted by
EDMUND DANGERFIELD.

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Eight Under-1,000 c.c. Cars.

DURING the past few weeks, in letterpress and photographs, we have given readers a very good idea of the general characteristics of the 1928 models. Many of them represent exactly the class of car which we have always spared no pains to encourage, and *The Light Car and Cyclecar* feels not a little flattered that their world-famous manufacturers have introduced them largely as the result of our insistent appeals on behalf of owner-drivers for a wider choice of cars in this class. We have been contending for nearly 15 years that there will always be an excellent market for cars which are really light and really cheap to run, and it is gratifying to see our contentions bearing fruit.

At Olympia there will be eight makes of light car with engines of under 1,000 c.c. capacity, and their makers are offering them with coachwork varying from quite diminutive two-seaters to really capacious saloons. We have been able to test these cars on the road, and it cannot be denied that they are easily capable of fulfilling the requirements even of the most exacting buyers—and at a cost very much lower than if larger, heavier engines were used. A consumption of 40 m.p.g. is regularly obtainable, and 45 m.p.g. and 50 m.p.g., are within reach, not as a "stunt," but as the everyday performance. This economy is due, of course, not only to sheer engine efficiency, but to the cars being light in weight.

Propaganda 'Bearing Fruit.

IT is good to be able to record that these little cars already are making a very strong appeal in other countries than Great Britain, where, of course, it may be argued that they enjoy a big advantage by reason of the relatively low rate at which they are taxed. This is so, but it does not account for the fact that Australia, India, Japan and South Africa are absorbing a useful number of the smallest types of British light car.

Apart from our belief in the under-1,000 c.c. cars being strikingly vindicated by this year's new models, we shall see at Olympia a number of our other favourite themes in concrete form and before the public for the first time. Not the least of these will be a car actually embodying a free-wheel mechanism in the transmission. This idea, we are convinced, has a future in the car sphere.

Topics of the Day

as extensive as it enjoys amongst cyclists. Another idea consistently advocated by *The Light Car and Cyclecar* is the adoption of "closed cars which open" rather than "open cars which close." At least two such bodies will be seen at Olympia on light car chassis. They provide absolute saloon comfort when closed and nearly all the amenities of an open touring car when the roof is folded back—an operation, incidentally, that is very easily carried

out. Yet another of our ideas—the conception of our contributor "Focus"—is likely to be seen at Olympia. We refer to the use of friction dampers incorporated in steering mechanism for checking wheel wobble and kindred troubles which the wide adoption of front brakes and large-section tyres have introduced.

A Fizzle.

THE result of the second Grand Prix of the Royal Automobile Club leaves a bitter truth to be faced, for, of the three all-British cars which were down to start, one—the brightest star in our firmament—was put out of commission during practice on the very morning of the race, and the remaining two made an inglorious exit within a few minutes of the rise of the curtain. By way of contrast, the Delage team of three racing cars—which had already taken part in three previous championship races—completed the full distance of 325 miles without a single mechanical hitch, running in comparatively close formation the whole time, and gaining the first three places. If it were not for our magnificent triumph in the Schneider Cup race—a far more gruelling test of man and machine than the Grand Prix—the world might be pardoned for thinking that we lack not only the money to win but the brains.

International motor racing, it becomes increasingly obvious, is not a one-man game; either we must retire from the fray or we must endeavour to supply the racing resources which are at the disposal of all-powerful firms like Delage. We attach a very great deal of the responsibility for our failure to the attitude of those who have discouraged the sporting side of motoring, and particularly to the Government, which, by continuing to set its face against road racing, is placing us in a position which makes us the laughing stock of the world.

A BRILLIANT PARIS SALON.

LIGHT CARS WELL TO THE FORE IN EXHIBITION REPRESENTATIVE OF THE INDUSTRY IN FRANCE WHICH OPENED ON THURSDAY LAST.

The 1,200 c.c. engine and chassis of the new six-cylinder G.M. A standard model with an 1,100 c.c. engine is also made.

THE small "six" is undoubtedly the car of the moment in France. This year's Paris Salon, which opened yesterday, revealed an unprecedented proportion of multi-cylinder cars as compared with former shows.

Amongst the new small "sixes," a most attractive example is the 1928 G.M., a make that is better known on the Continent than in England and has obtained a wonderful series of successes in French road events during recent years.

The standard G.M. has a 1,100 c.c. four-cylinder monobloc engine, and the design remains practically unchanged for 1928. The new model, which is seen for the first time at the Salon, is built on orthodox lines, very similar to those of the four-cylinder chassis, but with a wheelbase 20 cm. longer.

The 1,200 c.c. power unit comprises a six-cylinder monobloc engine built on clean and business-like lines, especially built for the G.M. Co. by a famous French proprietary engine concern (C.I.M.E.); it forms a unit with the cone clutch and four-speed gearbox. A noteworthy feature of this engine is that it breaks rather fresh ground by being specifically designed for three-point mounting by means of trunnions attached to the chassis frame. This method of engine mounting is becoming increasingly popular in France, largely due, of course, to the fact that chassis deflection on the bad roads found in many parts of the country is almost impossible to avoid.

A High-grade Chassis.

The chassis, as a whole, is a very high-grade production and should maintain the fine sporting reputation of the firm. Everything about the chassis appears to be unusually substantial for so light a car, and various refinements are embodied which are usually found only in a high-powered luxury vehicle.

Notable amongst these are the use of half-elliptic springs front and rear and the provision of an exceptionally large petrol tank mounted at the back of the chassis and feeding to the carburetter via a vacuum tank.

Transmission is by tubular open propeller shaft with Glaenzer joints to a banjo-type rear axle, embodying Reinecher helical-bevel gearing. Suspension, both front and rear, is by long half-elliptic springs. The steering gear is of the worm and nut type, a feature being the fact that the thrust is taken by a special form of bearing at the top of the steering column, immediately

under the wheel, so that adjustment for wear is particularly easy.

On the four-cylinder G.M. no rear wheel brakes are employed; the six-cylinder model has brakes on front and rear wheels, also a transmission brake. The Perrot system of front-wheel braking—very popular in France—is used.

The construction of the rear axle permits of very easy dismantling and assembly; the main axle casing is a steel forging, whilst the differential casing is made of a tough aluminium alloy.

This new "six" is being put on the market at a quite remarkably low price in view of the really good design and workmanship put into the car, and should meet with an excellent reception. It is made by Gendron et Cie, 38, Rue Guersant, Paris (XVIIe).

A Feature of the Show.

A feature of the Show this year is the large number of big, comfortable bodies mounted on light car chassis and the increasing interest which is being shown in the smaller types of car. In France, of course, petrol is much dearer than it is in Great Britain, and a natural consequence is that fuel economy is a matter of considerable importance.

In this connection it is interesting to note that the view is being expressed in well-informed circles on the Continent that baby supercharged engines are due to become the vogue before very long. Already they have performed with singular success in various open events and a considerable amount of public attention is focused upon them.

The Paris Show differs from our own Olympia exhibition in that four-wheelers, three-wheelers and motorcycles are all exhibited under the same roof at one time. This year up to the time of going to press it was understood that the cyclecar exhibits are as numerous as ever, but owing to many exhibits arriving late it is impossible at the moment to deal with them. Next week, however, we shall publish an informative article dealing not only with the exhibits themselves but with the general tendencies of modern light car design in France.

It is confidently anticipated that this article will be of quite exceptional interest as, at the time of writing, it is already clear that the 1927 Salon will reveal important ideas that are certain to spread before long to this country.

For a complete report of all the light cars at the Paris Salon, see next week's issue of "The Light Car and Cyclecar."—SECOND OLYMPIA SHOW NUMBER, out on Friday, 3d. as usual.

PEEPS BEHIND THE CURTAIN.

OUTSTANDING TENDENCIES IN DESIGN AND CONSTRUCTION ABOUT TO BE REVEALED
AT OLYMPIA—USEFUL INNOVATIONS WHICH WILL BE ON VIEW—A "FREE-WHEEL" MODEL
—CLOSED CARS WHICH OPEN.



FOR the first time for several years Olympia will contain exhibits of quite unusual interest to small-car owners. In the past one has to go back to pre-war days to name a show at which there was a clear-cut indication of a big tendency towards small and really economical cars.

At the 1927 Show, which opens on Thursday next, this tendency will be again to the fore and no fewer than eight makes with engines under 1,000 c.c. will be exhibited—all with names known the world over. One refers to the Austin, Jowett, Triumph, Clyno, Singer, Fiat, Renault and Peugeot.

Of these, the Triumph and the Clyno are both rated at 9 h.p. and are making their first public appearance. The Renault and the Peugeot are both French-built cars which have been on the market substantially in their present form for a number of years, whilst the Austin, Singer and Jowett are, of course, much too well known to need any introduction; the same, indeed, may be said of the Renault and Peugeot.

Leap to Fame.

The Fiat is built in Italy in a works which is recognized as being one of the most efficient and elaborately equipped in the world. This little car has an enormous following on the Continent. During the two years that it has been on the British market it has acquired great popularity. It points an obvious moral in that its price has always been considerably above that of several

popular medium-weight cars, and in spite of this it has found its feet and sold in substantial numbers.

One is sorry to have to report that in spite of the arrival of a fair number of new and improved models they do not incorporate any very great advance in chassis design or construction. The Triumph, however, breaks some new ground in having a three-bearing crankshaft in spite of the very modest capacity of the engine, and in being the first light car to be fitted as standard with hydraulic four-wheel brakes.

Hydraulic Brakes.

The Lockheed system employed on this little car eliminates mechanical compensating contraptions and it also does away with the numerous rods, cross-shafts, drop arms, bell cranks and the like which otherwise have to be used. In place of them oil is forced by the depression of the brake pedal through pipes connecting with small cylinders adjacent to the four sets of brake shoes. Each of these cylinders contains a plunger, which is forced outwards by the pressure of oil within the cylinder and so applies the brake.

The little Clyno departs from the practice previously followed by the manufacturers of this make of car in that the engine and gearbox are built as a unit instead of the latter being mounted on the forward end of the torque tube. Unit construction undoubtedly has come to stay. The fact that the engine, like that of the Triumph and the Standard, is of the side-valve type goes to show that

the supremacy of overhead valves for small engines has been so seriously challenged by Sir Herbert Austin's masterpiece that it could be argued that side-valve engines have been given a new lease of life.

Amongst the 1,000 c.c. cars, side valves are being used for the Renault, Clyno, Triumph, Austin, Standard, Jowett and Peugeot. An overhead camshaft figures in the design of the Singer Junior and the overhead valves of the little Fiat are also direct-operated.

Light car transmission systems will be found to afford little of interest this year. Clutch design has become practically standardized, with the single-plate a very strong favourite. It is significant in this connection that the cone clutch of the 1927 Singer Junior has been replaced by one of the single-plate type in the 1928 edition. There is, however, still a number of manufacturers who believe in cone clutches, notably Lea and Francis, Ltd., whose design is particularly efficient and singularly trouble-free.

A "Free-wheel" Car.

This go-ahead concern deserves considerable praise for its decision to exhibit at Olympia a car with free-wheel transmission. The idea of providing a free overrun by means of some form of free-wheel device has been advocated by *The Light Car and Cyclecar* for some considerable time. The car to which it will be fitted at Olympia is a six-cylinder model which is outside the light car class, but one is given to

No definite tendency in connection with saloon bodies is likely to be revealed at Olympia. Opposite extremes are typified by the Fiat (above) and the Humber fabric saloon (right).

understand that the device can be fitted to the 1½-litre models.

Its effect is identical with that of the free-wheel of a bicycle; that is to say, so soon as the propulsive effort is cut off, the machine continues to run forward under its own momentum without hindrance. To permit reversing and for the driver's peace of mind when descending steep hills, a lever is provided which allows him to lock the free-wheel, when the transmission throughout behaves exactly as in the case of a car of conventional design.

An outstanding advantage of this free-wheel device, which is built into the back of the gearbox, is that gear-changing is made absolutely fool-proof. When the driver declutches and moves the gear lever to neutral, every shaft and wheel in the gearbox comes to rest; he can then engage any gear he pleases without creating any shock or jar. He can even change direct from top gear to bottom and re-engage the clutch when bottom gear is home without causing the slightest strain on the engine or transmission, or causing passengers in the car even to notice that a change of gear has been made.

To the makers of the Lea-Francis car must be laid the blame for strik-

ing a blow at our old friend the fabric universal joint. On their latest chassis it has given place to universals of the mechanical type. This, however, is an isolated instance. It must be acknowledged that the simple, reliable, inexpensive fabric-disc universal still figures in the specification of the vast majority of modern light cars.

Final transmissions for 1928 remain much the same as they have always been. One school of thought staunchly supports its conviction that the spiral bevel is supreme in this connection, whilst an opposite, but less numerous, band pins its

faith to worm gear. Much the same applies in the case of differentials. The bevel and spur type still have their supporters. It is worthy of note, however, that differential-less axles to-day are few and far between. They have their following amongst manufacturers of sports cars, but only on the Peugeot stand will a "solid" axle be found as part of the ensemble of a touring car, and in this case, of course, the very narrow track makes a "diff." unnecessary.

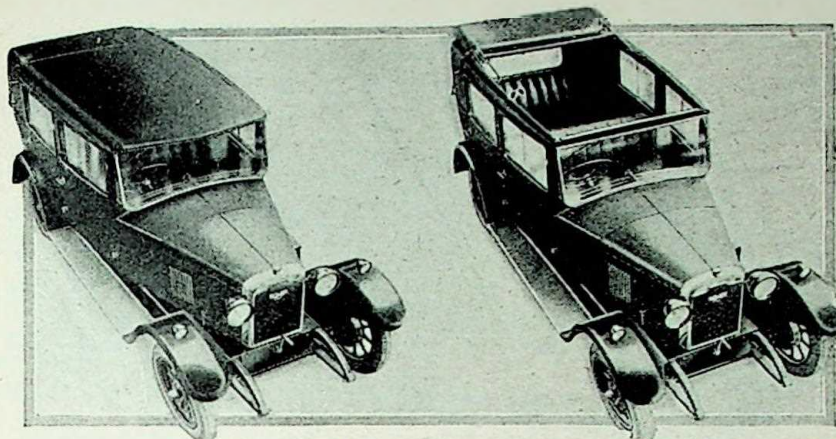
In no direction, perhaps, has improvement been more rapid and yet unostentatious as in connection with electrical equipment. As the years pass, electric troubles become fewer

and fewer, and now, indeed, they have almost reached the vanishing point. But there is no single reason for this, nor have recent years witnessed the introduction of a single really new idea. The starter, dynamo, battery, the lamps and the switchbox have, however, been so improved in detail and so modified as a result of years of experience that to-day they approach perfection.

At Olympia the only general tendency in design which will be noticeable to the eye in connection with electrical equipment will be the present-day almost universal practice of the battery being housed within a decorative moulded ebonite container in place of the rather rough-and-ready wooden box which hitherto has been so popular.

Ignition appliances, too, show little

ESSENTIALLY
MODERN.



The Rover Nine £250 Riviera model is an up-to-the-minute saloon of a type for which *The Light Car and Cyclecar* has pleaded for some considerable time. The roof is opened or closed in a few seconds.

change. The most interesting gadget to be seen at Olympia will be the B.T.H. automatic advance and retard mechanism. This, one feels, has a very big future. It removes from the driver the need for fiddling with a control which he does not understand, and it allows the engine always to work under the most favourable conditions.

Coil ignition, so far as light cars are concerned, suffers from a degree of unpopularity which it does not deserve. *The Light Car and Cyclecar* has always been a supporter of coil ignition, and its faith in the efficiency and general desirability of the coil still remains unshaken.

Steering Gears.

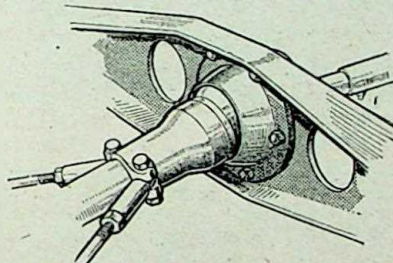
Steering gears remain unchanged for 1928 with the worm and wheel holding an almost unchallenged position. The only noteworthy tendency is for the reduction to be much greater than was common two or three years ago. This is due, of course, to the increasing use of large-section tyres.

It is noteworthy that steering connections on 1928 models are generally much more robust than was considered necessary until quite recently. The yoke-and-pin type has now exceedingly few supporters, spring-loaded ball-and-socket joints being almost universally employed, even for the track rod, where a universal action is not strictly necessary.

In connection with chassis design there is only one more matter which need be touched on here regarding the 1928 models, that is the increasing adoption of half-elliptic springs. That they are necessarily more efficient or more desirable than quarter-elliptics is not universally agreed, but the fact must be faced that they are coming to be extremely widely used, conceivably to the detriment of the balance-sheets of the manufacturers who fit them and certainly to the leisure hours of owner-drivers

who have numerous shackles to lubricate.

Enormous strides have been made in the design of light car bodies during the 1927 season. The principal indication of this which will be afforded by the models on view at Olympia will be the very large number of small fabric saloon bodies.



Solidity is the keynote of present-day light car design. A cross-member and the torque tube anchorage of the Singer Junior are shown.

The popularity of these suffered a setback three or four years ago, but now it seems that the number of motorists who believe in them increases every day. Undoubtedly

they offer advantages of an undeniably attractive nature.

A feature of the small saloons of 1928 will be that in many cases their manufacturers have realized that purchasers of cars of this type travel third class by rail and are perfectly content to do so by road. It is not inferred by this that the bulk of 1928 saloons are shoddy or inferior, but that the carrying of refinement to extremes by providing flower-vases, arm-slings and kindred futilities is distinctly on the wane.

For All Weathers.

With joy, visitors to the Show will find, for the first time, at least two makes of light car, the Singer and the Rover, available with "closed bodies which open." This is a type of body in the future popularity of which one has the greatest confidence. The British climate seldom allows one to enjoy driving in an open car, which makes it obvious that if sacrifices must be made in appearance, in weatherproofness, or in any other desirable feature of an all-weather car, they should be more apparent when the car is open than when it is closed.

The Sunsaloon Singer Junior and the Riviera model of the Rover Weymann saloon will be exhibits well worth seeing. One confidently forecasts for them a measure of popularity which is likely to create a new era in light car body construction.

Open four-seaters have changed but little since last year and the same applies to two-seaters. Their appurtenances, too, remain much the same as they were at the 1926 and 1927 Shows, but their appearance has been very much improved by the wider adoption of a tall radiator, giving the high, straight shoulder line which still remains in fashion.

Unfortunately, the Motor Show being confined to complete cars, at least so far as bodies are concerned, it will not be possible for visitors to see any of the interesting innovations in body frame designs which

Individual in design and popular to a degree, the Austin Seven remains unchanged for 1928. It is now one of the few light cars with transverse front springing.

are being made for the 1928 season. The most noteworthy models in this connection emanate from the Rhode factory. All Rhode bodies for the coming year have a sheet-steel framework welded at the joints and reinforced by timber. This form of construction gives remarkable strength with unusual lightness, whilst allowing nice lines and rounded corners to be obtained.

Some of the new fabric bodies are also very interesting when their covering is removed. In general a wood framework is still the mode, but metal enters more and more into the construction.

It is with profound joy that one

(Above) An ultra-modern light car, the 9 h.p. Standard. It will be one of the principal attractions of the Show and already promises to have a big future.

(Above) The only Scottish light car, the Argyll, is solidly built to withstand rough going on the roads of its native country. It is built on conventional lines. (Below) The new Triumph introduces novelties in light car design which, if not individually new to the small-car world, have not previously all been seen on one chassis. Lockheed brakes, worm drive and a three-bearing crankshaft may be mentioned in this connection. The underslung worm drive allows the car to be built particularly low to the ground in keeping with the present-day tendency.

is able to record that serviceable finishes of the cellulose order gain more and more adherents. This year cellulosed bodies will be found on almost every light car stand. Unhappily, however, nickel-plating still reigns almost supreme for bonnet hinges, screen frames, door handles and so forth. Doubtless the time will come when it will have to yield pride of place to something of a more serviceable and less troublesome kind, but the visitor who goes to the 1928 Show seeking its successor is unlikely, in the writer's opinion, to gain any clue to it. Let us hope that this time next year we shall be writing pæons of praise concerning untarnishable brightwork. Once it comes it will be hard indeed to avoid superlatives in calling attention to its merits.

It is the same with the 1928 light cars. One can send visitors to the Show confident that they will see better light cars than they have ever seen. They are better in design, in comfort, in performance and in value.



DOING OLYMPIA METHODICALLY.

Marmaduke.

OUR CONTRIBUTOR GIVES SOME VERY USEFUL ADVICE TO HIS BROTHER
"COUNTRY MICE" WHICH SHOULD HELP TO MAKE THEIR VISIT TO OLYMPIA
PROFITABLE AND SUCCESSFUL.

RETURNING by train after last year's Motor Show I happened to get into the same carriage with another country mouse who, like myself, had left his hole in the West of England for the annual trip to the Metropolis. For some time we discussed the Show, the awful crowds, the new "sixes," and other topics. Presently I asked: "What did you think of the new 9 ———?"

My companion's jaw dropped and a look of horror came into his eyes.

"Jerusalem!" he groaned at length. "Of all the pink-hued flamingoes I'm the most brightly coloured! Do you know, that car was one of the things I'd made a special mental note to examine thoroughly, and I never so much as even saw the stand."

Then he went off into a long apologetic discourse to account for his lapse of mind. He'd got there a bit late, and, what with the crowd and other attractions, the 9 ——— had passed clean out of his head until recalled by my question, when it was, of course, too late.

Probably thousands of people do this every Show. They go with a number of mental notes of what they want to see, and only when the hall has been left for good and they are, perhaps, well on the way home, is it realized that one—very likely more—of the things which it was most desired to see have been missed, because their memory was not capable of standing the distractions of Olympia without a slip.

For the enthusiast the Motor Show is such a feast and there are so many good things which call for attention that only by doing it in a methodical manner can one be sure that nothing of importance has been missed when one finally passes out of the hall.

For weeks before the Show the motor Press is full of the new and interesting cars and accessories which will be exhibited. There are the special Show Numbers of *The Light Car and Cyclecar* which deal comprehensively with every exhibit from cars down to minor accessories, and the wise person will make a list on a slip of paper of every item which he or she desires to inspect and the number of the stand on which it will be found. It is astonishing how useful this will prove and how it will simplify one's task.

Picking the "Winner."

Let us suppose the intention is to buy a car. There will, in all probability, be at least three or four "possibles" from which the final selection has to be made, and so soon as Olympia is entered a bee line—or as near a one as the crowd will allow—is made for the first stand on the list. That inspected, one heads for the next, and so on until all have been examined.

This first round, as it were, probably cuts down the possibles by half, and then it is wise to go on to something else, the accessories on one's list or the cars which it is desired to inspect although not with the serious intention of buying. An hour or two later, when first impressions will have had time to sink in, a return may be made to what are now the "probables," the pros and cons of each once more reweighed, until a final decision can be made, subject to the trial run proving satisfactory.

En passant, it might be remarked that trials in London may be amusing, but if one lives in Cumberland or Cornwall they are neither very illuminating nor of vast value. It is much better to make an arrangement to have a run later in one's home district, where the car can be taken over a piece of familiar road and its conduct thereon will prove far more informative than will a journey over unknown country.

It is, however, a good thing to make a more or less definite decision at Olympia, for then one can pay a series of visits to the stands of the makers of the accessories with which the car is fitted—the carburetter, magneto, dynamo, lighting set, and so on. A vast amount of information which will be extremely useful can be picked up by chats with the experts on these stands.

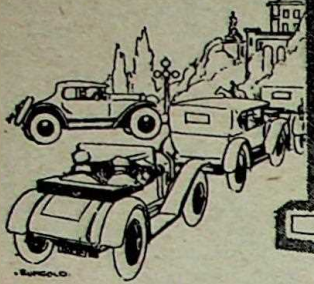
"Book Early and So Avoid——"

There are one or two other points which should not be neglected, and the first is to book a room in good time, for reasonably priced accommodation is not by any means easy to obtain at the last moment in London during Motor Show week.

The Olympia crowd is a difficult problem, but I think that if £1 per day were charged for alternate days it would give the genuine car buyer a chance to make his selection with a reasonable amount of comfort. I, for one, would willingly pay that sum to avoid having to compete with 40,000 others as I did 12 months ago.

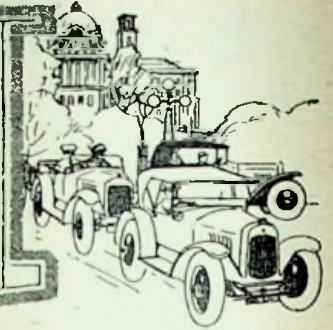
At present the best hours are from the time the doors open until lunch, and again from 8 p.m. to 10 p.m., and the person who wants to see everything will be wise to go early and stay late, for, judging by last year, the hours between 2 p.m. and 8 p.m. will be another desperate struggle.

Time after time, after herculean efforts, one would reach the vicinity of the stand it was desired to inspect, then, with the prize almost within one's grasp, there would come a contra movement in the crowd, and one would be irresistibly swept back or beyond the desired point. Believe me, with forty odd thousand folk at Olympia in the day it is often a question of going where one can, not where one will.



WHY NOT A LIGHT CAR FOR NEXT SEASON?

YOU CAN SEE NEARLY ALL THE PRINCIPAL MAKES AT OLYMPIA, AND HERE WE TELL YOU HOW YOU CAN PICK THEM OUT AND WHY YOU OUGHT TO BUY ONE.



ONE of the difficulties which confronts the visitor to Olympia who is not too well informed on motoring matters is to distinguish between light cars proper—that is, vehicles boasting of proved economy along very closely defined lines—and medium-weight cars, to which, in many cases, they bear a marked resemblance. Sometimes this similarity gives rise to the impression that there is very little difference, but this, most emphatically, is not so; there is an evident distinction when the two types are compared.

The best guide to light cars on the home market to-day is the list of makes which appears elsewhere in this issue, and which gives a specification in each case. There, in black and white, are the details of every model available—details, by the way, that are well worth studying—and during the next few days readers who are weighing up the pros and cons. of motoring in all its aspects would do well to familiarize themselves with the various makes, so that they will be able to recognize the light cars amid the glitter and bustle of the vast array which Olympia will present.

The main claims which light cars make on the attention of prospective purchasers are:—

Cheap first cost.—Cars to seat four may be purchased for so low a figure as £125.

Economical running.—Tax, insurance and garaging are all on a very low scale; running costs work out at a fraction above or a fraction below 2d. per mile (for four persons).

Absolute reliability.—Manufactured in many cases by firms who were pioneers of the industry; only the best workmanship and materials are used.

General appearance.—Absolutely in keeping with large-car practice from the smallest part upwards.

Performance.—In most cases equal to medium-weight cars; in individual cases far superior to them.

It would be hard to suggest stronger arguments in favour of small cars; but, as an additional inducement to those who, perhaps, are still wavering, it should be pointed out that they are becoming more and more popular the world over—a striking tribute to the sterling qualities they possess.

Why, it may be asked, does this significant line between light and medium-weight vehicles make such a difference and how exactly is it determined? Both queries are answered by the following explanation. For many years the principal limiting factor has been engine capacity; no vehicle having a capacity greater than 1,500 c.c., that is, one-and-a-half litres, comes within the

class of car we are discussing, and it has been the never-ceasing task of those who are staunch supporters of economy to strive to obtain all the power they require within the limiting factor given.

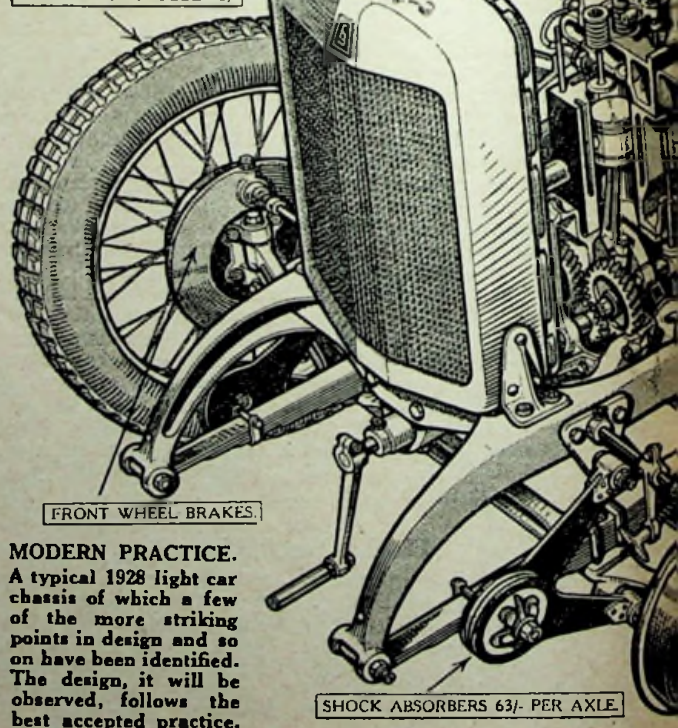
This has led, of course, to the attainment of the highest possible efficiency from light car engines, and, in view of the unwavering policy pursued by *The Light Car and Cyclecar* for nearly 15 years to foster this particular ambition, we take just pride in the fact that so much has been accomplished.

Many light cars with engines of 1,500 c.c. and under are giving as good a road performance as vehicles with engines half as big again, and this, be it noted, with an extraordinary degree of economy. Why? Simply because the last ounce

OVERHEAD VALVES.

TAX £7 TO £12
INSURANCE £11 (APPROX.)
PETROL CONSUMPTION 35-40 M.P.G.
OIL CONSUMPTION 1,500 M.P.G.
SEATS 4 IN COMFORT.
MAX. SPEED 50 M.P.H.
GARAGE COSTS 7/6 PER WEEK.

COVER £2 10. TUBE 10/-



FRONT WHEEL BRAKES.

MODERN PRACTICE.
A typical 1928 light car chassis of which a few of the more striking points in design and so on have been identified. The design, it will be observed, follows the best accepted practice.

SHOCK ABSORBERS 63/- PER AXLE.

of power is being extracted from every drop of fuel used. Surely this is the right sort of economy.

When you buttonhole salesmen at Olympia do not ply them with those silly questions which, in the trade, are regarded nowadays as humorous classics. Ask them to tell you the annual tax, the horse-power developed on the "brake," the miles the car will do on a gallon of fuel, and so on. Modern cars have developed to a pitch of perfection which eliminates the necessity for inquiring whether "that valve-operating arrangement is reliable and effective," or "are they quite sure the chassis is strong enough"—and so on. Performance and economy are the things that matter; go all out for them.

So much for "generalizing": here are a few concrete facts and figures—proved beyond dispute—which clinch the argument in favour of light cars.

except in Central London and other places where garage space is at a premium: even then the charge should not be greater than 10s. In this connection it is worth pointing out that the space available at the side of suburban dwelling-houses is often sufficient for a garage large enough to house a small car, whereas space would be very cramped if a large or medium-weight car had to be accommodated.

Accessories and spare parts are, of course, much cheaper where light cars are concerned, whilst overhauling also costs less. A big point in favour of small vehicles is that minor adjustments and upkeep jobs like decarbonizing, grinding-in valves and so on can be undertaken with confidence by anyone having the smallest mechanical knowledge and skill. Finally, a brief reference may be made to the specification of the 1928 light car; it will serve to emphasize the fact that some of the lightest of light cars are modelled on large car lines.



SIMPLIFIED GREASING.

3 OR 4-SPEED GEARBOX.

ELECTRIC STARTER

With a maximum speed of about 50 m.p.h. and a petrol consumption of 35 m.p.g. to 40 m.p.g., four persons can be carried in absolute comfort and with all the necessary weather protection expected in an open touring car; light car saloons afford even greater comfort, and can be run with almost equal speed and economy.

The annual tax may be so low as £7 per annum, and in only a few cases exceeds £11 per annum. A comprehensive insurance policy costs about £11, and special subscription rates for members owning cars with a capacity of under 1,100 c.c. are offered by prominent motor clubs.

Garaging accounts for only 7s. 6d. per week,

With one or two exceptions, engines are of the four-cylinder water-cooled type, the working parts being lubricated by oil fed to them under pressure. Oiling systems are practically foolproof. Side or overhead valves are employed, their operation following the best accepted practice and providing ready means for adjusting tappet clearances. Ignition is by high-tension magneto or coil. Modern engines require no mechanical adjustments whatever for literally thousands of miles.

The engine frequently forms a unit with the clutch and gearbox, in which case the controls—gear and hand brake—are generally central. Sometimes an extension bracket is fitted to the gearbox so that side control can be used; side control is nearly always employed when the gearbox is separate from the engine.

The drive rearward is generally by a shaft to a bevel or worm drive and full differential, the design allowing for the major part of the weight of the car to be carried by the axle casing, the shaft being used to transmit the power only.

Steering is of the reduction-gear type, springing systems employ semi-elliptics at the front (so as to provide the most satisfactory working conditions for the front-wheel brakes) and, in the majority of cases, either semi or quarter-elliptics at the back.

HOW BENOIST SCORED HIS
FOURTH SUCCESSIVE GRAND
PRIX WIN THIS YEAR—DELAGE
FINISH FIRST, SECOND AND
THIRD IN TEAM FORMATION—
MATERASSI'S WONDERFUL
DRIVING—BRITISH CARS HORSE
DE COMBAT EARLY IN THE
RACE.

Five seconds from the word "Go!" Materassi (Bugatti, extreme right of photo) showed terrific acceleration and led the field for one complete lap. (Inset) Robert Benoist in the winning Delage, complete with floral tribute.

THE OFFICIAL PLACINGS.

No.	Car.	Driver.	Time.			Speed.	
			h.	m.	s.		
2	Delage	R. Benoist ..	3	49	14½	85.59	One stop. Replenishments and to change rear wheels.
3	Delage	E. Bourlier ..	3	49	21½	85.58	One stop. Replenishments.
4	Delage	A. Divo ..	3	52	20	84.46	Two stops. Replenishments and to examine tyres.
12	Bugatti	L. Chiron ..	4	17	50	76.02	Six laps behind leader.

DELAGE first, second and third, the rest—nowhere! That just about sums up the result of last Saturday's Second Grand Prix of the Royal Automobile Club, for Benoist, Bourlier and Divo won by a comfortable margin, and were never at any time worried—even by the dare-devil driving of Louis Chiron and Emilio Materassi, whose Bugattis were their closest rivals. Great Britain never at any time figured in the picture; nor, for the matter of that, did anyone but the camps of M. Louis Delage and M. Ettore Bugatti. The duel began when the starter's flag fell and the remaining competitors served rather to make it more difficult to follow this grim effort on the part of M. Bugatti's nominees than to add in any degree to the interest of the race.

Result a Foregone Conclusion.

Barring rank bad misfortune, the result was, by quarter distance, a foregone conclusion. Benoist was freely quoted as the winner—you could get only evens at the start of the race, and

by 1 p.m. it was difficult to find a bookie willing to take a bet on the wonderful French driver—and although he did not lead the Delage team all the way, he certainly passed the winning line first, having completed the 125 laps, with only one stop, in 3 hrs. 49 mins. 14½ secs., at an average speed of 85.59 m.p.h.

Bourlier was second, a mere 100 yards behind, whilst the remaining Delage, driven by Divo, was just over a lap behind Benoist. Chiron (Bugatti) completed 125 laps, Materassi (Bugatti) 110 laps and Williams, driving Conelli's Bugatti, which he took over about three-parts through the race. 100 laps. These cars, six in number, were the only finishers out of a field of 11 starters.

Of the rest, Campbell (Bugatti) retired with valve trouble at 97 laps, Scott (Thomas) with "lack of speed" at eight laps, Purdy (Thomas) with a slipping clutch at nine laps, Davis, driving Eyston's Bugatti, with supercharger trouble at 95 laps, and Prince Ghica with engine trouble at 28 laps.

The bitterest disappointment of all for British competitors was the announcement that Harvey's Alvis had joined the non-starters—the Duesenberg and the three Fiats.

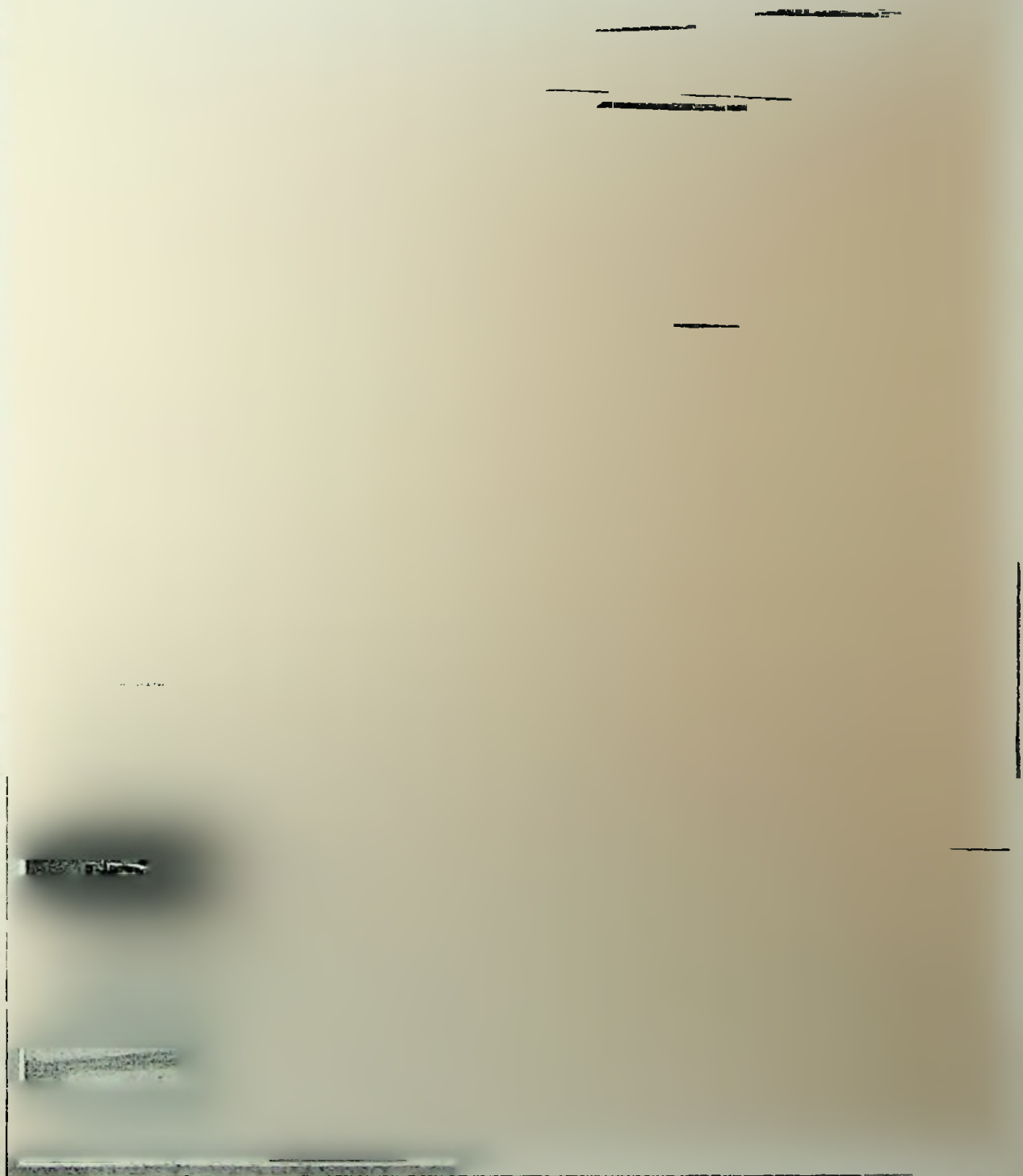
Harvey, it appeared, broke a piston when practising. The engine was dismantled and the broken pieces removed—all except one—which got into the oil-pump mechanism and wrecked it when the car was taken out for an early morning run on Saturday.

The Race in Detail.

The spectators began to arrive early despite a leaden sky and, as expected by even the most optimistic, the weather soon became showery. The public enclosure was well patronized, cars lining the course three deep, and being massed on the lower slopes of the hill, but in the reserved enclosure the conditions for car parking were very bad and during the afternoon several large cars became firmly bogged.

Soon after 11 p.m. the Amplion loud-speakers started to boom forth current

THE GRAND PRIX COURSE.



"ROAD CONDITIONS"
ON THE TRACK.

The upper and lower photographs show respectively the fast bend at the end of the straight and the slow bend near the paddock. "Scrapping" for positions frequently took place as the cars approached the bends. Chiron, Bourlier, Materassi, Conelli and Benoist figure in the first photo, Divo, Chiron and Bourlier in the second. (Inset) The winning Delages and their drivers : (left to right) Bourlier, Benoist, Divo.

news of the race and a special tribute must be paid to the very excellent way in which Prof. A. M. Low kept the public au fait with what was going on.

His items of news enabled the progress of the race to be followed with ease and, thanks to good organization, his announcements were made very promptly as one situation succeeded another.

At 11.45 a.m. the competing cars were driven round to the starting line in the railway straight. Here the concrete had been plainly marked off into squares and numbered so that each car took up its—supposedly—correct position; but a few minutes afterwards along came Col. Lindsay Lloyd. Taking a deep breath he shouted:—

"Messieurs, attendez, s'il vous plait!" and continuing, still in his best French, explained that he wanted the positions of the cars reversed, the Delages, for instance, being wheeled from the inner positions to the outer. The reshuffling took a few minutes, but drivers still had to face that trying period of waiting for zero hour.

The older hands sat composedly in their seats displaying characteristic phlegm, but others were fidgety and obviously very anxious to be off. Meanwhile a steady drizzle descended and even the jolly face of Divo assumed a resigned expression.

the starting flag dropped and the cars leaped forward, freed at last from the leash.

Materassi (Bugatti) showed the best acceleration; in 20 yards he was a length ahead of Chiron, one of his teammates who, again, was quite a length in front of Campbell's 12-months-old Bugatti. The rest of the field were five or six yards to the rear. Scott's Thomas-Special refused to fire on all cylinders and made a very halting getaway; in fact, it looked doubtful whether it would get going at all; but the driver coaxed it skilfully, and after staggering along for 50 yards or so it eventually picked up and shot off in pursuit of the field, which was already jockeying for positions on the Byfleet banking.

In fairly close formation they swooped off the banking into the home straight, Materassi still holding the lead and being the first to negotiate the V-

bend. Bourlier (Delage) was hard on his tail, then came Campbell and the rest. All showed discretion at this difficult point, but one or two of the foreigners did not appear to be really familiar with the turn and overran the second bank of the turn on several occasions early on in the race.

The excitement waxed high; the Bugattis had thrown out the challenge to Delage and it was going to be a real race after all, argued the crowd; but along the railway straight Bourlier pressed his foot gently but firmly down and slid into first place, whilst on the third lap Divo was behind him and Benoist obviously disputing third place with Materassi.

The last-named drove magnificently. Outpaced on the straight runs, he regained a lot of lost ground at the sandbanks by hurtling up to them flat out and braking only at the very last second. Often it seemed impossible that he

WHEN SPLIT SECONDS ARE PRECIOUS.

(Above) Bourlier took an active part in replenishing his car. He stopped only twice during the race. (Left) One of the ill-fated Thomas-Specials (Purdy's) receiving last-minute attention on the starting line. (Right) Malcolm Campbell attends to the radiator whilst his mechanic changes the front wheels of the Bugatti. Note the tubular jack which lifts the complete axle.

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10 H.P. MODELS.

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Two or Four-seater .. £220

Sports two-seater £255

Four-door Saloon .. £260

10 h.p., 2- or 4-seater, in special two-colour finish, £220



Yes, we are proud of the Swift, and you will be proud too when you drive home one of these splendid cars, so pleasing in appearance with its striking modern coachwork, so comfortable and roomy to ride in, and so smooth running and easy of control that it's an endless joy to drive.

Then, again, if you buy your Swift from Newnham's, as of course you will, you'll have the added satisfaction of getting the best possible credit terms and the most generous allowance on your present car, as well as of knowing that you have taken advantage of Newnham's unequalled facilities for best deliveries.

So let your next car be a Swift—and buy it from Newnham's. And, while the matter is fresh in your mind, why not get in touch with us immediately and discuss terms?

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FIVE MINUTES FROM OLYMPIA

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THE Renault Monasix is the herald of a new order of popular six cylinder cars. Foreshadowed a year ago by the introduction of the Light Six 21 h.p. this latest addition to the Renault range testifies to the vision of the world's leading group of motor engineers. Within the limits of a light car rating the Monasix has the silence, the smoothness and flexibility only possible in a six.

Its speed is over 55 miles per hour, its petrol consumption 30 to 35 miles per gallon.

The handsome lines of the saloon model are enhanced by an underslung chassis giving a remarkably low centre of gravity and comfortable roadability without restricting headroom.

The 5-seater Touring model selling at £279 with £13 tax is the most economical six cylinder car ever produced. Other prices: De Luxe four door Metal panelled or Weymann type Saloon £299. 4.5 Seater fixed head all-weather £324. Folding head coupe with double dickey £324.

SEE THE MONASIX AT OLYMPIA — STAND 59

9/15

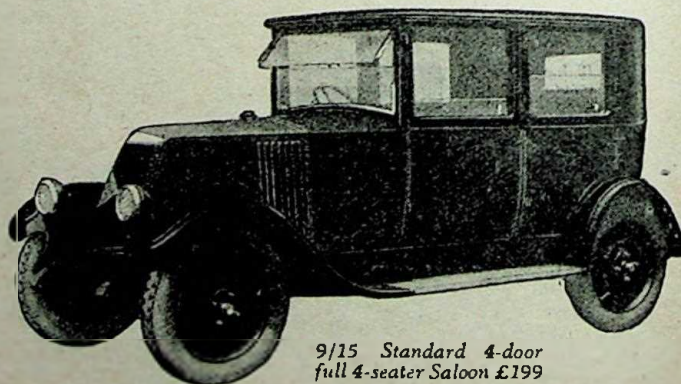
ALSO THE POPULAR RENAULT 9/15

Speed 45 m.p.h. Petrol economy 40 m.p.g. The prices include four wheel brakes, five wheels and tyres, clock, speedometer, dash-lamp, etc. A spacious comfortable, reliable car for family use. Prices:

2 SEATER WITH DOUBLE DICKEY	... £175
STANDARD FOUR-DOOR TOURER	... £169
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PRICES FROM

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

B21



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President's Cup

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ALVIS

Fastest Time

Mr. B. H. Davenport

FRAZER-NASH

Also 11 Firsts and 10 Second
Places in 12 Classes won on
CASTROL!

International Records

At Brooklands, on Sept. 20th,
Mr. G. E. T. Eyston, driving a
BUGATTI

lubricated with Wakefield
CASTROL, broke the follow-
ing Records in Class D:

5 Kms	...	115'19 m.p.h.
5 Miles	...	114'84 m.p.h.
10 Kms	...	114'44 m.p.h.
10 Miles	...	113'89 m.p.h.

(Subject to Confirmation)

THERE will be many fine cars at the
Motor Exhibition—in every class and at
every price. Choice will be somewhat a
problem!

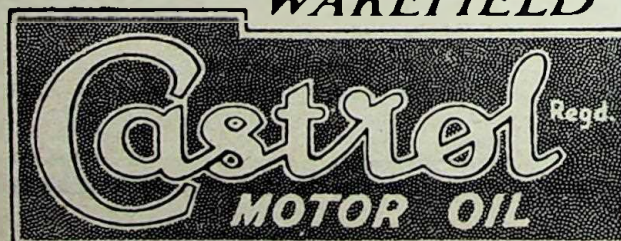
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—Wakefield CASTROL! Whatever the car
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will not give its full performance unless
... you choose also to use this World-
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could make the necessary turn so high was his speed; twice during the race he locked his near-side front wheel at about 90 m.p.h. and skated towards the banks whilst the suffering tyre screeched in distress, and once his rear wheels locked. It was terrific cornering and he won the heart of the crowd by his daring and skill.

Scott and Purdy (Thomas-Specials) came into the pits on their third and fourth laps respectively for a change of plugs. At eight laps Scott confessed

taining injuries which, it was anticipated, would prevent him running on Saturday.

At the 40th lap the order remained unchanged, but Divo had forced his speed up to 86.51 m.p.h.

AT THE PITS.



(Left) Materassi (Bugatti, No. 11) caught in the act of alighting from his machine, whilst his mechanic, who has already lifted the bonnet, is investigating a radiator leak. (Circle) Prince Ghica (Bugatti) waits composedly whilst a new induction-pipe gasket is fitted.

himself beaten by the erratic running of his engine and retired; at nine laps Purdy's car was hors de combat with a slipping clutch, and both Thomas-Specials—England's only hopes—were out of the race. Purdy, incidentally, was driving well. His deliberate skidding of the sandbanks saved valuable seconds and delighted the spectators.

Lapping at over 85 m.p.h., the leader, now Divo (Delage), soon completed his 10th lap, the order of his pursuers being: Bourlier, Benoist, Chiron, Count C. A. Conelli de Prosperi (far Letter known simply as "Conelli"), Campbell, Materassi, and the Prince; Eyston had to make up time, having made two pit calls for changes of plugs; Materassi, also, had been obliged to make a hurried visit to the pits.

Divo continued to make the pace. After about 40 minutes' running he completed his 20th lap, his speed being 85.75 m.p.h. Benoist and Bourlier still kept close up, but Chiron and Conelli were being outdistanced, and Campbell, handicapped by inefficient brakes, was fast losing ground. Apart from a further call at the pits by Eyston, the field ran steadily for another 10 laps, when the positions were: first, Divo, still improving his speed, which was now 86.08 m.p.h., then Bourlier and Benoist, Conelli and Chiron about two laps behind, finally Campbell and the rest. Eyston was still in trouble with his engine, and Prince Ghica's Bugatti was suffering from lack of speed owing to insufficient time for tuning. The Prince's sportsmanship in running at all was admired, for he crashed twice recently at Boulogne, sus-

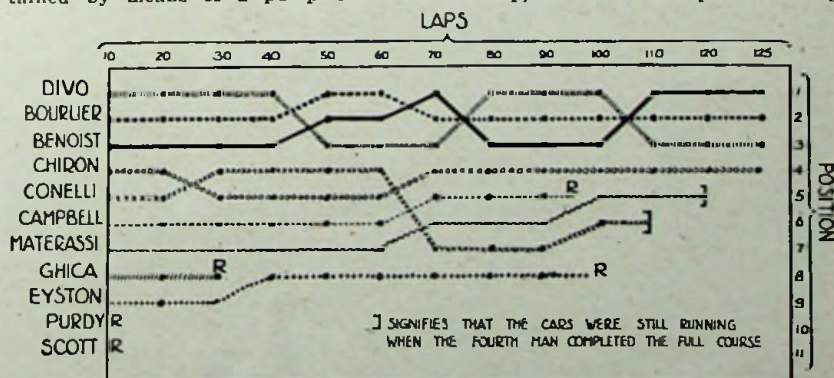
On his 45th lap Divo came "skithering" into the pit area for replenishments, thus letting Bourlier into the lead.

Pit management has become an art, and to fill up with fuel and water takes a matter of seconds only. Some teams favour the pressure feed, fuel being delivered via a flexible hose from a large container in which pressure is maintained by means of a pump or air-

ing and the clang of tools; it was often a case of more haste, less speed. Nowadays the case is different. The pit manager directs operations in a comparatively quiet voice, only the mechanic works—except where four hands are essential—the driver taking advantage of the rest to stretch his limbs, wipe his goggles and quench his thirst; but to return.

High speeds were being maintained, and despite a headwind along the railway straight the Delages were covering the flying kilometre at just under 102 m.p.h. Conelli's and Chiron's speed over the same stretch was 93.20 m.p.h. Prince Ghica's speed was only 82.84; incidentally, he retired on his 29th lap with engine trouble.

Misfortune overtook Materassi on his 43rd lap, for he had to repair a leaking



The race at a glance. This graph, prepared with every endeavour to ensure accuracy, shows how the positions changed during the race.

cylinders, whilst others rely on eight-litre funnel-shaped containers which are lifted bodily off the pit counter and rested on the tank with the nozzle in the petrol orifice, a valve being opened to liberate the fluid. The Bugatti team employed wooden clamps for undoing the radiator caps of the

radiator joint. The plucky "ace" was more than ever determined to uphold the prestige of Bugatti, and after this stop he drove like a demon.

Once he came shrieking off the Byfleet banking in company with two of the Delages and Eyston's Bugatti. There was a scrap in which the excel-

lence of the decelerating—not the accelerating—powers of the cars was concerned, and Materassi won easily, not, however, without causing the spectators to draw in their breath in tense excitement and to breathe a prayer for his safety.

The exact positions at approximately half-distance were as follow:—

	Laps.
Bourlier (Delage) ...	62
Benoist (Delage) ...	62
Divo (Delage) ...	61
Conelli (Bugatti) ...	59
Chiron (Bugatti) ...	59
Campbell (Bugatti) ...	55
Materassi (Bugatti) ...	51
Eyston (Bugatti) ...	49

At the 70th lap of the leader Conelli was seen pushing in his car to the pits. In the last stages of exhaustion—he had trundled the car along for nearly two miles—he swung over the pit counter, and Williams, the reserve driver, sprang nimbly into the driving seat to take his place. Conelli's car had stopped owing to shortage of fuel and, after filling up, Williams sped off in the forlorn

hope of regaining fourth place, into which his team-mate Chiron had now run.

On his 60th lap Eyston relinquished the driving seat and S. C. H. Davis took over the game little Bugatti (No. 1). Fuel was pumped into the tank and other replenishments made under the able direction of Mr. Kensington Moir, who issued orders like a sergeant-major on parade; but the mechanic was working under difficulties—a fine rain driving into his eyes—and although one of his confrères promised to tell him when the fuel tank was full, he was not quick enough and the cockpit was flooded with the strongly smelling liquid.

"Mop it out," said Moir imperturbably to Papworth, the mechanic.

Davis proceeded, but his engine was lame and, after a fine effort to retrieve the fortunes of the Bugatti, he was forced to retire at 95 laps with super-charger trouble.

Meanwhile the Delages were increasing their lead. Benoist had made one stop to fill up and change his rear wheels; Bourlier made one stop for replenishments, whilst Divo made two

stops, one for replenishments and one to examine his tyres.

Intermittent rain had been falling all

1927

INCIDENTS IN THE RACE.—(1) Benoist (Delage) passing Eyston (Bugatti) on the banking. (2) The members' hill was well patronised by Sir Arthur Stanley. (3) Davis's Bugatti stops at the first bend. (4) Numbers were lowered from the paddock bridge to show competitor driver. (5) An impression

the afternoon, and it was reported that the banking was getting slippery; nevertheless, the Delages banked high

up, risking sideslips so as to pass the slower cars.

The positions at the 110th lap had altered slightly, Benoist having slipped into first place, largely as the result of Bourlier slowing down after a terrifying run up to the first V-bend at too high a speed. The front wheels of his Delage wobbled and pattered alarmingly, the tail jerked from side to side and it looked as though he would lose control and crash sideways through the railings. By almost superhuman skill he kept his machine under control.

Materassi's approach to the first S-bend was now positively lurid. Again and again it appeared to be impossible that he could slow down. He kept his foot hard down until he was level with the beginning of the pit area, the scream of his engine being distinguishable above all the others, then with a lightning change down and his brakes on hard he concentrated on keeping a straight course.

On his 95th lap he overdid it, managing to get round the first bank, taking the second wide and pulling up dead, with the nose of his car almost touching

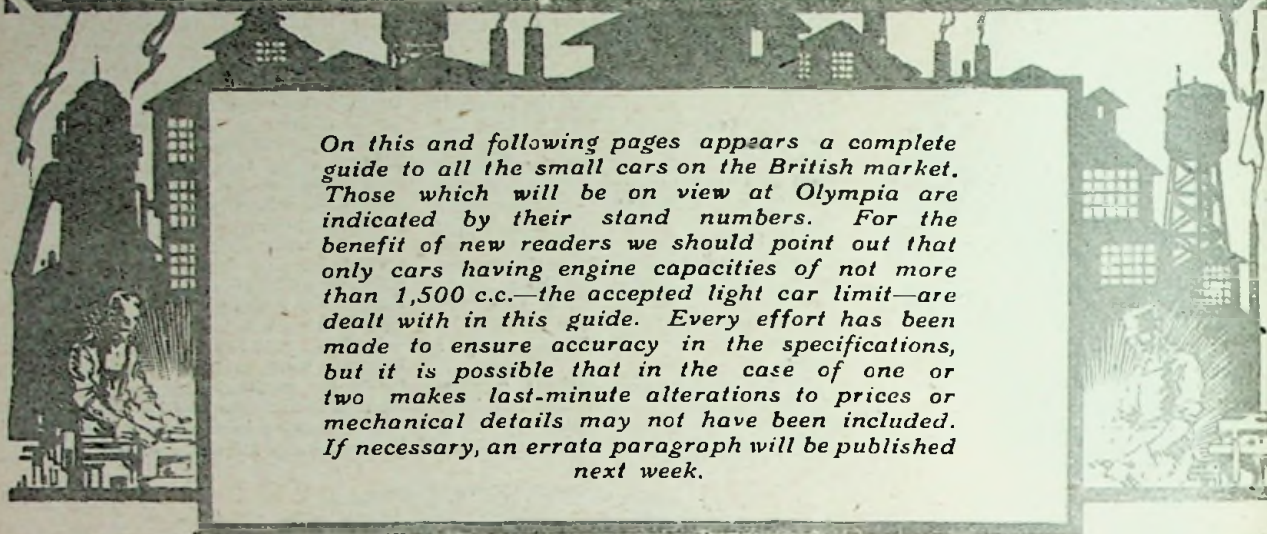
the third bank. He stopped his engine but, quite unmoved, he leaped out, gave a swing to the starting handle, regained his seat, reversed away from the bank, then sped off. The crowd cheered lustily.

Campbell had by then retired with valve trouble, and the crowd who had backed Benoist made a move towards the bookies. Exactly 3 hrs. 49 mins. 14½ secs. from the word "go!" he crossed the finishing line, followed 100 yards distant by Bourlier. They completed another lap then drew into the pits, Benoist being presented with the customary bouquet and a glass of champagne—of which he appeared to appreciate the latter the more!

Divo—with another lap to go—also pulled in, and many thought he had finished until it was seen that angry tongues of flame were leaping from the louvres of the bonnet of his car. There was an alarmed cry of "Fire!" Pyrenes were grabbed in a panic, but before the mechanic had reached the car the flames went out and Divo accelerated away, drawing in at the end of the next lap to receive his share of the honours.

spectators. (3) Close work at the first bend. (4) "Presenting" the winner. (Left to right) Col. Lloyd, Benoist, M. Louis Delage and when they had finished the course. No. 2 has finished and No. 3 is signalled to draw in on his next lap. (7) Williams, Conelli's reserve of Benoist at a busy moment.

Complete Guide to — 1928 LIGHT CARS — On the British Market.



On this and following pages appears a complete guide to all the small cars on the British market. Those which will be on view at Olympia are indicated by their stand numbers. For the benefit of new readers we should point out that only cars having engine capacities of not more than 1,500 c.c.—the accepted light car limit—are dealt with in this guide. Every effort has been made to ensure accuracy in the specifications, but it is possible that in the case of one or two makes last-minute alterations to prices or mechanical details may not have been included. If necessary, an errata paragraph will be published next week.

A.B.C.
Manufacturers, A.B.C. Motors, Ltd., Walton-on-Thames, Surrey.

Super Sports Model.

Engine: Two-cylinder, air-cooled, 96.1 mm. by 91.5 mm., 1,320 c.c., tax £12, overhead valves, four-bearing crankshaft, splash lubrication, magneto ignition. Zenith carburettor. C.A.V. electrical equipment. Fuel consumption 30 m.p.g. Tank holds 7 gals. Transmission: Disc clutch, separate gearbox, centre control. Gear ratios 4.5, 6.5, 9.45 and 13.77 to 1. Maximum speed on top 65 m.p.h., on third 60 m.p.h., on second 40 m.p.h., on first 30 m.p.h. Final drive by enclosed propeller shaft and differential. Brakes on rear wheels, foot acts on exterior of drums, brake lever central, acts on interior of drums. Suspension front and back quarter-elliptic, and shock absorbers. Disc wheels to take 7.63 mm. by 80 mm. tyres are standard. Equipment includes speedometer, clock, tools and oil-gun. Dimensions: Overall length 12 ft., overall width 5 ft., ground clearance 8½ ins., weight unladen 13 cwt. Price: £275. Country of origin, Great Britain.

STAND 10.

A.C. (ACEDES).
Manufacturers, A.C. (Acedes) Cars, Ltd., Thames Ditton, Surrey. Can be seen in London at 55-56, Pall Mall, S.W.1.

12 h.p. Four-cylinder Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, side valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition by M.L. or Lucas. Lucas electrical equipment. Fuel consumption 30-35 m.p.g. Tank holds 6½ gals. Transmission: Single-disc clutch, separate gearbox on back axle, side control. Gear ratios 5, 7.4 and 14.6 to 1. Final drive by closed propeller shaft and differential. Brakes on rear wheels and transmission, foot acts on rear wheels, brake lever right hand, acts on transmission. Suspension front and back quarter-elliptic, shock absorbers on back only. Disc wheels to take 27-in. by 4.4-in. tyres, Dunlop are standard. Equipment includes tool kit, clock, speedometer and oil gauge. Dimensions: Overall length 11 ft. 9 ins., two-seater, 13 ft. 6 ins., four-seater, overall width 4 ft. 11 ins., ground clearance 9 ins. Price: Two-seater £299.

A.C. 12 h.p. Six-cylinder Model.

Engine: Six-cylinder, 56.3 mm. by 100 mm., 1,494 c.c., tax £12, overhead valves, five-bearing crankshaft, forced-feed lubrication, magneto ignition, M.L. or Lucas. Lucas electrical equipment. Fuel consumption 30-35 m.p.g. Tank holds 8 gals. Transmission: Single-disc clutch, separate gearbox on back axle, side control. Gear ratios 5, 7.9 and 14.7 to 1. Final drive by closed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on rear wheels. Suspension front and back quarter-elliptic, shock absorbers on front and back. Rudge-Whitworth wire or disc wheels to take 27-in. by 4.4-in. or 28-in. by 4.96-in. tyres are standard. Dimensions: Overall length two-three-seater 12 ft. 3 ins., saloon 13 ft. 8 ins., overall width 5 ft. 3 ins., ground clearance 9 ins. Prices: Two-three-seater £410, four-five-seater £450. Country of origin, Great Britain.



The air-cooled super-sports A.B.C.

sumption 30-35 m.p.g. Tank holds 8 gals. Transmission: Single-disc clutch, separate gearbox on back axle, side control. Gear ratios 5, 7.9 and 14.7 to 1. Final drive by closed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on rear wheels. Suspension front and back quarter-elliptic, shock absorbers on front and back. Rudge-Whitworth wire or disc wheels to take 27-in. by 4.4-in. or 28-in. by 4.96-in. tyres are standard. Dimensions: Overall length two-three-seater 12 ft. 3 ins., saloon 13 ft. 8 ins., overall width 5 ft. 3 ins., ground clearance 9 ins. Prices: Two-three-seater £410, four-five-seater £450. Country of origin, Great Britain.

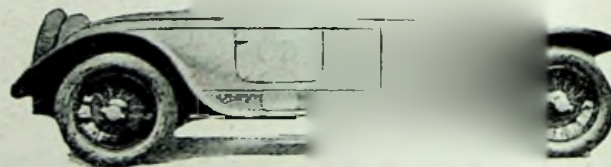
STAND 36.

ALFA-ROMEO.
Manufacturers, Societa Anonima Italiana Ing Nicola Romeo and Co. Can be seen in London at Alfa-Romeo British Sales, Ltd., 1, Baker Street, Portman Square, W.1.

B26

15-60 h.p. Model.

Engine: Six-cylinder, 62 mm. by 82 mm., 1,487 c.c., tax £15, overhead valves and camshaft, four-bearing crankshaft, forced-feed lubrication, ignition by Bosch distributor. Twin Zenith Venturi carburetors. Bosch electrical equipment. Fuel consumption 30 m.p.g. Tank holds 10 gallons. Transmission: Dry multi-disc clutch, unit gearbox, centre control. Gear ratios 5, 9, 13 and 18 to 1. Maximum speed on top 75 m.p.h. Final drive by closed propeller shaft and differential. Brakes on four wheels, operated by pedal and central brake lever. Suspension front and back half-elliptic, shock absorbers on front and back. Wheels to take 28-in. by 4.95-in. Pirelli tyres are standard. Equipment includes clock, speedometer, electric horn, five lamps and screen wiper. Dimensions: Overall length 12 ft. 4 ins., ground clearance 7¼ ins., weight unladen 16 cwt. Prices: Chassis £550, open four-seater £725, Weymann saloon £795. The 15-75 h.p. sports model has twin overhead camshafts, giving a maximum top-gear speed of 95 m.p.h. Price: Chassis £650 (provisional). Country of origin, Italy.



A high-class Italian product—the Alfa-Romeo.

STAND 39.

ALVIS.
Manufacturers, Alvis Car and Engineering Co., Ltd., Coventry. Can be seen in London at Henley's, Ltd., Gt. Portland Street.

T.H. 12-50 h.p. Model.

Engine: Four-cylinder, 68 mm. by 103 mm., 1,496 c.c., tax £12, overhead valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition by B.T.H. Solex carburettor. Lucas electrical equipment. Fuel consumption 30-34 m.p.g. Tank holds 9 gals. Transmission: Dry single-plate clutch, separate gearbox, side control. Gear ratios 4.7, 7.32, 11.04 and 18.5 to 1. Maximum speed on top 65-70 m.p.h., on third 50-55 m.p.h., on second 35-40 m.p.h., on first 20 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on rear wheels. Suspension front and back half-elliptic, and shock absorbers on front and back. Wire wheels to take 29-in. by 4½-in. tyres are standard. Dimensions: Overall length 12 ft. 9 ins., overall width 6 ft. 3 ins., ground clearance 8½ ins. Price: Chassis £425.

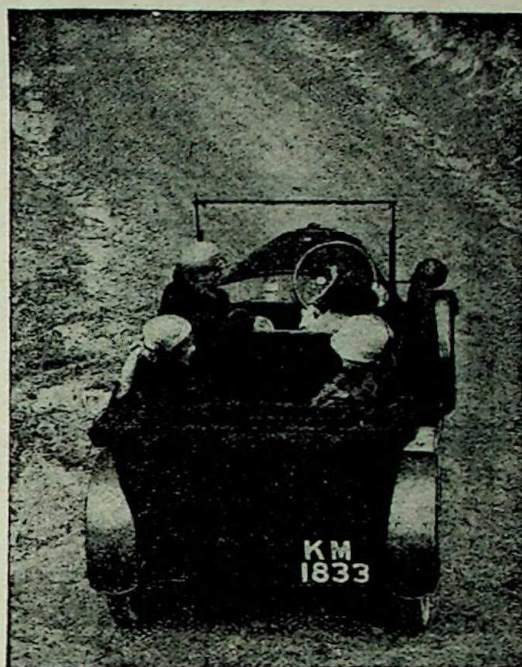
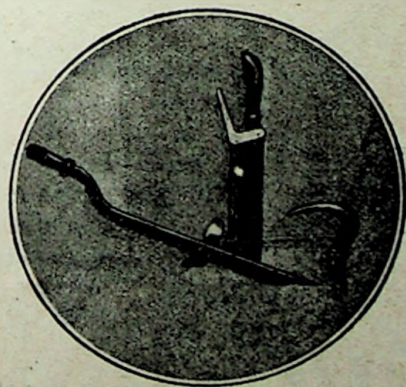


The 12-50 h.p. Alvis four-seater sports.

Gears without tears

The usual difficulties of gear changing do not exist for the Trojan Owner. Gears and transmission cannot be damaged by bad gear changing—you *can't change badly* on a Trojan. Nor can accidents happen due to the car running backwards through missing your gears. WHY? Because it's an epicyclic gear, on which the gears are always in mesh, controlled in the orthodox manner by a gate change, with or without the use of a clutch. It's so simple —but then it's part of

*The Simplest Car in the
World*



Prices from
£125


Brief Specification

4-cylinder 2-stroke roller bearing engine; mechanical starter operated from driver's seat; automatic lubrication; coil ignition; dynamo lighting; epicyclic gears—two forward and reverse; two independent brakes; cantilever Wonder springs; duplex chain drive; solid tyres (optional); reserve petrol supply; speedometer, etc. 4-seater Touring Body.

The
Trojan

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THE MOTOR SHOW OF 1927 will be remembered as the Fabric Body Show. A body covered with fabric will be on view on practically every stand in the hall. It will be called an example of the newest lightweight silent coachwork. But how the covering with fabric of an ordinary coach-built body can remove the troubles inherent in this type of construction is hard to understand. The truth is, of course, that it is not the covering but the construction that matters: not the fabric on top but the framework beneath which produces the desired effects.

At Olympia there will be two well-developed systems of the new lightweight fabric bodywork, and two only. One will be the French Weymann; the other, the British Gordon England.

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Both are patented; both are entirely different in principle; both offer very definite advantages. That the firm of Gordon England Ltd. should believe in the England Body is only natural, and we invite you to visit Stand No. 48 (this sign will guide you to it) and to make a thorough investigation. There will be much to interest you there: an England Austin Seven Silent Saloon; the new England Morris-Oxford and the England Erskine, all standard England productions; and a special England Sports Saloon on an Invicta chassis. This body, though aluminium panelled, will be the lightest body of its size in the world, and proves conclusively that a fabric covering is not essential to the lightness or the silence of a motor body. Other England bodies are standardised on the Brocklebank and M.G. stands.

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your trial run in
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Silent
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MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

Alvis S.D. 12-50 h.p. Model.

Identical with model T.H. but for: Tank holds 7 gals. Gear ratios 4.55, 6.98, 9.7 and 14.75 to 1. Maximum speed on top 80 m.p.h., on third 60 m.p.h., on second 40 m.p.h., on first 25 m.p.h. Price: Chassis £450. Country of origin, Great Britain.

STAND 5.**AMILCAR.**

Solo concessionaires, Vernon Balls. Can be seen in London at 95, High Holborn, W.C.1.

8.9 h.p. Model.

Engine: Four-cylinder, 60 mm. by 95 mm., 1,074 c.c., tax £9, side valves, two-bearing crankshaft, forced-feed lubrication, magneto ignition by S.E.V. or R.B. Solex carburetter, Ducellier electrical equipment. Fuel consumption 40 m.p.g. Tank holds 6 gals. Transmission: Three-plate clutch, unit gearbox, centre control. Final drive by closed propeller shaft, no differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on all four wheels. Suspension: Front half-elliptic, back quarter-elliptic, and shock absorbers. Rudge-Whitworth wire wheels to take 27-in. by 4-in. Dunlop s.s. are standard. Equipment includes rev. counter, clock, speedometer, oil and petrol gauges. Dimensions: Overall length 12 ft., overall width 4 ft. 4 ins., ground clearance 8 ins. Price: Grand Sport two-seater £285. The saloon and coupe models cost respectively £345 and £325, and have differentials, cam-lever rear springs, 27-in. by 4.4-in. tyres and are 5 ins. wider.

Amilcar 12 h.p. Six-cylinder Model.

Engine: Six-cylinder, 55 mm. by 77 mm., 1,069 c.c., tax £12, overhead valves, seven-bearing crankshaft, forced-feed lubrication, magneto ignition by S.E.V. Solex carburetter. Tank holds 12 gals. Transmission: Three-plate clutch, unit gearbox, centre control. Final drive by enclosed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on four wheels. Suspension: Front half-elliptic, back quarter-elliptic, shock absorbers on front and back. Rudge-Whitworth wire wheels to take 27-in. by 4.4-in. tyres. Dunlop s.s. are standard. Dimensions: Overall length 10 ft., overall width 4 ft. 6 ins., ground clearance 5 ins. Price: Two-seater £696. Country of origin, France.

**The Amilcar with attractive sports bodywork.****STAND 22.****ARGYLL.**

Manufacturers, Argyll Motor Co., Ltd., Glasgow.

12 h.p. Model.

Engine: Four-cylinder, 68 mm. by 103 mm., 1,496 c.c., tax £12, single-sleeve valve, two-bearing crankshaft, pump lubrication, magneto ignition by M.L. Zenith carburetter, Lucas electrical equipment. Fuel consumption 32 m.p.g. Tank holds 6½ gals. Transmission: Single-disc clutch, unit gearbox, side control. Gear ratios 4.5, 7.69, 11.7 and 18.04 to 1. Maximum speed on top 58 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on all four wheels. Suspension front and back half-elliptic, shock absorbers on front and

**A sleeve-valve Scottish car—the 12 h.p. Argyll.**

back. Disc wheels to take 28-in. by 4.95-in. tyres are standard. Dimensions: Overall length 12 ft. 9 ins., overall width 5 ft., ground clearance 8 ins., weight unladen 13 cwt. Chassis price £295, four-seater £395. Country of origin, Great Britain.

ASCOT.

Manufacturers, The Fejes Patents Syndicate, Ltd. Can be seen in London at 25, Victoria Street, S.W.

Ascot 10 h.p. Model.

Engine: Four-cylinder, 63 mm. by 110 mm., tax £10, side valves, four-bearing crankshaft, force-feed lubrication, coil ignition by Rotax, Zenith carburetter. Rotax electrical equipment. Fuel consumption 40 m.p.g. Tank holds 6 gals. Transmission: single disc clutch, separate gearbox, centre control. Gear ratios 4.9, 8.4 and 15.5 to 1. Maximum speed on top 40 m.p.h., on second 23 m.p.h., first 12½ m.p.h. Final drive by enclosed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension front and back half-elliptic. Pressed steel artillery wheels to take 27-in. by 4.4-in. tyres are standard. Equipment includes kit of tools, spare wheel and tyre. Dimensions: Overall length 12 ft. 1 in., overall width 5 ft., ground clearance 8 ins., weight unladen 15 cwt. Prices: From £125. Cars will not be available for sale this year. Country of origin, Great Britain.

ASHTON-EVANS.

Manufacturers, Ashton Engineering Co., Ltd., Floodgate Street, Birmingham.

Ashton-Evans. F Model.

Engine: Four-cylinder, 66 mm. by 110 mm., 1,498 c.c., tax £11, side valves, two-bearing crankshaft, forced-feed lubrication, magneto ignition, M.L. Solex carburetter. Miller electrical equipment. Fuel consumption 40 m.p.g. Tank holds 5 gals. Transmission: Inverted cone clutch, separate gearbox, centre control. Gear ratios 4, 7.6 and 12.3 to 1. Maximum speed on top 50 m.p.h., on second 35 m.p.h., on first 15 m.p.h. Final drive by open propeller shaft and differential. Brakes on rear wheels, foot acts on rear wheels, brake lever central, acts on rear wheels. Suspension: Front transverse, back transverse. Steel artillery wheels to take 26-in. by 3-in. tyres are standard. Equipment includes speedometer, electric horn, and tools. Dimensions: Overall length 11 ft. 6 ins., overall width 5 ft., ground clearance 9 ins., weight unladen 13½ cwt. Price: £285. Country of origin, Great Britain.

The 10 h.p. Ascot, an unconventional newcomer.**STAND 1.****ASTON-MARTIN.**

Manufacturers, Aston-Martin Motors, Ltd., Feltham, Middlesex. Can be seen at works.

Standard 12 h.p. Model.

Engine: Four-cylinder, 69 mm. by 99 mm., 1,488 c.c., tax £12, overhead valves and camshaft, three-bearing crankshaft, pump forced lubrication, magneto ignition. Fuel consumption 35 m.p.g. Tank holds 14 gals. Transmission: Single dry-plate clutch, separate gearbox, side control. Gear ratios 4.5, 5.7, 8.46 and 16.1 to 1. Maximum speed on top 75 m.p.h., on third 60 m.p.h., on second 40 m.p.h., on first 20 m.p.h. Final drive by closed propeller shaft and differential. Brakes on four wheels, foot acts on four wheels, brake lever right hand, acts on four wheels. Suspension front and rear half-elliptic, and shock absorbers. Wire wheels to take 29-in. by 4.4-in. tyres. Dunlop are standard. Equipment includes starter, dynamo, lamps, speedometer, revolution counter, clock, spare wheel and tyre, tools and thermostat. Dimensions: Overall length 12 ft. 9 ins., overall width 5 ft., ground clearance 9 ins., weight unladen 19½ cwt. Prices: Chassis £465, four-seater £550, saloon £675.

Aston-Martin Sports 12 h.p. Model.

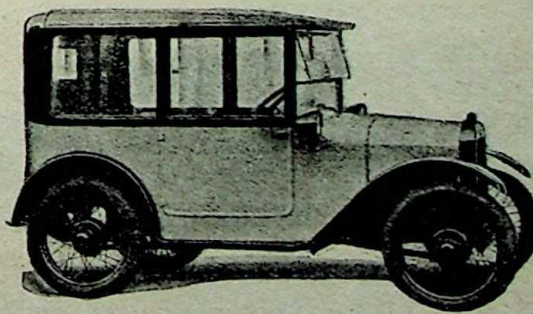
Engine: Four-cylinder, 69 mm. by 99 mm., 1,488 c.c., tax £12, overhead valves and camshaft, three-bearing crankshaft, pump forced lubrication, dual ignition (coil and magneto), two carburetters. Tank holds 20 gals. Transmission: Single dry-plate clutch, separate gearbox, centre control. Gear ratios 4.1, 4.69, 6.38 and 10.25 to 1. Maximum speed on top 86 m.p.h., on third 80 m.p.h., on second 61 m.p.h., on first 37 m.p.h. Final drive by enclosed propeller shaft and differential. Brakes on four wheels, foot acts on four wheels, brake lever central, acts on four wheels. Suspension front and rear half-elliptic, and shock absorbers. Wire wheels to take 29-in. by 4.4-in. Dunlop tyres. Dimensions: Overall length 11 ft., overall width 5 ft., ground clearance 7 ins., weight unladen 14½ cwt. Prices: Chassis £495, three-seater £575. Country of origin, Great Britain.

STAND 94.**AUSTIN.**

Manufacturers, Austin Motor Co., Ltd., Longbridge, near Birmingham. Can be seen in London at 479-485, Oxford Street, W.1.

7 h.p. Model.

Engine: Four-cylinder, 2.2 ins. by 3 ins., 747.5 c.c., tax £8, side valves, two-bearing crankshaft, forced-feed lubrication, magneto ignition

**The ever-popular Austin Seven as a saloon.**

by M.L. or R.B.H. Zenith carburetter. Lucas electrical equipment. Fuel consumption 45 m.p.g. Tank holds 4 gals. Transmission: Single-plate clutch, unit gearbox, centre control. Gear ratios 4.9, 9 and 16 to 1. Maximum speed on top 45-50 m.p.h., on second 30 m.p.h., on first 15 m.p.h. Final drive by open cardan shaft and propeller shaft in torque-tube, differential. Brakes on four wheels, foot acts on rear wheels, brake lever central, acts on front wheels. Suspension: Front transverse half-elliptic, back quarter-elliptic, shock absorbers on front and back. Wire wheels to take 26-in. by 3¼-in. tyres. Dunlop are standard. Equipment includes electric horn, speedometer, air strangler, windscreen wiper, licence holder, spare wheel and tyre, blank number plates and full kit of tools. Dimensions: Overall length 9 ft. 2 ins., overall width 3 ft. 10 ins., ground clearance 8¾ ins., weight unladen (four-seater model) 8½ cwt. Prices: Chassis £99, tourer £135, saloon £150, Mulliner fabric saloon £150, England Cup model £150, England saloon £170. Country of origin, Great Britain.

BAYLISS THOMAS.

Manufacturers, Bayliss Thomas and Co., Ltd., King's Road, Tyseley, Birmingham.

12 h.p. Model.

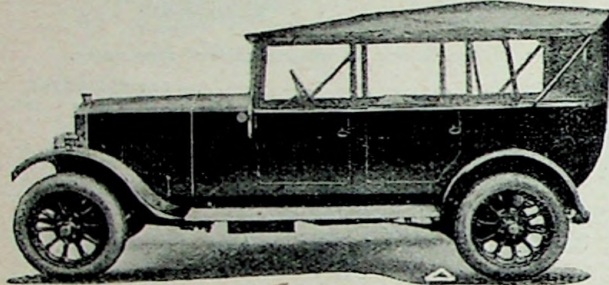
Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, overhead valves, two-bearing crankshaft, force-feed lubrication, magneto ignition by Lucas. Zenith carburettor. 12-volt Lucas electrical equipment. Fuel consumption 35.40 m.p.g. Tank holds 5½ gals. Transmission: Cone clutch, unit gearbox, centre control. Gear ratios, 4.5, 3.95 and 17 to 1. Maximum speed on top 60 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on rear wheels. Suspension: Front and back half-elliptic. Steel artillery wheels to take 27-in. by 4.4-in. tyres. Dunlop are standard. Equipment includes starter, speedometer, oil and petrol gauges, screen wiper, spare wheel and electric horn. De luxe model has, in addition, shock absorbers, luggage carrier, spring gaiters and clock. Dimensions: Overall length 12 ft., de luxe 13 ft., overall width 6 ft. 2 ins., ground clearance 8 ins., weight unladen 16 cwt. Prices: Four-five-seater standard model £235, four-five-seater de luxe £255. Country of origin, Great Britain.

STAND 19.

Manufacturers, Automobiles M. Berliet. Can be seen in London at 40, Sackville Street, W.1.

12-25 h.p. Model.

Engine: Four-cylinder, 65 mm. by 112 mm., 1,480 c.c., tax £11, side valves, two-bearing crankshaft, force-feed lubrication, magneto ignition. Zenith carburettor. Tank holds 8½ gals. Transmission: Single-plate clutch, unit gearbox, centre control. Gear ratios, 5.2, 7.9, 12.2 and 18.9 to 1. Final drive by closed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension front and back half-elliptic, shock absorbers on front and back. Dimensions: Overall length 12 ft. 10 ins., overall width 4 ft. 10½ ins., ground clearance 8 ins., weight unladen (chassis) 12 cwt. Prices: Chassis £215, de luxe torpedo £275, coachbuilt saloon £299, Weymann saloon £325. Country of origin, France.



The 12 h.p. Bayliss Thomas.

STAND 139.

Manufacturers, Società Anonima Edoardo Bianchi. Can be seen in London at 319, Regent Street, W.1.

BIANCHI.

Bianchi 10-30 h.p. Model.

Engine: Four-cylinder, 64 mm. by 100 mm., 1,300 c.c., tax £11, overhead valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition by Marelli, Zenith carburettor. Marelli electrical equipment. Fuel consumption 33 m.p.g. Tank holds 6 gals. Transmission: Single dry plate clutch, separate gearbox, side control. Gear ratios, 5.25, 8.75, 13 and 18 to 1. Maximum speed on top 52 m.p.h., on third 36 m.p.h., on second 25 m.p.h. Final drive by enclosed propeller shaft, differential. Brakes on all wheels, foot acts on all four wheels, brake lever right hand, acts on all four wheels. Suspension: Front and back half elliptic, shock absorbers on front and back. Artillery wheels to take 730 mm. by 150 mm. tyres; Dunlop are standard. Equipment includes speedometer, oil gauge. Dimensions: Overall length 12 ft. 3 ins., overall width 5 ft. 2 ins., ground clearance 7¼ ins., weight unladen 14 cwt. Price: Chassis, £270. Country of origin, Italy.

A handsome Berliet saloon.

Manufacturers, Automobiles B.N.C., 88-90, Rue Edouard Vaillant, Levallois, France.

B.N.C.

Monthéry Model.

Engine: Four-cylinder, 61 mm. by 94 mm., 1,098 c.c., tax £10, overhead valves, two-bearing crankshaft, force-feed lubrication, magneto ignition. Cozette carburettor and supercharger. Fuel consumption 32 m.p.g. Tank holds 10 gals. Transmission: Single-disco clutch, unit gearbox, centre control. Maximum speed on top 100 m.p.h. Final drive by closed propeller shaft, no differential. Brakes on four wheels and transmission, foot acts on all four wheels, brake lever central, acts on transmission. Suspension: Front half-elliptic, back full cantilever, and shock absorbers. Rudge-Whitworth wire wheels to take 27-in. by 4-in. tyres are standard. Equipment includes revolution counter and clock. Ground clearance 7 ins., weight unladen 9 cwt.

B.N.C. Monza Model.

Engine: Four-cylinder, 60 mm. by 97 mm., 1,097 c.c., tax £10, overhead valves, two-bearing crankshaft, splash lubrication. Solex carburettor. Fuel consumption 30 m.p.g. Maximum speed on top 85 m.p.h.

B30

Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Weight unladen 8½ cwt.

B.N.C. Surba Model.

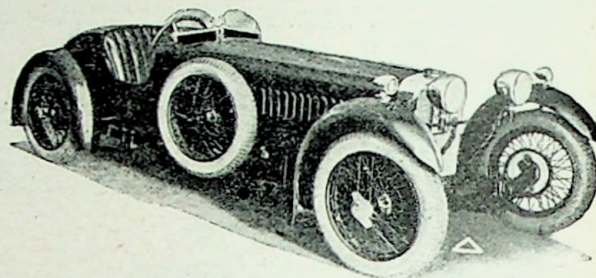
Engine: Four-cylinder, 63 mm. by 94 mm., 1,200 c.c., tax £11, overhead valves, two-bearing crankshaft, force-feed lubrication. Solex carburettor. Fuel consumption 35 m.p.g. Maximum speed on top 65 m.p.h. Final drive by closed propeller shaft and differential. Brakes on four wheels and transmission, foot acts on all four wheels, brake lever central, acts on transmission. Suspension: Front semi-elliptic, back full cantilever, shock absorbers on front and back. Wheels to take 27-in. by 4.4-in. tyres are standard. Ground clearance 8 ins., weight unladen 10 cwt. Country of origin, France.

BOND.

Manufacturers, F. W. Bond and Co., Crown Tree Works, Raistrick, Brighouse, Yorks. Can be seen in London at Malcolm Campbell and Co., Ltd., 7-9, St. James's Street, London, S.W.1.

Model S.1.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, overhead valves, three-bearing crankshaft, force-feed lubrication, magneto ignition by Marelli. Two Zenith carburettors. Smith's electrical



A newcomer among the "speed jobs" — the Bond.

equipment. Fuel consumption 25-30 m.p.g. Tank holds 14 gals. Transmission: Cone clutch, unit gearbox, centre control. Gear ratios, 3.9 or 4.3 top. Maximum speed on top 80 m.p.h. Final drive by closed propeller shaft and differential. Brakes on four wheels, foot acts on front and rear wheels, brake lever central, acts on rear wheels. Suspension front and rear quarter-elliptic, and shock absorbers. Rudge-Whitworth wire wheels to take 27-in. by 4.4 in. tyres. Dunlop are standard. Equipment includes speedometer, revolution counter, clock, electric horn, spare wheel and tyre. Dimensions: Overall length 13 ft., overall width 5 ft. 4 ins., ground clearance 7 ins., weight unladen 14½ cwt. Prices: Chassis £375, supercharged chassis £500, two-seater £475, two-seater supercharged £600. Country of origin, Great Britain.

BRITON.

Manufacturers, Briton Motor Co., Ltd., Wolverhampton.

Briton 9.8 h.p. Model.

Engine: Four-cylinder, 63 mm. by 110 mm., 1,372 c.c., tax £10, side valves, two-bearing crankshaft, splash lubrication, magneto ignition by B.T.H., Zenith carburettor. Lucas electrical equipment. Fuel consumption 38 m.p.g. Tank holds 6 gals. Transmission: Dry-plate clutch unit gearbox, centre control. Gear ratios, 4.4, 8.2 and 12.2 to 1. Maximum speed on top 60 m.p.h., on second 24 m.p.h., first 16 m.p.h. Final drive by open propeller shaft and differential. Brakes on rear wheels and transmission, foot acts on transmission, brake lever central, acts on rear wheels. Suspension: Front and back half-elliptic, no shock absorbers. Spoke wheels to take 27-in. by 4.4-in. tyres, Michelin are standard. Equipment includes lighting, starting, fire-lamp set, dash lamp, spare wheel, electric and bulb horn. Dimensions: Overall length 11 ft. 2½ ins., overall width 4 ft. 8 ins., ground clearance 8 ins., weight unladen 16 cwt. Price: £150. Country of origin, Great Britain.

STAND 12.

Manufacturers, Ettore Bugatti (Automobiles). Can be seen in London at 1 and 3, Brixton Road, S.W.9.

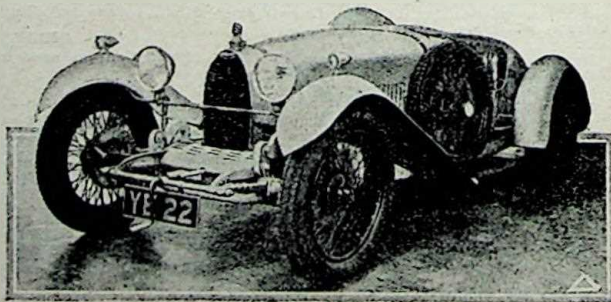
BUGATTI.

Bugatti Model 40.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, overhead valves, five-bearing crankshaft, forced-feed lubrication, coil ignition, Delco, Solex carburettor. Delco electrical equipment. Fuel consumption 25-30 m.p.g. Tank holds 13 gals. Transmission: Bugatti patent clutch, separate gearbox, centre control. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension: Front half-elliptic, back reversed quarter-elliptic, shock absorbers on front and back. Wire wheels to take 27 by 4.4 tyres are standard. Equipment includes electric lighting and starting, spare wheel and tyre and all tools. Dimensions: Overall length 11 ft. 10 ins., overall width 4 ft. 9 ins., ground clearance 7 ins. Price: Chassis, £325.

Bugatti Model 37 (Grand Prix).

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, overhead valves, three-bearing crankshaft, forced-feed lubrication, coil ignition, Delco, Solex carburettor. Tank holds 20 gals. Transmission:



A fast French car—the Bugatti.

Bugatti patent clutch, separate gearbox, side control. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever, right hand, acts on rear wheels. Suspension: Front half-elliptic, back reversed quarter-elliptic, and shock absorbers. Wire wheels to take 27 by 4.4 tyres are standard. Equipment includes electric lighting and tools. Dimensions: Overall length 12 ft. 1 in., overall width 4 ft. 9 ins., ground clearance 5 ins. Price: Chassis, £550. Country of origin, France. All Bugatti prices subject to alteration before Show.

CALTHORPE.

Manufacturers, Calthorpe Motor Supplies, Ltd.

Calthorpe Model B.

Engine: Four-cylinder, 65 mm. by 100 mm., 1,328 c.c., tax £11, side valves, two-bearing crankshaft, force-feed lubrication, magneto ignition, Solex carburettor, Rotax electrical equipment. Fuel consumption 35-40 m.p.g. Tank holds 5½ gals. Transmission: Cone clutch, unit gearbox, side control. Gear ratios, 4.7, 8.3 and 15.7 to 1. Maximum speed on top 50 m.p.h., on second 35 m.p.h., first 20 m.p.h. Final drive by closed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on rear wheels. Suspension:

With improved
lines—the 11 h.p.
Clyno.



front and back quarter-elliptic, steel disc wheels to take 27-in. by 4.4-in. tyres are standard. Equipment includes clock, speedometer, screenwiper, horn and tools. Dimensions: Overall length 12 ft. 6 ins., overall width 4 ft. 10 ins., ground clearance 9 ins., weight unladen 14½ cwt. Price: £215.

Calthorpe Model M.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, side valves, two-bearing crankshaft, splash lubrication, magneto ignition, Zenith carburettor, Lucas electric starting and lighting. Fuel consumption 30-35 m.p.g. Tank holds 6 gallons. Transmission: Multi-plate clutch, unit gearbox, side control. Gear ratios 4.8, 8.4, 11.6 and 18 to 1. Maximum speed on top 55 m.p.h., on third 35 m.p.h., on second 28 m.p.h., first 18 m.p.h. Final drive by open propeller shaft and differential. Brakes on all wheels, foot acts on all wheels, brake lever central, acts on rear wheels. Suspension: front half-elliptic, back half-elliptic, no shock absorbers. Steel wheels to take 28-in. by 4.95-in. tyres. Equipment includes clock, speedometer, screenwiper and mirror. Dimensions: Overall length 12 ft. 6 ins., overall width 5 ft. 4 ins., ground clearance 8 ins., weight unladen 16½ cwt. Price: £265. Country of origin, Great Britain.

Manufacturers, Charron, Ltd. London agents: Messrs. C. Joiner, 1, Thornton Place, Baker Street, W.1.

CHARRON.**6-8 h.p. Model.**

Engine: Four-cylinder, 58 mm. by 100 mm., 1,057 c.c., tax £9, side valves, three-bearing crankshaft, pump lubrication, magneto ignition, Zenith carburettor. Ducellier electrical system. Fuel consumption 40 m.p.g. Tank holds 6 gallons. Transmission: cone clutch, separate gearbox, central control. Gear ratios, 4.6, 8.6 and 12.6 to 1. Maximum speed on top 45 m.p.h. Final drive by open propeller shaft. Brakes on four wheels. Suspension: Front and back half-elliptic. 715 mm. by 115 mm. tyres are standard. Dimensions: Overall length 11 ft. 6 ins., overall width 4 ft. 5 ins., ground clearance 8 ins.; weight unladen 15 cwt. Prices: Four-seater, £160; saloon, £180; subject to exchange fluctuations.

10.8 h.p. Model.

Engine: Four-cylinder, 66 mm. by 100 mm., 1,368 c.c., tax £11, detachable head, overhead valves, three-bearing crankshaft, pump lubrication, magneto ignition; Zenith carburettor. Ducellier electrical system. Fuel consumption 35 m.p.g. Tank holds 8 gallons. Transmission: Single-plate clutch, unit gearbox, centre control. Gear ratios, 4.9, 6.75, 9.5 and 16.5 to 1. Maximum speed on top 55 m.p.h. Final drive by enclosed propeller shaft, spiral bevel. Brakes on four wheels. Suspension, front semi-elliptic, back semi-elliptic. R.A.F. wire wheels to take 730 mm. by 130 mm. tyres are standard. Dimensions: Overall length 13 ft., overall width 4 ft. 9 ins., ground clearance 8 ins.; weight unladen 12 cwt. Prices: Four-seater, £275; saloon, £300; subject to market fluctuations. Country of origin, France.

CHARRON-LAYCOCK.

Manufacturers, Laycock Engineering Co., Ltd., Sheffield. Can be seen in London at Gower and Lee, 1, 2, Thornton Place, Baker Street, W.1.

10.5 h.p. Model.

Engine: Four-cylinder, 65 mm. by 100 mm., 1,460 c.c., tax £11, side valves, three-bearing crankshaft, pump lubrication, magneto ignition by Simms, Zenith carburettor. O.A.V. electrical equipment. Fuel consumption 35 m.p.g. Tank holds 7 gallons. Transmission: cone clutch, separate gearbox, side control. Gear ratios, 4.43, 8.37 and 12.53 to 1. Maximum speed on top 55 m.p.h., on second 35 m.p.h., first 20 m.p.h. Final drive by open propeller shaft and differential. Brakes on rear wheels, foot acts on rear wheels, brake lever right-hand, acts on rear wheels. Suspension: Front and back half-elliptic. Steel artillery wheels to take 710 mm. by 90 mm. tyres; Dunlop are standard. Equipment includes speedometer, clock and oil gauges; coachwork is finished to choice of colours and upholstery. Dimensions: Overall length 11 ft. 6 ins., overall width 4 ft. 8 ins.; weight unladen 16 cwt. Price: Chassis, £275. Country of origin, Great Britain.

STAND 101.

Manufacturers, Citroën Cars, Ltd., Hammesmith. Can be seen in London at Devonshire House, Piccadilly, W.1.

Citroën 11.4 h.p. Model.

Engine: Four-cylinder, 68 mm. by 100 mm., 1,453 c.c., tax £12, side valves, two-bearing crankshaft, force-feed lubrication, magneto ignition by R.B. Solex carburettor. Citroën electrical equipment. Fuel consumption 35 m.p.g. Tank holds 5 gallons. Transmission: single dry-plate clutch, unit gearbox, centre control. Gear ratios, 4.88, 8.73 and 15.27 to 1. Final drive by open propeller shaft and differential. Brakes on four

wheels and transmission, foot acts on front wheels and transmission, brake level central, acts on rear wheels. Suspension: Front, half-elliptic; back, quarter-elliptics superimposed, shock absorbers on front and back. Michelin disc wheels to take 730 by 150 tyres, Michelin Confort, or 28-in. by 4.35-in. Dunlop discs and Dunlop balloons. Equipment includes electric lighting and starting, electric horn, spare wheel and tyre, automatic screen wiper, Boyce motometer, licence holder and inspection lamp. Dimensions: Overall length 12 ft. 10 ins., overall width 4 ft. 9½ ins., ground clearance 9 ins. Price: Saloon, £198. Country of origin, assembled in Great Britain and coachwork made in this country.

STAND 64.

Manufacturers, The Clyno Engineering Co. (1922), Ltd. Can be seen in London at Rootes, Ltd., Devonshire House, Piccadilly.

Clyno 9 h.p. Model.

Engine: Four-cylinder, 58 mm. by 90 mm., 950 c.c., tax £10, side valves, two-bearing crankshaft, splash and pump lubrication, magneto ignition by Lucas. Cox Atmos carburettor. Lucas electrical equipment. Fuel consumption 40-45 m.p.g. Tank holds 5 gallons. Transmission: Single-plate clutch, unit gearbox, centre control. Gear ratios, 5.5, 10.2 and 19.1 to 1. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever, right hand, acts on all four wheels. Suspension: Front, half-elliptic; back, quarter-elliptic. Hollow pressed-steel artillery wheels to take 27-in. by 4-in. tyres; Dunlops are standard. Dimensions: Overall length 10 ft. 4 ins., overall width 4 ft. 8 ins., ground clearance 8 ins. Prices: Four-seater, £145; fabric saloon, £160.

Clyno 11 h.p. Model.

Engine: Four-cylinder, 66 mm. by 100 mm., 1,368 c.c., tax £11, side valves, two-bearing crankshaft, splash and pump lubrication, magneto ignition by Lucas. Cox Atmos carburettor. Lucas electrical equipment. Fuel consumption 35-40 m.p.g. Tank holds 5 gallons. Transmission: Cone clutch, separate gearbox on torque tube, side control. Gear ratios, 4.77, 8.9 and 16.5 to 1. Final drive by closed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever, right hand, acts on all four wheels. Suspension: Front, half-elliptic; back, quarter-elliptic. Hollow pressed-steel artillery wheels to take 27-in. by 4.4-in. tyres; Dunlop are standard. Dimensions: Overall length 12 ft. 10 ins., overall width 5 ft. 1 in., ground clearance 8½ ins. Prices: Two-seater, £152 10s.; four-seater, £170; saloon, £180; de luxe two-seater, £195; de luxe four-seater, £195; de luxe saloon, £220. Country of origin, Great Britain.

CONSTANTINESCO.

Can be seen in London at 7, Grosvenor Gardens, S.W.1.

Standard Model.

Engine: Two-cylinder, 68 mm. by 70 mm., 500 c.c., tax £6, two-stroke, two-bearing crankshaft, splash lubrication, coil ignition, Delco, Constantinesco carburettor. Delco Remy electrical equipment. Fuel consumption 30 m.p.g. Tank holds 6 gallons. Transmission: Constantinesco, no gearbox or clutch. Gear ratios infinitely variable. Maximum speed on top 45 m.p.h. Final drive by open propeller shaft and no differential. Brakes on four wheels, foot acts on front wheels, brake lever, right hand, acts on rear wheels. Suspension: Front and rear half-elliptics, no shock absorbers. Dunlop wire wheels to take 715 by 115 tyres are standard. Equipment includes usual tools, spare wheel and tyre. Dimensions: Overall length 12 ft., overall width 4 ft. 8 ins., ground clearance 6½ ins., weight unladen 1,800 lb. Price: £250. Country of origin, Great Britain.

COVENTRY-VICTOR.

Manufacturers, Coventry-Victor Motor Co., Ltd., Coventry. Can be seen in London at Metro Motors, 45, Newman Street.

Coventry-Victor Family Model.

Engine: Two-cylinder, 75 mm. by 78 mm., 688 c.c., tax £4, side valves, three-bearing crankshaft, splash and force-feed lubrication, magneto ignition by B.T.H. Cox Atmos or Solex carburettor. Lucas electrical equipment. Fuel consumption 60 m.p.g. Tank holds 2½ gallons. Transmission: Ferodo single-plate-dry clutch, separate gearbox at rear, side control. Gear ratios, 5 and 10.2 to 1. Maximum speed on top 45 m.p.h., on bottom 18 m.p.h. Final drive by open propeller shaft and chains. Brakes on rear wheel and transmission, foot acts on transmission, brake lever, right hand, acts on rear wheel. Suspension: Front and back quarter-elliptic. Wire wheels to take 27-in. by 4-in. tyres; Dunlop are standard. Dynamo lighting 210 10s. extra, starter, £5 extra. Dimensions: Overall length 10 ft., overall width 4 ft. 5 ins., ground clearance 9 ins., weight unladen, 5¼ cwt. Price: £99 15s.

Coventry-Victor Sports Model.

Engine: Two-cylinder, 78 mm. by 78 mm., 749 c.c., tax £4, o.h. valves, three-bearing crankshaft. Gear ratios, 4.5 and 10.2 to 1. Maximum speed on top 70 m.p.h., on bottom 18 m.p.h. Equipment includes folding hood. Dimensions: Overall length 10 ft. 3 ins., overall width 4 ft. 3 ins., ground clearance 9 ins., weight unladen, 5¼ cwt. Price: £110. Country of origin, Great Britain.

The Coventry-
Victor three-
wheeler.

STAND 30.

Manufacturers, Donnet Motors, Ltd. Can be seen in London at 42, Albemarle Street, W.1.

10.20 h.p. Model.

Engine: Four cylinder, 62 mm. by 91 mm., 1,078 c.c., tax £10, side valves, two-bearing crankshaft, force-feed lubrication, magneto ignition, Cosette carburettor. Ducellier electrical equipment. Fuel consumption 35 m.p.g. Tank holds 6 gallons. Transmission: Single dry-plate clutch, unit gearbox, centre control. Gear ratios, 5, 8.1, 11.1 and 17.6 to 1. Maximum speed on top 50 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension: Front and back half-elliptic; no shock absorbers. Wheels to take 715 mm. by 115 mm. tyres are standard. Equipment includes five

lamps, horn, speedometer, clock and screen wiper. Dimensions: Overall length 12 ft. 6 ins., overall width 4 ft. 8 ins., ground clearance 8 ins.; chassis weight, 11 cwt. Price: Chassis, £150; four-seater, £185; saloon, £230.

Donnet 12-40 h.p. Model.

Engine: Four-cylinder, 63 mm. by 70 mm., 1,328 c.c., tax £15, side valves, four-bearing crankshaft, force-feed lubrication, magneto ignition, Cozette carburetter. Duccellier electrical equipment. Fuel consumption 30 m.p.g. Tank holds 6 gallons. Transmission: Single dry-plate clutch, unit gearbox, centre control. Gear ratios, 5, 8.1, 11.1 and 17.6 to 1. Maximum speed on top 55 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension: Front and back half-elliptic; no shock absorbers. Wheels to take 12 cm. by 45 cm. tyres are standard. Dimensions: Overall length 12 ft. 6 ins., overall width 4 ft. 8 ins., ground clearance 8 ins.; chassis weight 12 cwt. Price: Chassis, £200; four-seater, £265; saloon, £185. Country of origin, France.

D'YRSAN.

Manufacturers, Cyclecars D'Yrsan. Can be seen in London at Metro Motors, 45, Newman Street, W.1.

Sports Model.

Engine: Four-cylinder, 57 mm. by 95 mm., 972 c.c., tax £4 (three-wheeler), overhead valves, two-bearing crankshaft, force-feed lubrication to main, splash to big-end bearings, magneto ignition by Saga or Duccellier. Solex carburetter. Duccellier electrical equipment. Fuel consumption 45-50 m.p.g. Tank holds 4½ gallons. Transmission: disc-in-oil clutch, unit gearbox, centre control. Gear ratios, 4, 5.95 and 11.69 to 1. Maximum speed on top 70 m.p.h.; on second 52 m.p.h., first 24 m.p.h. Final drive by closed propeller shaft and chains. Brakes on three wheels, foot acts on front wheels, brake lever central, acts on rear wheel. Suspension: Transverse front, semi-cantilever back. Wire wheels to take 710 mm. by 80 mm. or 710 mm. by 90 mm., tyres are standard. Equipment includes Duccellier lighting, hood, spare wheel, horn, 10-in. f.w.b. standard and channel steel forks and "knock-out" rear spindle. Dimensions: Overall length 11 ft. 2 ins., overall width 5 ft. 2 ins., ground clearance 8 ins.; weight unladen 840 lb. Price: £165.

D'Yrsan Super Sports Model.

Engine: 59 mm. by 100 mm., 1,094 c.c., overhead valves, two-bearing crankshaft. Fuel consumption 35-40 m.p.g. Tank holds 4 gallons. Maximum speed on top 90 m.p.h., on second 61 m.p.h., first 30 m.p.h. Equipment includes spare wheel, but no hood or lighting equipment.

E.H.P.

Manufacturers, Societe des Automobiles E.H.P., France. Can be seen in London at Bruton Garages, New Bond Street, W.1.

8-10 h.p. Model.

Engine: Four-cylinder, 64 mm. by 95.5 mm., 1,222 c.c., overhead valves, two-bearing crankshaft, forced-feed lubrication, magneto ignition, Cozette carburetter. Duccellier electrical equipment. Transmission: Disc clutch, unit gearbox, centre control. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on all four wheels. Suspension: Front half-elliptic, back quarter-elliptic, shock absorbers on front and back. Rudge-Whitworth wire wheels to take 27-in. by 4.4-in. s.s. tyres are standard. Equipment includes clock speedometer, spare wheel and tyre. There are also the sports model, the D.U. model and the D.S.S. racing model. Country of origin, France.

The 9 h.p. Fiat.

A popular "small four."

STAND 68.

Manufacturers, Fiat (Italy). Can be seen at London at Fiat (England), Ltd., 43-44, Albemarle St., W.1.

9 h.p. Model.

Engine: Four-cylinder, 57 mm. by 97 mm., 990 c.c., tax £8, overhead valves, two-bearing crankshaft, forced-feed lubrication, magneto ignition by Marelli. Fiat electrical equipment. Tank holds 5½ gallons. Transmission: Single-plate clutch, unit gearbox, centre control. Gear ratios, 6.1, 12.6 and 20 to 1. Final drive by closed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension: Front and back half-elliptic; shock absorbers on coupe and saloon. Steel artillery wheels to take 27 by 4.4 tyres; Dunlop are standard. Equipment includes clock, speedometer, spare wheel and tyre, tool kit, jack, pump and tyre levers. Dimensions: Torpedo body, overall length 12 ft., overall width 4 ft. 8½ ins., ground clearance 6 7-8 ins.; weight unladen 15½ cwt. Prices: Torpedo, £200; two-three-seater, £195; saloon, £250; coupe, £225.

Fiat 12 h.p. Model.

Engine: four-cylinder, 65 mm. by 110 mm., 1,460 c.c., tax £11, side valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition by Marelli. Fiat carburetter. Fiat electrical equipment. Tank holds 9 gallons. Transmission: Multi steel disc clutch, unit gearbox, side control. Gear ratios, 5.11, 8.94, 12.83 and 22.63 to 1. Final drive by closed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on rear wheels. Suspension: Front and back half-elliptic; shock absorbers on front and back. Steel artillery wheels to take 28-in. by 4.95-in. tyres; Dunlop are standard. Equipment same as 9 h.p. model. Leather upholstery £10 extra. Dimensions (torpedo body): Overall length 13 ft. 3 ins., overall width 5 ft. 4½ ins., ground clearance 9 ins., weight 19½ cwt. Prices: Chassis, £210; torpedo, £295; two-three-seater, £290; saloon, £350; coupé, £360. Country of origin, Italy.

STAND 8.

Manufacturers, Fabrique Nationale d'Armes de Guerre, Belgium. Can be seen in London at Hayward Automobiles, Ltd., Kingsbury House, King St., S.W.1.

10.4 h.p. Model.

Engine: Four-cylinder, 65 mm. by 100 mm., 1,327 c.c., tax £11, overhead valves and camshaft, three-bearing crankshaft, pump lubrication, ignition by Bosch, Solex carburetter, Bosch electrical equipment. Fuel consumption 35-40 m.p.g. Tank holds 10 gallons. Transmission: Single dry-plate clutch, unit gearbox. Gear ratios, 4.75 to 1

ton. Maximum speed on top 60 m.p.h. Final drive by open propeller shaft and differential. Brakes on all four wheels. Suspension: Front and back half-elliptic. Wood wheels to take 760 mm. by 90 mm. s.s. or 775 mm. by 145 mm. ball-rolls are standard. Prices: Chassis: £365; fabric saloon, £435. Country of origin, Belgium.

FRAZER-NASH.

Manufacturers, Frazer-Nash Cars (A.F.N., Ltd.). Can be seen in London at M.S.L., Ltd., 67, Hammermith Road, Kingston-on-Thames.

12 h.p. Model

Engine: Four-cylinder 69 mm. by 100 mm., 1,496 c.c., tax £12, side valves, three-bearing crankshaft, force feed lubrication, magneto ignition by B.T.H., Solex carburetter. C.A.V. electrical equipment. Fuel consumption 40 m.p.g. Tank holds 6 gals. Transmission: Three dry-plates lined Ferodo clutch, separate gearbox, special Frazer-Nash side control. Gear ratios, 3.8 or 4.1, 5.8 and 10 or 11.6 to 1. Maximum speed on top 75 m.p.h., on second 55 m.p.h., first 28 m.p.h. Final drive by open propeller shaft and chains, no differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on rear wheels. Suspension: Front and back quarter-elliptic, shock absorbers on front and back. Rudge-Whitworth wire wheels to take 27-in.

For the sportsman—the Frazer-Nash.

by 4-in. tyres; Dunlop are standard. Equipment includes electric starter, speedometer, tool-kit, spare wheel and tyre and rev. counter with super-sports model; four-speeds at £20 extra. Dimensions: Overall length 12 ft. 6 ins., overall width 4 ft. 4 ins., ground clearance 7 ins., weight unladen 12 cwt. Prices: Fast four-seater three-seater £340; super-sports three-seater £390, super-sports Vitesse short chassis £425; Boulogne three-seater £460; Boulogne Vitesse £495; super-charged Boulogne models £530 and £565. Country of origin, Great Britain.

GILLET.

Manufacturers, British Ensign Motors, Ltd. Can be seen in London at Hawthorn Road, Willesden Green, N.W.10.

8 h.p. Model.

Engine: Four-cylinder, 56.8 mm. by 100 mm., 1,020 c.c., tax £8, side valves, two-bearing crankshaft, force-feed lubrication, coil ignition by Remy, Zenith carburetter. Miller electrical equipment. Fuel consumption 40 m.p.g. Tank holds 5½ gallons. Transmission: Multi-plate clutch, unit gearbox, centre control. Gear ratios, 4.44, 8.36 and 16.6 to 1. Maximum speed on top 50-55 m.p.h. Final drive by open propeller shaft, no differential. Brakes on four wheels, foot acts on all four wheels, brake lever, central, acts on rear wheels. Suspension: Front and back, quarter-elliptic, no shock absorbers. Pressed steel artillery wheels to take 30-in. by 3.5-in. tyres are standard. Equipment includes dynamo lighting, electric starter, three-lamp set, hood and side curtains, electric horn, speedometer, spare wheel and tyre and kit. Dimensions: Overall length 11 ft. 10 ins., overall width 4 ft. 9 ins., ground clearance 8½ ins., weight unladen 11 cwt. Price: £100. Country of origin, Great Britain.

G.N.

Manufacturers, G.N., Ltd. Can be seen in London at 144, East Hill, Wandsworth, S.W.18.

G.N. 12 h.p. Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, side valves, three-bearing crankshaft, force feed lubrication, magneto ignition by M.L., Solex carburetter. Miller electrical equipment. Fuel consumption 30-35 m.p.g. Tank holds 4 gals. Transmission: dry-plate clutch and chains, side control. Gear ratios, 4, 5.76, 12.5 to 1. Maximum speed on top 70-80 m.p.h., on second 55-60 m.p.h., first 30-35 m.p.h. No differential. Brakes on rear wheels, foot acts on rear wheels, brake lever, right hand, acts on rear wheels. Suspension: Front and rear quarter elliptic and shock absorbers. Wire wheels to take 700 mm. by 80 mm. tyres are standard. Equipment includes screen wiper, starter and licence holder. Dimensions: Overall length 11 ft. 4 ins., overall width 4 ft. 4 ins., ground clearance 9 ins., weight unladen 10½ cwt. Price: £265. Country of origin, Great Britain.

GWYNNE.

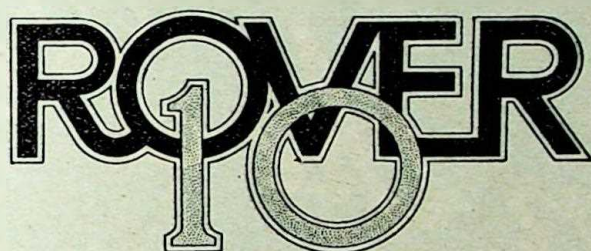
Manufacturers, Gwynne Cars, Ltd., Church Wharf, Chiswick, London, W.4. Can be seen in London at S. G. Cummings, 97-101, Fulham Road, W.3.

**An attractive
Gwynne saloon.**



Say "99"

at Olympia and you will find the best light cars at the Show—on Stand 99, near the Addison Road Station entrance. They are, of course, the famous



The Full-Sized Car that costs least TO RUN.

The models at Olympia will be the "Paris" and "Riviera" (folding roof) Weymann Saloons and the Semi-Sports 2-seater. At our Show-rooms at 61, New Bond Street there will be a full range of models on view.

BRIEF SPECIFICATION :

Four-cylinder overhead valve engine developing 25 h.p. (Tax £10). Full pressure lubrication, water cooling by pump circulation. Three-speed gearbox, enclosed shaft transmission. Wheelbase 8' 8", track 4'. Equipment includes: electric starting and lighting (5 lamps), 2 horns, speedometer, 8-day clock, dash lamp, seating upholstered in real leather, folding luggage grid (except on 2-seater Semi-Sports), spring gaiters, spare wheel and tyre, etc., etc.

1928 MODELS and PRICES.

2-seater tourer	£220
4-seater tourer	£225
Detachable head coupe..	£235
Semi-Sports 2-seater ..	£260
Semi-Sports 4-seater ..	£260
"Paris" model Weymann Saloon	£250
"Riviera" model Weymann Saloon (folding roof) ..	£250

All bodies finished in Cellulose (except Weymann Saloons). Semi-Sports models have wire wheels and Dual-tone body finish.

THE ROVER COMPANY, LTD., 61, NEW BOND ST., W.1
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Leather cone clutch, gearbox on front-end of torque tube, centre control. Gear ratios, 4.83, 8.2 and 14.25 to 1. Maximum speed on top 70 m.p.h., on second 45 m.p.h., first 22 m.p.h. Final drive by enclosed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension: Front and back half-elliptic, and shock absorbers on front and back. Steel artillery wheels to take 27-in. by 4.4-in. tyres are standard. Equipment includes clock, speedometer, dash lamp, two and four-seaters have rigid anti-rattle side curtains, saloons interior light and switch. Dimensions: Overall length 11 ft. 0 ins., overall width 4 ft. 10 ins., ground clearance 9 ins., weight unladen 12½ cwt. Price: Sports two-seater £265.

Gwynne 10 h.p. Model.

Engine: Four-cylinder, 63 mm. by 100 mm., 1,247 c.c., tax £10, overhead valves, three-bearing crankshaft, force-feed lubrication, coil ignition, Solex carburettor. Lucas electrical equipment. Fuel consumption 40 m.p.g. Tank holds 4 gals. Transmission: Leather cone clutch, unit gearbox on front end of torque tube, centre control. Gear ratios 6.1, 8.65 and 15 to 1. Maximum speed on top 55 m.p.h., on second 40 m.p.h., first 20 m.p.h. Final drive by enclosed propeller shaft, and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels, transmission. Suspension: Front and back half-elliptic and shock absorbers. Steel artillery wheels to take 27-in. by 4.4-in. tyres are standard. Dimensions: overall length 11 ft., overall width 4 ft. 10 ins., ground clearance 9 ins., weight unladen (two and four-seater) 13 cwt., saloon 14 cwt. Prices: Two and four-seaters £220, saloon £260, de luxe £285. Country of origin, Great Britain.

HAMPTON.

Manufacturers, Hampton Cars (London), Ltd. Can be seen in London at B. S. Marshall, Ltd., 25, Basil Street, Knightsbridge, London, S.W.

12 h.p. Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, overhead valves, three-bearing crankshaft, force-feed lubrication, magneto ignition, Zenith carburettor. Lucas electrical equipment. Fuel consumption 30 m.p.g. Tank holds 7 gals. Transmission: Plaid clutch in oil, unit gearbox on clutch housing side control. Gear ratios, 4.5, 6.85, 10.5 and 16.68 to 1. Maximum speed on top 60 m.p.h. Final drive by open propeller shaft, and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on rear wheels. Suspension: Front and back half-elliptic, and shock absorbers; 28-in. by 4.95-in. tyres; Dunlop are standard. Equipment includes clock, speedometer, automatic screen wiper, bulb and electric horns, driving mirror, dash lamp, luggage carrier and number plates. Dimensions: Overall length 12 ft. 6 ins., overall width 5 ft., ground clearance 9 ins., weight unladen between 16½ cwt. and 17 cwt. Prices: Standard two-seater £275; de luxe three-seater £315; de luxe five-seater £335; coupé de luxe £340; saloon coachbuilt or fabric £425. Country of origin, Great Britain.

HORSTMAN.

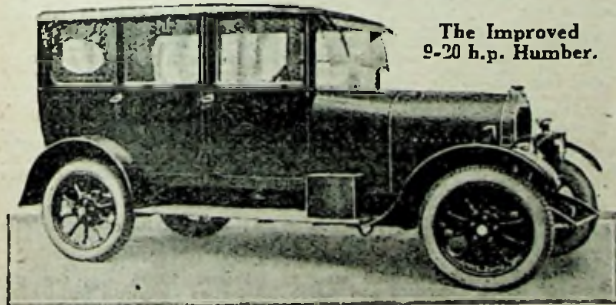
Manufacturers, Horstman, Ltd., Bath.

9.25 h.p. Model.

Engine: Four-cylinder, 63 mm. by 100 mm., 1,247 c.c., tax £10, overhead valves, three-bearing crankshaft, force-feed lubrication, coil ignition by Lucas, Solex or Zenith carburettor. Lucas electrical equipment. Fuel consumption 40 m.p.g. Tank holds 5 gals. Transmission: Disc clutch, separate gearbox on rear axle, centre control. Gear ratios, 5, 9 and 18 to 1. Maximum speed on top 60 m.p.h., on second 45 m.p.h., first 18 m.p.h. Final drive by enclosed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension: Front and back quarter-elliptic, no shock absorbers. Artillery wheels to take 27-in. by 4.4-in. tyres are standard. Equipment includes usual accessories. Dimensions: Overall length 12 ft. 6 ins., overall width 6 ft. 2 ins., ground clearance 8 ins., weight unladen 13½ cwt. Price: £195.

Horstman 12-30 h.p. Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, side valves, three-bearing crankshaft, force-feed lubrication, magneto ignition by B.L.I.C., Cox Atmos or Solex carburettor. C.A.V. electrical equipment. Fuel consumption 35 m.p.g. Tank holds 7 gals. Transmission: Disc clutch, unit gearbox, side control. Gear ratios, 5, 7, 9 and 18 to 1. Maximum speed on top 65 m.p.h., on third 48 m.p.h., on second 34 m.p.h., first 19 m.p.h. Final drive by enclosed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever, right hand acts on rear wheels. Suspension: Front and back quarter-elliptic; shock absorbers on front and back. Disc wheels to take 28 by 4.95 tyres are standard. Dimensions: Overall length 12 ft. 9 ins., overall width 5 ft. 8 ins., ground clearance 9 ins., weight unladen 19 cwt. Prices: £365; saloon, £450. Country of origin, Great Britain.



The Improved
9-20 h.p. Humber.

STAND 70.

Manufacturers, Humber, Ltd., Coventry. Can be seen in London at 94, New Bond St., W.1.

9-20 h.p. Model.

Engine: Four-cylinder, 58 mm. by 100 mm., 1,057 c.c., tax £9, overhead inlet, side exhaust valves, two-bearing crankshaft, pump and splash lubrication, magneto ignition by Lucas, Cox Atmos carburettor, Lucas electrical equipment. Fuel consumption, 38 m.p.g. Tank holds 8 gals. Transmission: Cone clutch, unit gearbox, side control. Gear ratios, 4.90, 9.47 and 18.32 to 1. Maximum speed on top 60 m.p.h., on second 30 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels and transmission, foot acts on front wheels and transmission, brake lever right hand, acts on rear wheels. Suspension: Front and back half-elliptic, shock absorbers on front and back. Steel artillery wheels to take 27-in. by 4.4-in. tyres; Dunlop are standard.

HUMBER.

Equipment includes speedometer, clock, oil gauge. Dimensions: Overall length 12 ft. 10 ins., overall width 4 ft. 9 ins., ground clearance 8½ ins. Price: Chassis £220. Country of origin, Great Britain.

STAND 24.

Manufacturers, Imperia Motors, Ltd., Maidenhead, Berks.

Four-cylinder Model.

Engine: Four-cylinder, 66 mm. by 80 mm., 1,094 c.c., tax £11, slide valves, two-bearing crankshaft, forced-feed lubrication, magneto ignition Scintilla, Solex carburettor. Ducellier electrical equipment. Fuel consumption 35 m.p.g. Tank holds 8 gals. Transmission: Single dry-plate clutch, unit gearbox, centre control. Gear ratios, 5.5, 7.3, 11.1 and 22.2 to 1. Maximum speed on top 55 m.p.h., on third 43 m.p.h., on second 30 m.p.h., first 20 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels and transmission, foot acts on front wheels and transmission, brake lever central, acts on rear wheels. Suspension: Front and back half-elliptic and shock absorbers. Wood artillery wheels to take 28-in. by 4.95-in. tyres are standard. Equipment includes starter, clock and speedometer. Dimensions: Overall length 11 ft. 10½ ins., overall width 4 ft. 10½ ins., ground clearance 8¼ ins. Prices: Chassis, £260; two-seater, £285; four-seater, £295; standard saloon, £475; de luxe saloon, £535; coupé, £525; Van den Plas saloon, sliding roof, £425. Country of origin, Belgium.

The Imperia.

JEWEL

Manufacturer, John E. Wood, 4, Bowland Street, Bradford.

10 h.p. Model.

Engine: Four-cylinder, 63 mm. by 100 mm., 1,247 c.c., tax £10, overhead valves, two-bearing crankshaft, pump and trough lubrication, magneto ignition, Zenith carburettor. Lucas electrical equipment. Fuel consumption 40-45 m.p.g. Tank holds 6½ gals. Transmission: Inverted cone clutch, unit gearbox, centre or side control. Gear ratios 5, 8.25 and 16 to 1. Maximum speed on top 55 m.p.h., on second 32 m.p.h., first 14 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central or right hand, acts on rear wheels. Suspension: Front half-elliptic, back double quarter-elliptic, shock absorbers on back only. Disc wheels to take 27-in. by 4.4-in. tyres are standard. Equipment includes starter, clock, speedometer, dashlamp, tool, windscreen, wiper and licence holder. Dimensions: Overall length 12 ft. 3 ins., overall width 4 ft. 5 ins., ground clearance 8 ins., weight unladen 15 cwt. (two-seater), 16 cwt. (four-seater). Prices: Two-seater £236; four-seater £245.

Jewel 12 h.p. Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12. Fuel consumption 35-40 m.p.g. Maximum speed on top 58 m.p.h., on second 34 m.p.h., first 16 m.p.h. Wheels to take 28-in. by 4.95 tyres are standard. Weight unladen 18 cwt. Prices: Coupé £275; saloon £295; sports £275.

Sports model has four-speed box with maximum of 70 m.p.h., three-bearing crankshaft, force-feed lubrication and shock absorbers all round. Country of origin, Great Britain.

The Jowett coupe.

JOWETT.

STAND

Manufacturers, Jowett Cars, Ltd., Idle, Bradford.

Short 7 h.p. Model.

Engine: Two-cylinder, 75.4 mm. by 101 mm., 907 c.c., tax £7, side valves, two-bearing crankshaft, force-feed lubrication, coil ignition by Lucas, Zenith carburettor. Lucas electrical equipment. Fuel consumption 40-50 m.p.g. Tank holds 5 gallons. Transmission: Cone clutch, unit gearbox, side control. Gear ratios, 4.66, 7.64 and 15.1 to 1. Maximum speed on top 45-50 m.p.h., on second 35 m.p.h., first 18 m.p.h. Final drive by open propeller shaft and differential. Brakes on rear wheels and transmission, foot acts on transmission, brake lever, right hand, acts on rear wheels. Suspension: Front and back half-elliptic. Steel artillery wheels to take 27 by 4.4 tyres; Dunlop are standard. Equipment includes speedometer, screen wiper, driving mirror, electric horn and grease-gun, tool kit, licence holder, number plates. Dimensions: Overall length 10 ft., overall width 4 ft. 6 ins., ground clearance 8½ ins., weight unladen 9½ cwt. Price: Short two-seater, £134.

Jowett Long Chassis.

Dimensions: Overall length 11 ft. 6 ins., overall width 4 ft. 6 ins., ground clearance 8¼ ins. Prices: Two-seater, £142; light four-seater, £142; coupé, £168; full four-seater, £145; saloon, £170.

Jowett Sports Model.

Maximum speed on top 60 m.p.h., on second 40 m.p.h., first 20 m.p.h. Shock absorbers on front and back. Artillery wheels to take 650 mm. by 65 mm. high-pressure tyres are standard. Equipment includes speedometer, electric horn, grease-gun, tool kit, licence holder, number plates. Dimensions: Overall length 11 ft. 4 ins., overall width 4 ft. 6 ins., ground clearance 8½ ins., weight unladen 8¼ cwt. Price: £145. Country of origin, Great Britain.

STAND 100.

Manufacturers, Lea and Francis, Ltd. Can be seen in London at 118, Great Portland Street.

10 h.p. Short Model.

Engine: Four-cylinder, 63 mm. by 100 mm., 1,247 c.c., tax £10, overhead valves, two-bearing crankshaft, splash lubrication, magneto ignition, Solex carburettor. C.A.V. electrical equipment. Fuel consumption 35 m.p.g. Tank holds 5½ gals. Transmission: Inverted cone clutch, unit gearbox, side control. Gear ratios 4.7, 7.56, 11.24 and 18.87 to 1. Maximum speed on top 50-55 m.p.h. Final drive by open propeller shaft, and differential. Brakes on rear wheels and transmission, foot acts on rear wheels, brake lever right hand, acts on front and back half-elliptic, shock absorbers on front and back. Disc wheels to take 27-in. by 4.4-in. tyres are standard. Dimensions: Overall length 11 ft., overall width 4 ft. 8½ ins., ground clearance 8 ins., weight unladen 14½ cwt. Price: Occasional four-seater £225. 10 h.p. long model has four-wheel brakes and transmission brake, shock absorbers and 12-volt lighting. Prices: Two-seater, £275; four-seater, £275; two-seater, semi-sports, £275; England fabric saloon, £315; Warwick light saloon, £315. Note: 12 h.p. engine £10 extra to these models.

Lea-Francis 12 h.p. New Chassis Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, overhead valves, three-bearing crankshaft, splash lubrication, magneto ignition, Solex carburettor. C.A.V. electrical equipment. Fuel consumption 35 m.p.g. Tank holds 8 gals. Transmission: Inverted cone clutch, unit gearbox, side control. Gear ratios 4.7, 6.12, 9.32 and 15.66 to 1. Maximum speed on top 55 m.p.h. Final drive by open propeller shaft, and differential. Brakes on all wheels, foot acts on all four wheels, brake lever right hand, acts on rear wheels. Suspension: Front and back half-elliptic, shock absorbers on front and back. Disc wheels to take 27-in. by 4.4-in. tyres are standard. Dimensions: Overall length 13 ft. 3 ins., overall width 4 ft. 11 ins., ground clearance 7 ins. Prices: Two-seater, £295; four-seater, £295; fixed-head coupé, £360; three-quarter folding-head coupé, £360; coachbuilt saloon, £395; Leafabric saloon, £408.

Lea-Francis 12-40 h.p. Sports Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, overhead valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition, Solex carburettor. C.A.V. electrical equipment. Fuel consumption 26-28 m.p.g. Tank holds 8 gals. Unit gearbox, side control. Gear ratios 4.7, 6.12, 9.32 and 15.66 to 1. Maximum speed on top 60 m.p.h. Final drive by open propeller shaft, and differential. Brakes on four wheels, foot acts on all four wheels, brake

The 12 h.p. Lea-Francis Saloon.

From a famous
factory—
the Mathis.

lever right hand, acts on rear wheels. Suspension: Front and back half-elliptic, shock absorbers on front and back. Wire wheels to take 27-in. by 4.4-in. tyres are standard. Dimensions: Overall length 13 ft. 3 ins., overall width 5 ft. 4 ins., ground clearance 7 ins. Prices: Two-seater, £325; four-seater, £325; fixed-head coupé, £400; three-quarter folding-head coupé, £400; Leafabric saloon, £440; two-door saloon, £450.

Lea-Francis 12-50 h.p. Brooklands Sports Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, overhead valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition, two Solex carburettors. C.A.V. electrical equipment. Fuel consumption 23-25 m.p.g. Tank holds 8 gals. Unit gearbox, side control. Gear ratios 4.7, 6.12, 9.32 and 15.66 to 1. Maximum speed on top 70 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on rear wheels. Suspension: Front and back half-elliptic, shock absorbers on front and back. Wire wheels to take 27-in. by 4.4-in. tyres are standard. Equipment includes Dewandre servo brakes, rev. counter, two spare wheels, radiator thermometer and dash ventilators. Dimensions: Overall length 13 ft. 3 ins., overall width 5 ft. 4 ins., ground clearance 7 ins. Prices: Two-seater, £425; four-seater, £425; Leafabric saloon, £480; two-door saloon, £490.

Lea-Francis 1½-Litre Supercharged Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, overhead valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition, Cossetto carburettor and supercharger. C.A.V. electrical equipment. Tank holds 10 gals. Transmission: Single-plate

LEA-FRANCIS.

clutch, unit gearbox, side control. Gear ratios 4.27, 5.56, 8.47 and 14.23 to 1. Maximum speed on top 80 m.p.h. Chassis as Brooklands Sports two-seater. Prices: £495; four-seater, £495.

Lea-Francis Six-cylinder 1½-Litre Model.

Engine: Six-cylinder, overhead valves, four-bearing crankshaft, forced lubrication, magneto ignition, Solex carburettor. C.A.V. electrical equipment. Fuel consumption 28 m.p.g. Tank holds 8 gals. Transmission: Single-plate clutch, unit gearbox, side control. Gear ratios 4.7, 6.12, 9.32 and 15.66 to 1. Maximum speed on top 65 m.p.h. Final drive by open propeller shaft, and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand, acts on rear wheels. Suspension: Front and back half-elliptic, shock absorbers on front and back. Wire wheels to take 27-in. by 4.4-in. tyres are standard. Various wheelbases and tracks. Prices: Two-seater, £395; four-seater, £395.

This model is identical with 14 h.p. six-cylinder model, but cylinders are under-bored to bring capacity within 1½ litres. Country of origin, Great Britain.

MARENDAZ SPECIAL.

Manufacturers, D. M. K. Marendaz, Ltd. Can be seen in London at 1 and 3, Brixton Road, S.W.9.

9-90 h.p. Model.

Engine: Four-cylinder, 59 mm. by 100 mm., 1,087 c.c., tax £10, overhead valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition by B.T.H., Solex carburettor. Fuel consumption 45-50 m.p.g. Tank holds 12 gals. Transmission: Cone clutch, separate gearbox, centre control. Final drive by enclosed propeller shaft, differential optional. Brakes on four wheels, foot acts on rear wheels, brake lever right hand, acts on front wheels. Suspension: Front half-elliptic, back full cantilever and shock absorbers. Rudge-Whitworth wire wheels. Equipment includes 12-volt starting and lighting, rev. counter and speedometer. Dimensions: Overall length 14 ft., overall width 5 ft., ground clearance 5½ ins. Prices: Chassis, £650.

Marendaz Special 11-55 h.p. Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, side valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition by B.T.H., Solex carburettor. Fuel consumption 35-45 m.p.g. Tank holds 7 gals. Transmission: Cone clutch, separate gearbox, centre control. Maximum speed on top 100 m.p.h., on second 72 m.p.h., first 40 m.p.h. Final drive by enclosed propeller shaft, optional differential. Brakes on four wheels, foot acts on rear wheels, brake lever, right hand, acts on front wheels. Suspension: Front half-elliptic, back full cantilever, elliptic, and shock absorbers. Rudge-Whitworth wire wheels. Dimensions: Overall length 14 ft., overall width 5 ft., ground clearance 5½ ins. Prices: Chassis, £495; two-seater, £495.

An 11-120 h.p. model is made with an o.h.v. engine and a 20 gal. petrol tank. Price: Chassis £750. Country of origin, Great Britain.

MATHIS.

Manufacturers, Mathis Societe Anonyme, 200, Route de Colmar, Strasbourg. Can be seen in London at 25, Basil Street, Knightsbridge, S.W.3.

10 h.p. Model.

Engine: Four-cylinder, 60 mm. by 105 mm., 1,188 c.c., tax £9, side valves, two-bearing crankshaft, forced-feed lubrication, magneto ignition, Solex carburettor. Marchal electrical equipment. Fuel consumption 40 m.p.g. Tank holds 6½ gals. Transmission: Single-plate clutch, unit gearbox, centre control. Gear ratios 5.1, 8, 12 and 28.9 to 1. Maximum speed on top 50 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever control, acts on rear wheels. Suspension: Front and back, half-elliptic and shock absorbers. Wheels to take 11 by 45 cm. tyres; Michelin "Bibendum" are standard. Equipment includes dynamo lighting and starting, clock, dash lamp, speedometer, luggage carrier and electric horn. Dimensions: Overall length 12 ft., overall width 4 ft. 9 ins., ground clearance 7 ins., weight unladen 10 cwt. Country of origin, France.

MORGAN.

Manufacturers, The Malvern Motor Co., Ltd., Malvern Link. Can be seen in London at various agents.

Aero Model.

Engine: Two-cylinder, 85.5 mm. by 95 mm., 1,096 c.c., tax £4, overhead valves, forced-feed and splash lubrication, magneto ignition by M.L. B. and B., Amac or Dinks carburettor. Lucas electrical equipment. Fuel consumption 50 m.p.g. Tank holds 3½ gals. Transmission: Fabric-lined cone clutch, special Morgan gearing, side control. Gear ratios 4.5 and 8.6 to 1. Maximum speed on top 70 m.p.h., on bottom 40 m.p.h. Final drive by enclosed propeller shaft and chain. Brakes on three wheels, foot acts on rear wheel, brake lever central, acts on front wheels. Suspension: Front helical springs, back quarter-elliptic. Wire wheels to take 27-in. by 4.4-in. well-base tyres. Dunlop are standard. Equipment includes usual tool kit. Dimensions: Overall length 10 ft., overall width 5 ft. 2 ins., ground clearance 6½ ins., weight unladen 6 cwt.

Morgan Standard Model.

Engine: Two-cylinder, 85.7 mm. by 85 mm., 981 c.c., tax £4, side valves. Dimensions: Overall length 9 ft., overall width 5 ft. 2 ins., ground clearance 6½ ins., weight unladen 6 cwt. Other models are the family, de luxe and tradesman's van. The same engine is used. Country of origin, Great Britain.

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NEWTON-CEIRANO.

Manufacturers, Fabbrica Automobile Ceirano. Can be seen in London at Newton and Brunett, Ltd., Valletta Road, Acton, W.3.

10.4 h.p. Model.

Engine: Four-cylinder, 65 mm. by 110 mm., 1,460 c.c., tax £11, overhead valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition by Bosch, Solex carburettor, Bosch electrical equipment. Fuel consumption 50-55 m.p.g. Tank holds 8 gals. Transmission: Multi-disc clutch, unit gearbox, centre control. Gear ratios 4.45, 7.9, 11.4, and 20.42 to 1. Maximum speed on top 70 m.p.h., on third 50 m.p.h., on second 35 m.p.h., first 20 m.p.h. Final drive by closed propeller shaft, and differential. Brakes on four wheels, foot acts on front and rear wheels, brake lever central, acts on rear wheels. Suspension: Front and rear half-elliptic, Newton shock absorbers on front and back. Wire wheels to take 730 mm. by 130 mm. tyres are standard. Equipment includes spare wheel and tyre and tools. Dimensions: Overall length 13 ft. 6 ins., overall width 5 ft. 3 ins., ground clearance 9 ins., weight unladen 18½ cwt. Prices: Four-seater, £425; saloon (demountable top), £500; coupé, £526; Tipo Roma model, £500. Country of origin, Italy.

STAND 108.**O.M.**

Manufacturers, Officine Meccaniche. Can be seen in London at L. C. Rawlence and Co., Ltd., 39, Sackville Street, W.1.

10.30 h.p. Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, side valves, three-bearing crankshaft, forced-feed lubrication, coil ignition by Bosch, Zenith carburettor, Bosch electrical equipment. Fuel consumption 30-35 m.p.g. Tank holds 12 gallons. Transmission: Single dry-plate clutch, unit gearbox, centre or side control. Gear ratios, 5.2, 7.8, 11.7 and 18.2 to 1. Maximum speed on top 55 m.p.h., on third 35 m.p.h., on second 25 m.p.h., first 15 m.p.h. Final drive by closed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever, central or right-hand, acts on rear wheels. Suspension: front and back half-elliptic; Hartford shock absorbers on front and back. Rudge-Whitworth wire wheels to take 765 mm. by 105 mm. beaded-edge tyres are standard. Equipment includes spare wheel and tyre, clock, speedometer. Dimensions: Overall length, 12 ft. 6 ins., overall width 5 ft. 3 ins., ground clearance 8 ins.; chassis weight, 13½ cwt. Prices: chassis, £345; four-seater, £495; saloon, £545. The sports chassis has slightly higher gear ratios, giving a maximum speed of 65-70 m.p.h. Prices: Chassis, £395; four-seater, £550; saloon, £595. Country of origin, Italy.

STAND 103.**PANHARD AND LEVASSOR.**

Manufacturers, Panhard et Levassor, Paris. Can be seen in London at 147-9, Great Portland Street, W.1.

11.15 h.p. Model.

Engine: Four-cylinder, 67 mm. by 105 mm., 1,480 c.c., tax £12, sleeve valves, Panhard duplex system lubrication, magneto ignition; 12-volt electrical equipment. Transmission: cone clutch, unit four-speed gearbox. Brakes on four wheels. Suspension: Front half-elliptic, back quarter reversed elliptic; shock absorbers on front and back. P. and L. wood wheels to take 775 mm. by 145 mm. tyres; Michelin are standard. Chassis equipment includes speedometer, clock, pump, jack and repair outfit. Dimensions: Overall length 13 ft., track 4 ft. 5½ ins.; ground clearance 9 ins.; chassis weight 16 cwt. Prices: Chassis, £295; four-seater, £450; four-door saloon, £485. 11.35 h.p. sports chassis, £335; 11.35 h.p. four-seater, £495; 11.35 h.p. four-door saloon, £525. 11.35 h.p. models have special P. and L. double carburettor, raked steering and complete kit of tools. Country of origin, France.

STAND 57.**PEUGEOT.**

Manufacturers, Soc. Anon. Des Automobiles Peugeot. Can be seen in London at Peugeot (Engl.) Ltd., 78-80, Brompton Road.

7.12 h.p. Model.

Engine: Four-cylinder, 51 mm. by 88 mm., 719 c.c., tax £7, side valves, two-bearing crankshaft, pump lubrication, magneto ignition by R.B., Zenith or Solex carburettor, Ducellier electrical equipment. Fuel consumption 60 m.p.g. Tank holds 4 gals. Transmission: Single disc clutch, separate gearbox on back axle, centre control. Maximum speed on top 60 m.p.h., on second 30 m.p.h. Final drive by enclosed propeller shaft; wheels, foot acts on

rear wheels, brake lever central, acts on rear wheels. Suspension front transverse, back quarter-elliptic, no shock absorbers. Michelin disc wheels to take 11 cm. by 45 cm. tyres; Michelin are standard. Dimensions: Overall length 30 ft. 6 ins., overall width 4 ft., ground clearance 7½ ins., weight unladen 11 cwt. Prices: Cabriolet two-seater, £139 10s.; four-seater, £139 10s.; saloon, £170. 9 h.p. model has a 950 c.c. engine and 1-w.b.; otherwise similar to 7-12 h.p. model. Prices: Cabriolet and four-seater, £185.

Peugeot 11.25 h.p. Model.

Engine: Four-cylinder 65 mm. by 105 mm., 1,394 c.c., tax £11, side valves, two-bearing crankshaft, splash lubrication, magneto ignition by R.B., Zenith or Solex carburettor, Ducellier electrical equipment. Fuel consumption 35 m.p.g. Tank holds 8 gals. Transmission: Multi-plate clutch, separate gearbox, centre control. Final drive by enclosed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension: Front half-elliptic, back cantilever, shock absorbers on front and back. Michelin disc wheels to take 13 cm. by 45 cm. tyres; Michelin are standard. Dimensions: Overall length 12 ft., overall width 5 ft. Prices: Four-door saloon, £285; occasional 4 coupé, £315. Country of origin, France.

STAND 59.**RENAULT.**

Manufacturers, Renault, Ltd., Billancourt, France. Can be seen in London at 21, Pall Mall, S.W.1.

9.15 h.p. Model.

Engine: Four-cylinder, 58 mm. by 90 mm., 950 c.c., tax £9, side valves, two-bearing crankshaft, splash lubrication, magneto ignition by S.E.V., Renault carburettor, Renault electrical equipment. Fuel consumption 45 m.p.g. Tank holds 5½ gallons. Transmission: inverted-cone clutch, unit gearbox, central control. Gear ratios, 6.5, 12.5 and 22.5 to 1. Maximum speed on top 45 m.p.h., on second 30 m.p.h., first 16 m.p.h. Final drive by closed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension, front half-elliptic, back single transverse. Disc wheels to take 715 mm. by 115 mm. tyres; Michelin are standard. Equipment includes spare wheel and tyre, speedometer and clock. Dimensions: Overall length 11 ft. 9 ins., overall width 4 ft. 6 ins.; ground clearance 9 ins.; weight unladen, chassis 10 cwt. Prices: Two-seater, £175; standard four-seater, £169; de luxe torpedo, £173; de luxe Weymann or metal-panelled saloon, £199; fixed head four-seater £224; folding head two-seater coupe, £224.

12.5 h.p. Monasix Model.

Engine: Six-cylinder, 68 mm. by 93 mm., 1,474 c.c., tax £13, side valves, four-bearing crankshaft, coil ignition by Delco, Renault carburettor, Renault electrical equipment. Fuel consumption 30-35 m.p.g. Maximum speed on top 55 m.p.h. Suspension: underslung, front half-elliptic, back single transverse elliptic; shock absorbers on front and back. Disc wheels to take 1 in. by 45 in. s.s. tyres are standard. Equipment includes electric horn, spare wheel, clock, speedometer, petrol gauge, foot-controlled headlamp dimmer, tool kit. Prices: Four-five-seater, £279; de luxe metal or Weymann seater, £299; four-five-seater, fixed head, £324; folding-head coupé, £324. Country of origin, France.

STAND 9.**RHODE.**

Manufacturers, The Rhode Motor Co., Tyseley, Birmingham.

10 h.p. Model.

Engine: Four-cylinder, 66 mm. by 90 mm., 1,232 c.c., tax £11, overhead valves, two-bearing crankshaft, splash and pressure to main bearings lubrication, magneto ignition by B.T.H., Cox carburettor, Miller electrical equipment. Fuel consumption 40 m.p.g. Tank holds 5 gals. Transmission: single-plate in oil clutch, unit gearbox, centre control. Gear ratios 4.77, 8.49 and 15.1 to 1. Maximum speed on top 55 m.p.h. Final drive by enclosed propeller shaft and differential. Brakes on four wheels and transmission, foot acts on all four wheels, brake lever central, acts on transmission. Suspension: front half-elliptic, back quarter-elliptic. Steel artillery wheels to take 27-in. by 4.4-in. or 28-in. by 4.95-in. tyres are standard. Equipment includes clock, speedometer and automatic screenwiper. Dimensions: Overall length 12 ft. 3 ins., overall width 5 ft. 3 ins., ground clearance 9 ins., weight unladen 17 cwt. Prices: Two-three seater, £198; four-five seater, £205; saloon, £250. Country of origin, Great Britain.

A popular family car—the Peugeot.

The
Riley Nine
saloon.

The new
Renault Monasix.

STAND 66.

RILEY.
Manufacturers, Riley (Coventry), Ltd. Can be seen in London at 42, North Audley Street, W.1.

9 h.p. Model
Engine: Four-cylinder, 60.3 mm. by 95.2 mm., 1,089 c.c., tax £9, overhead valves, two-bearing crankshaft, force-feed lubrication, magneto ignition by B.T.H., Zenith carburettor. Rotax electrical equipment. Fuel consumption 38-40 m.p.g. Tank holds 5½ gals. Transmission: Cone clutch, unit gearbox, side control. Gear ratios 5.25, 7.66, 13.12 and 20.37 to 1. Maximum speed on top 61 m.p.h., on third 42 m.p.h., on second 24 m.p.h., first 15 m.p.h. Final drive by enclosed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever, right hand, acts on rear wheels. Suspension: Front and back half-elliptic, shock absorbers on front and back. Steel artillery wheels to take 27-in. by 4.4-in. tyres; Dunlop are standard. Equipment includes clock, speedometer, screen wiper, mirror, licence holder, electric horn, dash light, pressure gauge and complete tool kit. Dimensions: Overall length 13 ft. 2 ins., overall width 4 ft. 8 ins., ground clearance 8 ins., weight unladen 17 cwt. Prices: Touring two or four-seater, £235; Monaco saloon (wire wheels), £285; San Remo saloon, £265. Country of origin, Great Britain.

STAND 99.

ROVER.
Manufacturers, The Rover Co., Ltd., Coventry. Can be seen in London at 61, New Bond Street, W.1.

10-25 h.p. Model.
Engine: Four-cylinder, 63 mm. by 95 mm., 1,185 c.c., tax £10, overhead valves, two-bearing crankshaft, force-feed lubrication, magneto ignition by Lucas or M.L., Smith carburettor. Lucas electrical system. Fuel consumption 36-40 m.p.g. Tank holds 6 gals. Transmission: Dry-plate clutch, unit gearbox, centre control. Gear ratios 5.2, 9.3, and 19.5 to 1. Maximum speeds on top 55 m.p.h., on second 32 m.p.h., first 12 m.p.h. Final drive by enclosed propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension: Front half-elliptic, back quarter-elliptic, shock absorbers on back only. Steel-spoked wheels to take 27-in. by 4.4-in. tyres; Dunlop are standard. Equipment includes eight-day clock, spring gaiters, speedometer, automatic screen wiper, dash lamp and leather upholstered seats. Dimensions: Overall length 12 ft. 6 ins. touring models, 13 ft. 5 ins. sports models, overall width 5 ft. 3 ins., ground clearance 8 ins., weight unladen 15½ cwt. to 16¼ cwt. Prices: Two-seater, £220; four-seater, £225; coupé, £235; Weymann saloon, £250; sliding-roof saloon, £265; semi-sports two or four-seater, £260. Country of origin, Great Britain.

The 10-25 h.p. Rover in two-seater form.

STAND 43.

SALMSON.
Manufacturers, Société des Moteurs Salmson. Can be seen in London at S.M.S., Ltd., Chiswick Wharf, Chiswick, W.4.

10 h.p. Model.
Engine: Four-cylinder, 62 mm. by 90 mm., 1,087 c.c., tax £10, overhead valves, two-bearing crankshaft, splash and pump lubrication, magneto ignition, Solex carburettor. Duccellier electrical equipment. Fuel consumption 40 m.p.g. Tank holds 4½ gals. Transmission: Plate clutch, unit gearbox, centre control. Gear ratios 4, 7, and 13 to 1. Maximum speed on top 65 m.p.h., on second 40 m.p.h., first 20 m.p.h. Final drive by enclosed propeller shaft, no differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension: Front half-elliptic, back quarter-elliptic, no shock absorbers. Five wire wheels to take 720 mm. by 170 mm. tyres are standard. Equipment includes mirror, electric horn, screen wiper and number plates. Dimensions: Overall length 11 ft. 2 ins., overall width 4 ft. 3 ins., ground clearance 8½ ins. Prices: Sports, £178; two-seater, £240; four-seater, £225; coupé, £225; Grand Prix, £265; Grand Prix Special, £350; fabric saloon, £285.

The two and four-seaters and the coupé have Paris Rhone 12-volt electrical equipment, shock absorbers, and are 8 ins. longer and 3 ins. wider. The G.P. Special has a three-bearing crankshaft, force-feed lubrication and a four-speed gearbox, maximum 85 m.p.h. Shock absorbers both G.P. models. Country of origin, France.

A make famed for racing successes—the Salmson.

SCHNEIDER.

Manufacturers, Automobiles Schneider. Can be seen in London at Schneider Automobiles (England), Ltd., 138, Long Acre, W.C.2.

10-30 h.p. Model.

Engine: Four-cylinder, 63 mm. by 94 mm., 1,174 c.c., tax £10, side valves, two-bearing crankshaft, force-feed lubrication, magneto ignition, Solex carburettor. Duccellier electrical equipment. Fuel consumption 40 m.p.g. Tank holds 10 gals. Transmission: Cone clutch, unit gearbox, centre control. Gear ratios 4.8, 6.8, 9.8 and 17 to 1. Maximum speed on top 60 m.p.h., on third 50 m.p.h., on second 32

B40

m.p.h., first 18 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on all four wheels. Suspension: Front and back half-elliptic and shock absorbers. Wheels to take 730 mm. by 130 mm. tyres are standard. Dimensions: Overall length 8 ft. 7½ ins., overall width 4 ft., ground clearance 7 ins., weight unladen 11 cwt. Prices: Chassis, £225; four-seater, £325; coupé, £365; saloon, £375.

Schneider 10-50 h.p. Model.

Overhead valves. Fuel consumption 35 m.p.g. Maximum speed on top 65 m.p.h., on third 50 m.p.h., on second 32 m.p.h., first 18 m.p.h. Rudge-Whitworth wheels to take 28-in. by 4.9-in. tyres. Prices: Chassis, £275; four-seater, £375; saloon, £425. Country of origin, France.

SENECHAL.

Manufacturers, Chenard and Walcker, Paris. Can be seen in London at Automobile Service Co., Ltd., 166, Great Portland Street, W.1.

Popular 8 h.p. Model.

Engine: Four-cylinder, 57 mm. by 100 mm., 972 c.c., tax £8, overhead valves, two-bearing crankshaft, force-feed lubrication, magneto ignition by R.B., Solex carburettor. Duccellier electrical equipment. Fuel consumption 40 m.p.g. Tank holds 4 gals. Transmission: Single plate clutch, unit gearbox, centre control. Gear ratios 4.5, 8, and 13 to 1. Maximum speed on top 70 m.p.h., on second 45 m.p.h., first 25 m.p.h. Final drive by open propeller shaft, no differential. Brakes on four wheels and transmission, foot acts on four wheels, brake lever central, acts on transmission. Suspension: Front transverse elliptic, back double quarter-elliptic, shock absorbers on front and back. Wire wheels to take 700 mm. by 90 mm. tyres; Englebert are standard. Equipment includes starter, clock, speedometer, hood and tools. Dimensions: Overall length 12 ft. 3 ins., overall width 4 ft. 2 ins., ground clearance 5 ins., weight unladen 11 cwt. Price: Two-seater, £185.

Standard model has 1,094 c.c. engine (tax £9) and cone clutch. Price: £215.

Senecal De Luxe Model.

Engine: Four-cylinder, 59 mm. by 100 mm., 1,094 c.c., tax £9. Gear ratios 4.5, 6.5, 9 and 15 to 1. Maximum speed on top 65 m.p.h., on third 48 m.p.h., on second 35 m.p.h., on first 20 m.p.h. Suspension: Front and back, half-elliptic, shock absorbers on front and back, wire wheels to take 710 by 90 tyres; Englebert are standard. Dimensions: Overall length 13 ft., overall width 4 ft. 8 ins., ground clearance 8 ins., weight unladen 12 cwt. Price: £250. Country of origin, France.

STAND 41.

SINGER JUNIOR.
Manufacturers, Singer and Co., Ltd., Coventry. Can be seen in London at Cook and Palmer, Ltd., 202, Great Portland Street, W.1.

Junior Model.

Engine: Four-cylinder, 56 mm. by 86 mm., 848 c.c., tax £8, o.h. valves, two-bearing crankshaft, pump and trough lubrication, magneto ignition, Rotax Solex carburettor, Rotax electrical equipment. Fuel consumption 48 m.p.g. Tank holds 4½ gallons. Transmission: Single dry-plate clutch, unit gearbox, centre control. Gear ratios 5, 9.28 and 17.1 to 1. Maximum speed on top 45 m.p.h. Final drive by open (front) and closed (rear) propeller shaft and differential. Brakes on all wheels, foot acts on all four wheels, brake lever, right hand, acts on rear wheels. Suspension: Front half-elliptic, back quarter-elliptic. Disc wheels to take 27-in. by 4-in. tyres; Dunlop are standard. Equipment includes luggage grid, speedometer, bulb horn, tools. Prices: Chassis, £110; two-seater, £140; four-seater, £140; Sunsaloon, £150; fabric saloon, £165; coachbuilt saloon, £165. These prices are subject to alteration. Country of origin, Great Britain.

With many improvements—the
Singer Junior.

STAND 61.

STANDARD.
Manufacturers, Standard Motor Co., Ltd., Coventry. Can be seen in London at 49, Pall Mall, S.W.1.

9 h.p. Model.

Engine: Four-cylinder, 60 mm. by 102 mm., 1,155 c.c., tax £9, side valves, two-bearing crankshaft, force-feed lubrication, magneto ignition, Zenith carburettor, Lucas electrical equipment. Fuel consumption 40 m.p.g. Tank holds 10 gals. Transmission: Cone clutch, unit gearbox, centre control. Gear ratios 4.8, 6.8, 9.8 and 17 to 1. Maximum speed on top 60 m.p.h., on third 50 m.p.h., on second 32

A newcomer
— the 9 h.p.
Standard.

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LEA-FRANCIS, 1924, 10 h.p., Chummy Model, excellent condition	£65
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„ 1925, 9/20 h.p., 2-seated Coupe and dickey	£90
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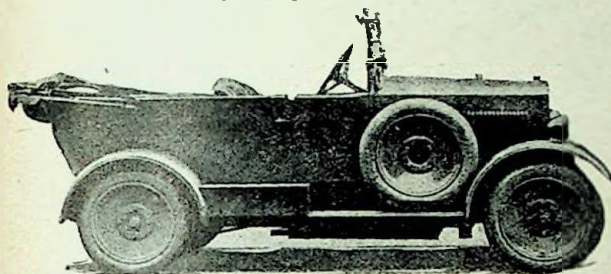
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sumption 40 m.p.g. Tank holds 6 gallons. Transmission: Disc clutch, unit gearbox, centre control. Gear ratios 5, 9.3 and 20 to 1. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension front and back, half-elliptic. Steel artillery wheels to take 27-in. by 4.4-in. tyres are standard. Equipment includes spare wheel and tyre, luggage grid, driving mirror, speedometer, clock, dashlamp, petrol gauge, screen wiper, electric starter, 12-volt lighting set and 5 lamps, licence holder, electric horn, number plates and kit of tools. Dimensions: Overall length 10 ft. 8 ins., overall width 4 ft. 10 ins., ground clearance 8½ ins. Price: Chassis, £165; four-seater touring, £190; fabric saloon, £215. Country of origin, Great Britain.

STRINGER-WINCO.

Manufacturers, Stringer and Co. (Sheffield), Ltd.

9 h.p. Model.
Engine: Four-cylinder, 60 mm. by 95 mm., 1,088 c.c., tax £10, side valves, four-bearing crankshaft, splash lubrication, magneto ignition, by Thompson Bennett, Zenith carburettor, Lucas electrical equipment. Fuel consumption 35 m.p.g. Tank holds 4 gallons. Transmission: Cone clutch, separate gearbox on forward end of torque tube, side control. Gear ratios 4.8, 7.35 and 14.5 to 1. Final drive by closed propeller shaft and differential. Brakes on rear wheels, brake lever central. Suspension: Front and back cantilever. Sinker wheels to take 710 mm. by 90 mm. tyres; Avon are standard. Equipment includes tools and spare wheel. Dimensions: Overall length 11 ft. 6 ins., overall width 4 ft. 6 ins., ground clearance 8 ins., weight unladen 15 cwt. Price: £125. There is also an 11 h.p. model at £135. Country of origin, Great Britain.



The unconventional but popular Trojan.

SURREY.
Manufacturers, Surrey Light Cars. Can be seen in London at Premier Place, Putney, S.W.15, and at Olympia Garage, opposite Olympia.

10 h.p. Standard Model.

Engine: Four-cylinder, 63 mm. by 100 mm., 1,247 c.c., tax £10, o.h. valves, two-bearing crankshaft, forced-feed lubrication, magneto ignition by B.T.H., Zenith carburettor, Lucas electrical equipment. Fuel consumption 35-50 m.p.g. Tank holds 6 gallons. Transmission: Cone clutch, unit gearbox, side control. Gear ratios 4.8, 8.1 and 15 to 1. Maximum speed on top 60 m.p.h., on second 40 m.p.h., first 20 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever, right hand, acts on rear wheels. Suspension: Front and back half-elliptic. Michelin disc wheels. Equipment includes speedometer, clock, jack, tools, electric horn and pump. Dimensions: Overall length 12 ft. 6 ins., overall width 4 ft. 8 ins., ground clearance 9 ins., weight unladen 15½ cwt. Prices: Chassis, £190; two-seater, £210; four-seater, £215; coupé, £235; saloon, £245.

Surrey 12 h.p. Empire Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, o.h. valves, two-bearing crankshaft, forced-feed lubrication, magneto ignition by B.T.H., Zenith carburettor, Lucas electrical equipment. Fuel consumption 35-50 m.p.g. Tank holds 6 gallons. Transmission: Cone clutch, unit gearbox, side control. Gear ratios 4.8, 7.5, 12 and 19.2 to 1. Maximum speed on top 65 m.p.h., on third 48 m.p.h., on second 40 m.p.h., first 23 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever, right hand, acts on rear wheels. Suspension: Front and back half-elliptic. Pressed-steel artillery wheels are standard. Equipment and dimensions same as standard model. Prices: Chassis, £195; four-seater, £225; four-seater, £230; coupé, £250; saloon, £260. A 12 h.p. Victory model has a three-bearing crankshaft, 7-gallon petrol tank and somewhat higher speeds. Prices: Chassis, £225; four-seater, £275; saloon, £295. Country of origin, Great Britain.

STAND 65.**SWIFT.**

Manufacturers, Swift of Coventry Co., Ltd. Can be seen in London at Hony's, Ltd., Great Portland Street, and Newham Motor Co., Hammersmith Road.

10 h.p. Model.

Engine: Four-cylinder, 62.5 mm. by 97 mm., 1,190 c.c., tax £10, side valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition, Solex carburettor, Rotax electrical equipment. Fuel consumption 35-40 m.p.g. Tank holds 6 gallons. Transmission: Single-plate clutch, unit gearbox, side control. Gear ratios 5, 8.6 and 18 to 1. Maximum speed on top 55 m.p.h., on second 38 m.p.h., first 18 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever, right hand, acts on rear wheels. Suspension: Front half-elliptic, back quarter-elliptic, shock absorbers on front and back. Steel artillery wheels to take 27-in. by 4.4-in. tyres; Dunlop are standard. Equipment includes speedometer, clock, dash lamp and driving mirror. Dimensions: Overall length 12 ft., overall width 4 ft. 11 ins., ground clearance 8 ins., weight unladen 18 cwt. Prices: Open tourer, £220; sports, £255; fabric saloon, £260. Country of origin, Great Britain.

Manufacturers, Tamplin Motors, Cheam, Surrey.

TAMPLIN.

Touring Model.
Engine: Two-cylinder, 85 mm. by 85 mm., 980 c.c., tax £9, side valves, two-bearing crankshaft, splash lubrication, magneto ignition, Amac carburettor. Fuel consumption 60 m.p.g. Tank holds 4½ gallons. Transmission: Multi-dry-disc clutch, separate gearbox control. Gear ratios 4.5, 7.5 and 12 to 1. Maximum speed 55 m.p.h. Final drive by chain. Brakes on drum on rear axle, brake lever right hand. Suspension: Front quarter-elliptic, back double quarter-elliptic. Wire wheels to take 26-in. by 3.5-in. tyres are standard. Equipment includes hood, screen, lamps, horn, tools and number plates. Dimensions: Overall length 9 ft. 6 ins., overall width 4 ft. 1 in., ground clearance 6 ins., weight unladen 5¼ cwt. Country of origin, Great Britain.

STAND 11.

Manufacturers, Triumph Motor Co., Ltd., Priory Street, Coventry.

TRIUMPH.**Super-seven Model.**

Engine: Four-cylinder, 56.5 mm. by 83 mm., 832 c.c., tax £8, side valves, three-bearing crankshaft, force-feed lubrication, magneto ignition by Lucas, Amac carburettor, Lucas electrical equipment. Fuel consumption 50 m.p.g. Tank holds 4½ gallons. Transmission: Single-plate clutch, unit gearbox, centre control. Gear ratios 5.25, 9.55 and 17.05 to 1. Maximum speed on top 50 m.p.h., on second 35 m.p.h., first 20 m.p.h. Final drive by enclosed propeller shaft and differential. Brakes on four wheels, and transmission, foot (hydraulic), acts on four wheels, brake lever central, acts on transmission. Suspension: Front half-elliptic, back quarter-elliptic, and shock absorbers. Steel or wire wheels to take 27-in. by 4-in. tyres are standard. Dimensions: Overall length 9 ft. 9 ins., overall width 4 ft. 2 ins., ground clearance 7½ ins., weight unladen 9 cwt. Prices: Chassis, £113; popular four-seater tourer, £149 10s.; de luxe four-seater, £167 10s.; two-three-seater de luxe, £167 10s.; fabric saloon, £187 10s.; coachbuilt saloon, £192 10s. Country of origin, Great Britain.

STAND 130.

Manufacturers, Leyland Motors, Ltd., Leyland, Lancs. Can be seen in London at Normand Garages, 489, Oxford Street, London, W.1.

TROJAN.**10 h.p. Model.**

Engine: Four-cylinder two-stroke, 2½ ins. by 4½ ins., 1,488 c.c., tax £10, three-bearing crankshaft, petrol and pump lubrication, coil ignition, Remy system, Amac carburettor, Miller electrical equipment. Fuel consumption 35-40 m.p.g. Tank holds 7 gallons. Transmission: Contracting band clutch, epicyclic gear, side control. Gear ratios on balloons 10.5 and 3.5, on pneumatics or solids 12 and 4 to 1. Maximum speed on top on balloons 36 m.p.h., on pneumatics and solids 30 m.p.h., on second 12 and 10 m.p.h. Final drive by chain and no differential. Brakes on rear wheels and transmission, foot acts on rear wheels, brake lever right hand, acts on transmission. Suspension: Full cantilever back and front, no shock absorbers. Disc wheels to take 27-in. by 4.4-in., 710 mm. by 90 mm. and 28-in. by 2½-in. (solid tyres). Equipment includes Stewart speedometer, spare wheel on balloon and pneumatic-tyred cars. Dimensions: Overall length 12 ft. 1 in., overall width 4 ft. 10 ins., ground clearance 9 ins., weight unladen 14 cwt., utility model 13 cwt. Prices: £145 balloons or pneumatics, £140 solids; utility model, £130 pneumatics, £125 solids. Country of origin, Great Britain.

TURNER.

Manufacturers, Turner Motor Manufacturing Co., Ltd., Wolverhampton.

12-20 h.p. Model.

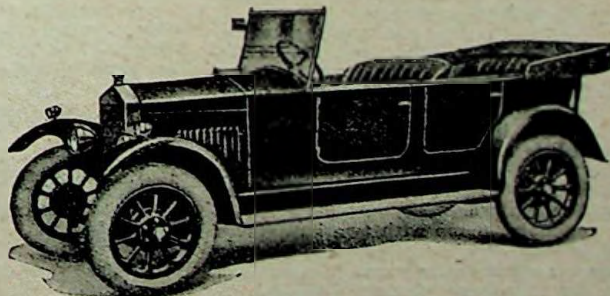
Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., tax £12, side valves, three-bearing crankshaft, forced-feed lubrication, magneto ignition, Zenith carburettor, Smith's electrical equipment. Fuel consumption 35 m.p.g. Tank holds 6 gallons. Transmission: Plate clutch, unit gearbox, centre or side control. Gear ratios 4.33, 7.75 and 15 to 1. Maximum speed on top 50 m.p.h., on second 30 m.p.h., first 15 m.p.h. Final drive by open propeller shaft and differential. Brakes, foot acts on all wheels, hand lever acts on rear wheels. Suspension: Front half-elliptic, back quarter-elliptic, no shock absorbers. 710 mm. by 90 mm. tyres are standard. Equipment includes speedometer. Dimensions: Overall length 12 ft. 3 ins., overall width 5 ft., ground clearance 9 ins., weight unladen 15 cwt. Prices: Chassis, £225; two-seater, £285; four-seater, £300; saloon, £395. Country of origin, Great Britain.

STAND 5.**VERNON DERRY.**

Sole distributors, Morgan Hastings, Ltd., 17, Berkeley Street, Piccadilly. Can also be seen at Vernon Balls, 95, High Holborn, W.C.1.

9 h.p. Model.

Engine: Four-cylinder, 59 mm. by 100 mm., 1,093.5 c.c., tax £9, overhead valves, two-bearing crankshaft, forced-feed lubrication, magneto ignition by Sagma, Solex carburettor, Sijam electrical equipment. Fuel consumption 40 m.p.g. Tank holds 6 gallons. Transmission: Single-disc clutch, unit gearbox, centre control. Final drive by enclosed propeller shaft, no differential. Brakes on four wheels, foot acts on all four wheels, brake lever central, acts on rear wheels. Suspension: Front half-elliptic, back quarter-elliptic, shock absorbers on front and back. Wire wheels to take 27-in. by 4.4-in. tyres; Dunlops are standard. Equipment includes rev. counter, clock and speedometer. Dimensions: Overall length 11 ft. 4 ins., overall width 4 ft. 4 ins., ground clearance 8½ ins. Prices: Two-seater, £275. Country of origin, France.



The 11-22 h.p. Wolseley as a four-seater.

STAND 38.**WOLSELEY.**

Manufacturers, Wolseley Motors (1927), Ltd. Can be seen in London at Petty France, Westminster, S.W.1.

11-22 h.p. Model.

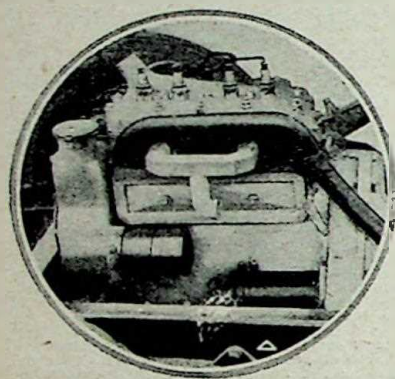
Engine: Four-cylinder, 65.1 mm. by 95.3 mm., 1,267 c.c., tax £11, overhead valves, two-bearing crankshaft, splash lubrication, magneto ignition, 8.U. carburettor. Lucas electrical equipment. Fuel consumption 35 m.p.g. Tank holds 5 gallons. Transmission: Single-plate clutch, separate gearbox on rear axle, side control. Gear ratios, 5.25, 8.8 and 17.45 to 1. Maximum speed on top 45 m.p.h., on second 30 m.p.h., first 14 m.p.h. Final drive by open propeller shaft and differential. Brakes on four wheels, foot acts on all four wheels, brake lever right hand acts on rear wheels. Suspension: Front and back quarter-elliptic, no shock absorbers. Steel artillery wheels to take 27-in. by 4.4-in. and 28-in. by 4.95-in. tyres are standard. Dimensions (saloon): Overall length 12 ft. 1 in., overall width 5 ft. 2½ ins., ground clearance 6½ ins. Prices: Two-seater, £215; de luxe four-seater, £250; saloon, £300. Country of origin, Great Britain.

THE 9 H.P. CLYNO IN DETAIL.

THE SPECIFICATION DISCLOSED—
A VERY INTERESTING LAYOUT.

LAST week we gave brief particulars of the new 9 h.p. Clyno fabric saloon at £160, and we are now able to describe the "innards" of the power unit. It has a capacity of 950 c.c., and all components have been made as light as possible compatible with adequate strength.

Unit construction is employed for the engine, clutch and gearbox, which is three-point suspended in the chassis. The four cylinders are cast en bloc



A near-side view of the power unit. The inlet and exhaust manifolds, and the very accessible oil filler, can be seen.

and have a bore and stroke of 58 mm. and 90 mm. respectively, which provides a capacity of 950 c.c. and an R.A.C. rating of 8.3S h.p.; the tax is therefore £9.

The two crankshaft bearings are no less than 1½ ins. diameter and proportionately long, so that high engine speeds should be attainable without undue vibration. The crankcase is cast in one with the cylinders.

Decarbonization and valve grinding should be quite simple matters, as the cylinder head will come away from the block without disturbing any other component and, by virtue of the comparatively light weight of the parts involved, is a job that could be tackled in one's own garage without any special appliances. The valves are of the side-by-side pattern.

A plunger pump with two ball valves fitted into the body of the plunger delivers oil from the sump to a passage in the crankcase casting, which is in direct communication with the rear main bearing of the crankshaft. The front bearing is also fed under the normal pressure of the pump, which, incidentally, is between 5 lb. and 6 lb. per sq. in. at touring speeds. An extra supply of lubricant is provided by traps formed at the top of each of the bearing housings, the oil draining down the crankcase being led into the bearings by suitable channels. The connecting rod big-ends dip into troughs in which a constant level of oil is maintained by the pump.

Distribution is entirely by spiral spur gears, a pinion on the crankshaft

meshing with camshaft pinion, which is in turn in mesh with the dynamo and magneto gears.

The connecting rods are of steel and the pistons are of cast-iron, having two rings above the gudgeon pins, the latter, incidentally, being fixed in the small-ends of the connecting rods. Cooling is by thermo-siphon.

The exhaust and inlet manifolds are particularly neatly arranged, the exhaust pipe having three branches and the inlet two branches. The carburettor is a Cox Atmos.

So much for the engine. The clutch is of the single-plate variety and the weight of the spinning member is particularly light. The whole assembly is readily accessible through the top of the bell housing.

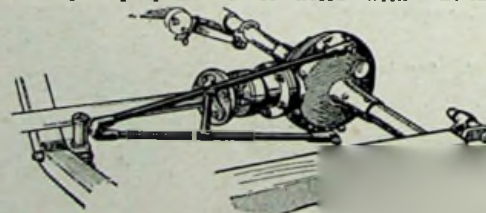
The gearbox provides three speeds with central control, the ratios being:—19 to 1, 10.2 to 1 and 5.5 to 1. An open propeller shaft fitted with

fabric joints front and rear transmits the drive to a spiral-bevel rear axle. The front springs are semi-elliptics, the rear quarter-elliptics.

The layout for the f.w.b. appears to be well thought out with an eye upon ease of maintenance, lubrication and adjustment. The hand lever is coupled to the system and applies all four brakes.

Clyno steering has always been good. The new 9 h.p. car is fitted with precisely the same gear as the 11 h.p. model, save for a slight alteration in the lengths of the drop arm and drag link to suit the smaller dimensions of the new car.

Only a brief look round the chassis is required to convince one that it is a sturdy job. Other features of the car include a 4½-gallon petrol tank carried on the engine side of the dash, shock absorbers on the front axle and 27-in. by 4-in. tyres.

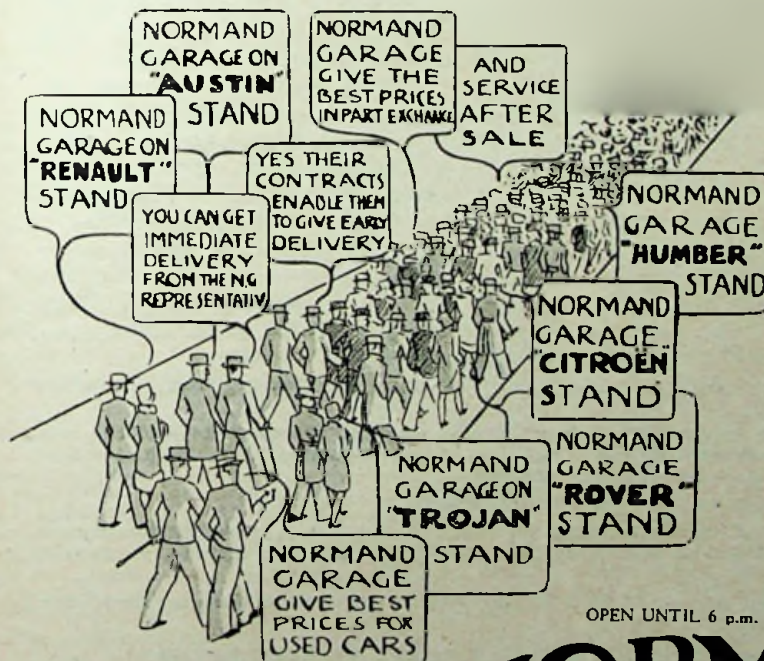


(Left) The rear axle, showing the torque member pivoted at one of the chassis cross-members. The propeller shaft passes over and not under the rear cross-member.

(Right) Showing how the engine, clutch and gearbox are assembled. Note how the clutch casing is cut away for inspection and adjustment. The sketch, also shows the neat mounting of the electric starter.

OCT. 13th - 22nd NORMAND GARAGE AT OLYMPIA

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OF PART EXCHANGE
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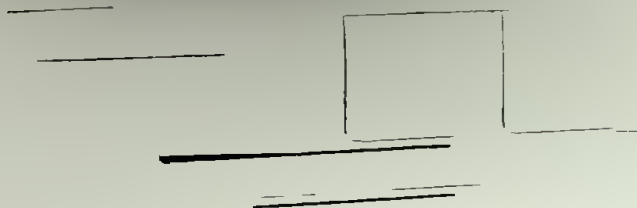
NEAR MARBLE ARCH,

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Fairmeadow,
Maidstone.

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

Gears you can



1 30, 40 or even 50 m.p.h. you can swing the gear from top into 3rd, 2nd or 1st gear, up or down, without declutching, as carelessly as you like—and not a sound will come from the gearbox. The merest novice, if he can steer, can drive this Lea-Francis, and change gear with the confidence of the Expert.

And this isn't the only advantage. The free wheel device allows the car to run forward perfectly freely with no retarding effect from the engine. On a slight down grade you can coast along for as far as the gradient lasts, with any gear engaged and the engine merely ticking over. When you wish to increase your speed just depress the accelerator and the engine takes up the drive as smoothly as silk.

Think what this means to you! All the terrors of the gearbox eliminated!! Think what it means to the life of the car!!! Half the wear and tear, not only of the gear but the engine, universal joints, propeller shaft, back axle, tyres—every working part. And your petrol consumption is very substantially reduced, too.

You forget the clutch, in fact it is only required for starting from stationary and reversing.

What a boon to the lady driver! To experience the sweetness of the new device is a new sensation in motoring—simple, trustworthy, tested and proved over many thousands of miles running.

May we arrange to give you a demonstration?

There's a Lea-Francis model to suit you. 10 and 12 h.p. four-cylinder models, and a range of sports cars up to the 1½-litre Supercharged Hyper-Sports with its 80-90 m.p.h.

Special award to Lea-Francis by the Royal Automobile Club in the 6-Days' Small Car Trial.



The new 1½-litre Hyper-Sports Supercharged model is now on view in our Showrooms.

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Telephone: Museum 8720.

LEA-FRANCIS

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

OUR READER OPINIONS

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

EXTRAVAGANCE OF COLD ENGINES

How Can the Waste of Petrol be Avoided?

The Advantages of Steam Cooling.

The correspondence which has recently been going on in *The Light Car and Cyclecar* on the fuel wasted by cold engines all seems to point to the desirability of steam cooling. With this system only a very small quantity of water is used and, in consequence, the heat required to bring it up to working temperature (boiling point) is far less than that needed for the three gallons or so in a normal cooling system. The result is a considerable saving in petrol and the elimination of that annoying sluggishness usually associated with a car during its first five miles or so on a cold day. It is rather difficult to understand the attitude of manufacturers towards steam cooling, for it seems to possess so many advantages.

STEAM ENTHUSIAST.

Advantages of a Thermostat.

The answer to Mr. Bidgood's query on whether the waste of petrol resulting from warming up a cold engine can be avoided is in the affirmative. I invite him to consider the problem thus: when petrol is burnt a definite amount of heat is produced, and so long as the combustion is complete no variation of the conditions of burning can make that amount of heat greater or less. The petrol motor is capable of converting a portion of that heat into mechanical energy, the ratio of this portion to the whole being known as the thermal efficiency of the engine. Even in the best engines a large amount of heat has unfortunately to be dissipated. Experiment has shown that there is a temperature at which most engines have their maximum efficiency. Not only have we to think of thermal efficiency, however, lubrication and other matters also demand attention. It is generally agreed that the best working temperature for a petrol engine, all things being considered, lies between 180 degrees F. and the boiling point of water (212 degrees F.).

A Reply to Mr. Bidgood.

Now consider an engine already up to this temperature. The heat produced by the burning petrol which the engine is incapable of converting into energy is available for maintaining the engine temperature, but under normal conditions it is very much in excess of that which is necessary for this purpose. Some of the excess is carried away in the exhaust gases, and the remainder must be dissipated by means of air-cooled fins or a water system in conjunction with a radiator. If the latter is too small the water will boil, if it is too large the engine will be unable to maintain itself at the most efficient temperature.

Radiators are designed to satisfy the conditions under which an engine normally works, but when an engine is started from cold the radiator is always too big for a time, for until the best temperature is reached the engine does not require a radiator at all.

If a car is fitted with a thermostat, only the very small quantity of water actually in contact with the cylinder walls is heated up at first. Having quickly arrived at the economical temperature, the excess of heat is now utilized to raise the temperature of the remainder of the water, instead of being radiated away as would otherwise be necessary. The great advantage of a thermostat is that the engine is running at its most efficient temperature at the end of the first mile, instead of having to wait for a run of 10 miles or so. This results in a marked saving of petrol and a much more lively engine during the early part of a run. Practically all that annoying sluggishness characteristic of cold engines is avoided.

H.S.

Why Not Use the Exhaust Gases?

I am very pleased to see that the appalling waste of petrol which occurs when an engine is started up from cold is at last receiving the attention it deserves. This waste has long been as a thorn in my flesh, and I have given the subject a good deal of consideration, although I am only a private owner and my views may turn out to be worth nothing. However, here is my pet theory: a very large amount of heat is dissipated in the exhaust gases, and this has to a very slight extent been employed to provide a hot-spot for the carburettor. As this is the case, why can we not have a hot-spot for the cooling water? It seems to me that a portion of the exhaust gases could be by-passed into a jacket formed round the lower water connection from the radiator.

Of course, some form of control would have to be provided, but a simple and reliable form of tap could, I think, be arranged quite easily. This would be under the control of the driver, who would turn it off so soon as the radiator thermometer (which would be almost a necessity if this scheme were adopted) showed that the engine had reached its normal temperature.

Another scheme, which I am afraid would not be quite so easy to carry out, would be to pass some of the exhaust gases through pipes let into the sump. It is a known fact that oil has a considerable effect in keeping an engine cool, and so far as I can see there is consequently no reason why it should not be used for warming up the engine. This, however, does not seem to me anything like so simple a scheme as my first.

B. R. MARK.

B47

OUR READERS' OPINIONS (contd.).

Single v. Double Wiring Systems.

With reference to the controversy on single v. double wire electrical systems for cars which was mentioned by your correspondent Mr. Siffken, surely the fire risk in connection with the former system could be eliminated by providing proper fuse protection to all circuits, and not merely—as seems too often the case—to the dynamo and starter circuits only? This plan might well be standardized on double wire systems also, which, as I have learned to my cost, are by no means immune from shorts.

**The Use of
Fuses.**

IAN BARKWORTH.

What is a 1928 Model?

We believe that all the 1928 programmes are now out, as practically every manufacturer is advertising for sale his 1928 products; but we wish to know whether purchasers of 1928 cars are going to be inconvenienced by the date question as they have been in the past? We refer to the rather unpalatable fact that few manufacturers are willing, in the year (or years) following the Olympia Show, to state in writing that the cars they sold as 1928 models before or during the Show are actually 1928 models. In other words, a purchaser can buy a 1928 model now, but when he desires to exchange it during the following year (or perhaps later) and the question of date crops up he will find that the manufacturer will not give it to him in writing that his car is a 1928 model.

**A Vexed
Question.**

We have raised this point before and only one firm (the Star Engineering Co., of Wolverhampton) had the grace to come forward and state that it was quite prepared to stand by the date of its sales. We therefore venture to raise the question again, as we believe it to be of the utmost importance both to the public and the trade.

Per pro R. M. VIVIAN AND CO.,
R. M. VIVIAN.



"Under a spreading chestnut tree . . ."—Modern version.

A Mysterious Engine Knock and —

I have just had a rather interesting experience with my 1926 Rover Nine which I think may be of some use to other owners of these cars. I had been away for just over a fortnight, using another car, so the Rover had been stored in the garage during that period. On taking it out, I was troubled by a distinct knock in the engine, which sounded to me like a big-end. To verify this I waited until the engine was warmed up, accelerated to between 35 m.p.h. and 40 m.p.h., and lifted my foot off the accelerator. This, I believe, is an almost infallible test for big or little-end bearings. However, in this case no knock was apparent. I should mention the knock always disappeared above about 20 m.p.h. in top gear.

**—How it was
Cured.**

I was unwilling to believe it was piston slap, as the car had done only 9,000 miles and the pistons are cast-iron. It did not sound like a gudgeon pin, as it was a distinct knock and not a rattle. I made certain it was not in the timing, as I had tightened up the timing chain quite recently. I had also carefully gone over the tappet adjustment. Just when I was deciding the engine had got to come down for everything to be examined, the thought struck me that it might be a valve stem sticking slightly in its guide, so, not very hopefully, I squirted oil down through the springs to

B48

the guides and, to my relief, the knock absolutely disappeared.

I should be interested to know if any other Rover Nine owners have had a similar trouble. If so, I hope they will give this remedy a trial before going to the expense of having their engine down. I cannot say what caused the valve to stick; it may have been a small particle of carbon, or, more likely, it may have been caused by the stem having got dry during its fortnight's inactivity.

Whilst on the subject of Rover Nines, I would like to say how pleased I am with mine. I really have not a fault to find, except the gearbox hums rather loudly when first or second gear is engaged. Have other owners noticed this, and, if so, have they found any remedy? I have tried all manner of gear oils, both thick and thin, but without avail. I am pleased to see, however, that the 1928 Rover 10-25s have an entirely new type of box, which, I believe, is particularly silent on its indirect gears.

May I also add a word of praise for the Rover service? The manufacturers are most courteous, and always seem anxious to do whatever they can, both at Coventry and at Birmingham. This is an example which, I am afraid, one or two British manufacturers I know of do not follow.

G. M. BAKER

What is Wrong with Motor Sport?

It was with great interest that I read your article entitled "What is wrong with Motor Sport?" As a keen follower of all that occurs on the track I should like to see photographs and accounts of meetings held on the various tracks in the daily papers. Generally a meeting at Brooklands is given three or four inches of a column at the most in the daily papers, whilst it is not even mentioned in some of them. Personally, I cannot understand why the general public shows such an apathy towards motor racing. If one wants to be thrilled, surely the sight of cars travelling at well over 100 m.p.h. high up the banking is sufficient to meet all requirements.

**"Sad State of
Affairs."**

Again, the results of races are hardly ever given out over the wireless. When I am away from the track I always wish to know the results, and I have no doubt many others do, too.

This year it appears that Bentley and Alvis concerns are the only two manufacturers who are pitting their cars against the best that France and other countries can produce. It seems a very sad state of affairs to think that in the R.A.C. Grand Prix there were only three all-British entries.

PRO RACING.

The Meaning of "Service."

In answer to "Novice," in last week's issue of *The Light Car and Cyclecar*, I should like to state my experiences with regard to guaranteed limitations. Being on the stage and doing all my journeys by road, I naturally cover a great deal of ground in a year and, never being in the same place more than a week, with the exception of London, this makes it very awkward for me to get "service."

**A Striking
Contrast.**

Three of my previous cars have been of a very well-known make; the manufacturers boast of their service (?) and as there is a service depot in nearly every town of any size one would think that, in my case, they would extend their service to these depots, instead of to one agent only. This they told me was always done when anyone did a lot of travelling, but not once did I get a "service" job done for nothing except from the agent who sold the car. This being the case, why do they boast of these extended services if they do not live up to them?

My present car is of French manufacture and, although the guarantee states that any defective part will be replaced but mechanic's time must be paid for, I have had a great many jobs done by the agents without being charged anything. They even topped up the oil in the gearbox and back axle and adjusted the tappets quite free of charge. What a difference from the other people who guaranteed to service the car free for twelve months and then charge for everything!

This last car is a Sénéchal and, although my model is not quite so fast as I was led to believe, it is nevertheless a wonderful little puller for a power unit of only 1,092 c.c. and is very economical. Why cannot a British manufacturer turn out a car like this, and why is it left to a British firm handling a French car to show an all-British concern the real meaning of service?

DMITRI.

OUR READERS' OPINIONS (contd.).

Falling Telegraph Pole Just Avoided.

I was very interested to read of the unusual happenings related by your readers. A few days ago I was descending Copse Hill, Wimbledon, and began to open out as the road ahead was clear, when suddenly a telegraph pole fell across the road about 30 yards in front of me. I was just able to pull up in time with the pole in front and the wires blocking the road behind. There was little wind at the time, so it seems that old age could have been the only cause of the fall.

R. C. HEATON-ARMSTRONG.

Reversing Down a Long Passage.

I have a garage at the back of my house, reached by a straight passage 40 ft. in length. For years past I have pushed a Morgan out backwards quite easily, but now I wish to invest in a 10 h.p. Singer, and find I have only 8-10 ins. to spare on each side. I am almost certain that I shall smash up the mudguards in backing out, however careful I may be, and I wish to ask whether you or your readers who may have to negotiate awkward passages can help me.

I presume first that it is impossible to put the car dead straight and then lock the steering in any way.

One idea that appeals to me—although it may possibly be quite impracticable—is to lay two parallel kerbs of concrete or stout wood the whole length of the passage, so that the wheels cannot deviate from the straight. If this be at all practicable what is the most suitable height for the kerbing, and what amount of clearance should be allowed on each side of the wheels? If the machine were driven very slowly along such a runway, would the tyres be likely to suffer, or would the whole car jam itself tightly?

I should greatly appreciate advice from anyone who has overcome this difficulty, for to me its solution or non-solution means car or no car.

J. G. LEE.

CONDENSED CORRESPONDENCE.

M.R.P. (Glasgow) writes to express her thanks to the five light car owners and the lorry driver who, in spite of torrential rain, kindly stopped to help to extricate her car which had become ditched after a bad skid on the Fenwick road, near Kilmarnock, on Thursday, September 22nd.

The service of the Morgan Motor Co. is praised by "Mulum in Parvo" (Birmingham), who recently had trouble with the rear-wheel bearing of his Morgan and took the car to the works for repair. The work was done, together with several other small jobs, free of charge, and the car was delivered to his home.

INFORMATION WANTED.

MORGAN.—The chance to buy or borrow an instruction book would be welcome.—R. Zdanowich, 4, Fitzwilliam Street, Cambridge.

STANDARD.—The opportunity to buy or borrow an instruction book for the 1924 11 h.p. model would be appreciated.—G. W. Farmer, 39, Danson Crescent, Welling, Kent.

SINGER JUNIOR.—Readers' experiences of this car, with particular reference to fuel consumption, durability and tyre wear, would be welcome.—P. H. Landon, Blossomfield, Solihull.

JOVETT.—The experiences of any owner of this car who has had four-wheel brakes fitted would be very much appreciated.—Rev. E. H. Wynne, Guestling Rectory, Hastings.

BELSIZE-BRADSHAW.—Any reader who has an instruction book for the 1923 model which he is willing to lend or sell, is asked to get in touch with—W. Bray, 15 Summepland Street, Exeter.

MORGAN.—Owners' experiences of the 1927 Aero model with either side valve or o.h.v. J.A.P. engines, particularly with regard to speed, petrol consumption, tyre wear, luggage accommodation, would be welcome.—A. L. Brocklehurst, 11, Newport Street, Coppice, Oldham.

CLUB ITEMS AND SPORTING EVENTS.

NORTHERN CENTRE A.C.U.

Owing to lack of entries the championship reliability trial for the Rutherford trophy has been cancelled, and no further competitions will be held by the centre this season.

NORTH-WEST LONDON M.C.

The "Gloucester" trial is again being organized by the N.W. London M.C., and this year will be held for the 17th time on Saturday, December 10th. Further particulars will be published in the near future, when it is hoped to give a summary of the regulations. In the meantime it should be noted that entries are confined to cars with an engine capacity not exceeding 1,500 c.c.

WORCESTERSHIRE M.C.

The judges and stewards of the Madresfield speed trials, held on September 3rd, have decided to confer the A. L. Whitley award upon L. H. Creed (896 c.c. Morgan). This award was offered for the best performance, in the opinion of the judges and stewards, taking into consideration the year and type of machine driven. Creed's Morgan is of 1919 date and has a side-valve engine. He covered the standing kilometre in 52 seconds.

LEICESTER AND D. M.C.

The reliability trial for the Paskell and Club cups will be held on October 9th. It is the club's premier sporting trial of the season, and particulars may be obtained from Mr. J. T. Flower, 257, East Park Road, Leeds. Other events included in the October programme are a short map reading competition on October 16th, the Secretary's Run on October 23rd, and a symkhana on October 30th. The annual dinner will be held on December 8th at the Oriental Hall, Leeds. Prizes won during the season will be distributed and a dance will follow.

J.C.C. YORKSHIRE CENTRE.

A legal-limit trial will be the closing event of the summer season and will be held on Saturday, October 6th, starting from Five Lane Ends, Westwood Lane, Headingley, Leeds. Members will meet at 2.15 p.m., and the first man will leave at 2.30 sharp. Arrangements have been made for tea. As this is the last event of the season it has been suggested that members might like to dine together and have a social evening after the trial. If a sufficient number of replies in the affirmative is received, suitable arrangements will be made.

SKIPTON M.C.

The club held their annual Fisher trial, one of the principal events on the programme, on September 25th, when there was a very good turn-out of members. The course was via Malham, past The Cove, over Masties to

FORTHCOMING EVENTS.

Saturday, October 9th.
Kent and Sussex L.C.C. Lewes Speed Trials.
Bristol M.C. and L.C.C. Grand Cup Trial.
Yorkshire Centre A.C.U. One-day Trial.
Huddersfield and D. M.S.C. Sixth Dalton Bank Hill-climb.
Western Centre A.C.U. Stroud Team and Individual Entry Trial.
Ulster A.S.C. Magilligan Strand Race Meeting.
Sunday, October 8th.
Leicester and D. M.C. Sporting Trial.
Friday to Sunday, October 14th-16th.
J.C.C. Liverpool and N. Wales Centre.
Chester-Brooklands-Chester Trial.
Saturday, October 15th.
J.C.C. 200-Mile Race.

Kilnsey. Then followed a colonial section from Kettlewell by way of Park Rash to West Witton and Hawes. In the afternoon the run was by Newby Head to Dent, Whithaw Moss and Ilkley.

LONDON M.C.

A special effort is being made to arrange a winter social programme of an even more attractive nature than has been the case in the past. A few of the social events included are a carnival dance on October 12th, at Slater's Restaurant, 18, High Street, Kensington, London, W.; a specially arranged visit to the London Hippodrome on November 12th, and social evenings at the club's headquarters at the White Horse, Little Britain, London, E.C., on October 26th and November 23rd. Particulars of social events may be obtained from Mr. A. E. Cooke, 9, College Road, Kensal Rise, N.W.10. Some 45 members recently enjoyed a social run to Eastbourne.

The club's hon. sec. is Mr. F. W. C. Lawrence, 23, Primrose Hill Road, Hampstead, London, N.W.3.

LEEDS M.C.

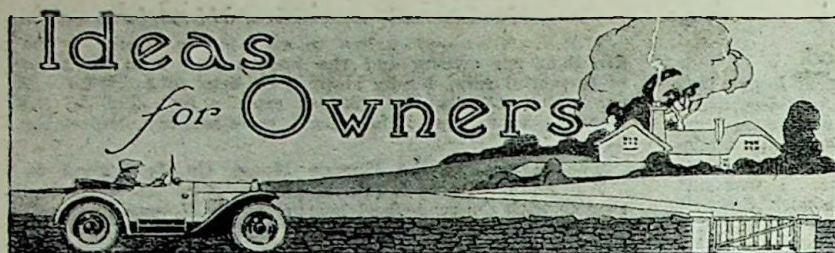
Owing to bad weather conditions the programme which was arranged for October 2nd at Post Hill had to be postponed until October 6th. A number of competitors and about 2,000 spectators had travelled some distance to the grounds, so an exhibition of "stunt" driving and so forth was given by various members of the club. The winning time for the race for Austin Sevens on September 25th, given officially last week as 3 mins. 23.5 secs., is now stated to be 7 mins. 22.5 secs. for the double lap.

TO CLUB SECRETARIES.

Reports and announcements intended for inclusion in next Friday's issue of "The Light Car and Cyclecar" must reach us by the first post on Monday morning.

LIVERPOOL M.C. AND J.C.C. LIVERPOOL AND NORTH WALES CENTRE.

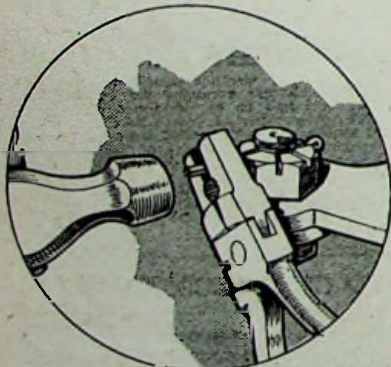
A main road double 12-hour trial to Brooklands and back to witness the J.C.C. 200-Mile race will be organized jointly by the Liverpool M.C. and J.C.C. North Wales Centre on October 14th. The run starts at 9 p.m. from Chester Castle Gates and is open to members of the organizing clubs and of the Southport M.C. Competitors arrive at the club's temporary headquarters at the Bridge Hotel, Staines, for breakfast and will re-start on Sunday morning, when Professor A. M. Low will despatch the competitors on the return journey to Holmes Chapel, the total distance being about 400 miles. Four silver cups are offered for the competition, three of them to be won outright. Arrangements have been made with the Brooklands authorities for the competitors and their passengers to be admitted to the track at a reduced rate, and a party is being organized to visit the Motor Show on the Saturday evening. The joint secretaries of the meeting are Mr. R. R. Summerfield, 12, Meredale Road, Mossley Hill, Liverpool and Mr. G. A. Quemy, 20, Queen's Drive, Stoneycroft, Liverpool, to whom applications for further information should be made.



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.

A Bonnet Hint.

Heat given out by the engine of a car is likely to dull the varnish on the bonnet, and as a result the whole appearance of the bodywork is spoiled. To prevent the radiation of heat having this adverse effect on the paintwork the inside of the bonnet may be lined with thin sheet asbestos. This material is obtainable at garages, hardware stores and front builders' merchants, and can be bent slightly to conform to the curves of the bonnet. It will, of course, be necessary to cut the material into separate sheets to fit the sections of the bonnet—it is not sufficiently flexible to bend at the hinged divisions—and it is best fastened in place with small rivets, the heads of which should be painted or varnished to match the bodywork.



Split pins should be gripped between the jaws of a pair of pliers and tapped back as far as possible before withdrawing them.

Removing Split Pins.

If the removal of split pins is not tackled in the proper manner they will most probably break off short and stick in their slots, making it most difficult to undo the nuts which they secure. It is not sufficient merely to bend the ends roughly in line and then to tap them with a hammer, for this method is most likely to cause the pin to break off short. The correct way is to pinch the free ends with a pair of pliers until the pin, with a light hammer tap, slides out of its hole. Although it may not always be easy to get the nose of the pliers on to the split pin ends, this method is far quicker in the long run, and the temptation to hammer the pin before its ends are quite straight should be resisted.

A34

Adjusting Brake Cables.

One method of effecting the adjustment of brake cables, but one which is by no means to be recommended, is to remove the bolt which holds the eye-piece at the cable end and to twist the cable itself until the slack has been taken up. This method is inadvisable because it places undue strain on the strands of the cable, and, moreover, it is unsatisfactory in that it does not give a fine degree of adjustment.

It is important to note that to shorten the cable it must be turned in the direction which tends to bring the steel strands in closer contact one with another. "Untwisting" the wire will lengthen it.



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

E.D. (Ilford).—Strictly speaking, it is illegal to park a car at night with only one off-side light and no rear light. In most places, however, the use of only one parking lamp is permitted.

W.C. (Maidenhead).—Side lamps should, virtually, indicate the extreme width of a car, and you should not overlook this when altering the lamp fixings.

B.A. (Newcastle).—If the paintwork of your car is in good condition, re-varnishing will restore the glossy appearance of the bodywork. It is a mistake, however, to varnish cracked or chipped paint.

D.S. (Ware).—The valve trouble appears to be due to defective hardening of the tappet head of that particular valve assembly. The marked depression in the surface of the tappet head is proof of this, and you should cure this trouble before fitting a new valve.

E.W. (Douglas).—It is highly improbable that the distortion of the body panels of which you complain is due to the use of green wood. Water may have penetrated a joint in the panelling, so causing the wood to swell, but excessive road vibration is more probably the cause of the trouble.

Jet Cleaning.

When a carburettor jet becomes choked it is usually considered sufficient to blow down it with the mouth or with a tyre pump to remove the obstruction. It is always advisable, however, when the symptoms of a choked jet are noticed, to clear the orifice with a cleaner, such as a piece of brass wire. This will remove small grit particles which by simply blowing with a tyre pump, might not be blown out of the jet, but which might stick in the fuel passage and possibly cause subsequent trouble.

Cutting Glass.

When a small piece of glass has to be cut to shape for use, say, in a licence-holder or side lamp, there is no need to put the job in the hands of a professional glass-cutter. An old pair of scissors or metal shears will trim glass quite satisfactorily if both material and shears are held under water. The effect of the water is to damp out the vibrations and thus prevent the possibility of cracking the glass which, with a little care, may be cut as required. The glass should be held quite firmly in the left hand not less than 6 ins. under water, while very small cuts are made with the shears.

W.G. (Conway).—Gear - changing without declutching is not recommended in general circumstances. Unless you are a very proficient driver there is a risk of doing serious damage to the gearbox.

R.H. (Moniton).—As you are using pure benzole a smaller jet may be beneficial. Yes, this fuel tends to spoil varnish, and any benzole spilled on the bodywork should be immediately wiped off with a clean rag.

T.H. (Hastings).—The end play in a water-pump motor should not be so much as that which appears to be present in the pump fitted to your car. Excessive play reduces the efficiency of the pump by allowing water to escape past the vanes.

L.G.W. (Bradford).—Dirt or lack of lubrication in the gear gate control mechanism would appear to be the cause of the difficulty you experience in engaging the gears. Chassis distortion can have no effect on the gear-change mechanism of central-control boxes.

H.F. (Worcester).—A few drop of oil should be inserted in the vent hole of a tyre pump from time to time to keep the leather washer flexible. Many garages keep spare washers in stock and a worn one should be replaced if the pump is to work satisfactorily.

R.F. (Harrow).—It is the duty of your insurance company, under the terms of the existing policy, to restore your car to the same condition in which it was prior to the accident. Nevertheless it is for them to decide whether repairs are to be carried out or new parts fitted.

TREASURE ISLAND

AT OLYMPIA



The Singer Stand at the Motor Show is a veritable "Treasure Island" to motorists and prospective motorists. All roads lead to Stand 41, for there you will find the greatest value in the Show. Which-ever way you look at it—first cost, running cost, quality of workmanship or completeness of equipment—the Singer programme stands supreme.

It is a wonderful programme! Wonderful in the variety of models and wide choice of coach-work. Wonderful in the very low prices fixed, considering the horse-power, equipment and high finish — with a wonderful VALUE. Selecting a SINGER for 1928 will save you pounds.

The famous little "JUNIOR" at £140 represents unprecedented value, and the new "Sun Saloon" with the winding roof is a popular innovation, adaptable to every kind of weather. Full particulars in "The Golden Book," from Singer & Co., Ltd., Coventry. London Show-rooms: 202, Gt. Portland St., W.1.

THE GREATEST VALUE IN THE SHOW

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

H.P.

A35

AROUND THE TRADE.

In order to remove any misconception that may exist as to the suitability of Osram lamps for use on Fiat cars, readers should note that Osram automobile lamps for these cars are now a standard G.E.C. production.

Hans Renold, Ltd., Burnage Works, Didsbury, Manchester, are producing an excellent little 88-page handbook entitled, "Renold Standard Stock Drives." The booklet contains a wealth of information relating to all types and applications of chain drive, and the data are clearly illustrated.

Messrs. Mebes and Mebes, 144, 154, 156, Gt. Portland Street, London, W.1, advise us that they are taking over the distribution of Rover cars for a considerable portion of the London area, viz., the northern, north-eastern, eastern and east central districts, and they are also to distribute Triumph cars in the county of Buckinghamshire.

U. and I., Ltd., 7, Hertford Street, Mayfair, W.1, point out that the adjustment of four-wheel brakes can be considerably simplified by the use of one of their U.M.I. All Four jacks, which lifts a car completely off the ground, the whole operation of lifting the car taking only a few minutes. The device is so arranged that the car cannot be pushed over.

We learn that Mr. J. de Lisle has recently joined the board of directors of the County Chemical Co., Ltd., Birmingham. Mr. Henry A. Green, for twenty-one years one of the active members of the Chemico management, has been appointed general manager of the concern, whilst Mr. L. C. Hill has taken over the publicity and sales promotion department.

We have received from Adam Howard Advertising Ltd., 7, New Square, London, W.C.2, a copy of a new house journal which they have prepared for Car Mart, Ltd., 46-50, Park Lane, London, W.1. It is called "Ahead," and the first issue contains interesting and well-illustrated matter, including a description of the Car Mart head office and branch depot in Euston Road.

Messrs. R. Cadisch and Sons, 5 and 6, Red Lion Square, London, W.C.1, have sent us a leaflet describing a new line which they have just placed on the market. It is known as the Cadison garage assortment of split cotter pins. It consists of a large assortment of these pins in various sizes, each size in its own marked compartment in a stout hardwood box fitted with a sliding lid. The price per box is 12s.

Delco-Remy and Hyatt, Ltd., 111, Grosvenor Road, London, S.W.1, have forwarded us a folder describing the new Delco-Remy coil ignition magneto-replacement unit. It contains line drawings showing how the unit may be readily applied to almost any four or six-cylinder engine, and describes the various arrangements whereby the unit can be utilized to replace a magneto having either a flat base or a flange-mounting.

Messrs. Newnham Motor Co., 237, 243 and 245, Hammer-smith Road, London, W.6, write to inform us that they have been appointed joint distributors for Swift cars in London and a 20-mile radius. They say that they have been very much impressed with the performance and finish of Swifts and for the past few years have made these cars one of their principal agencies. They think that the new arrangement will enable them to bring the merits of this attractive light car even more prominently to the notice of the public, and they are endeavouring always to have a comprehensive range of models in stock. A feature of the 1928 programme is that nearly all the models will be available in two-colour coachwork without extra charge, while the new sports two-seater and fabric saloon are exceedingly attractive propositions. The price for the two and four-seater is £220, sports two-seater £255, and fabric saloon £260.

Englebert

CHEVRON CORD TYRES

can be obtained to fit ALL types of Rims.

The following sizes, with which many of the 1928 French Cars will be equipped, can now be supplied from stock:—

11 x 45 centimetres.	13 x 45 centimetres.
12 x 45 "	14 x 50 "

OLYMPIA, STAND No. 520, GALLERY.

YOUR MILEAGE IS ASSURED.

ENGLEBERT TYRES, LTD.,

162, Great Portland Street, London, W.1.

SOUTHAMPTON:	BELFAST:	GLASGOW:	MANCHESTER:	IRISH FREE STATE:
17, Strand.	13, Lombard St.	12, Garthland St.	79, Downing St.	20, Fownes St., Dublin. Ashe Quay, Fermoy.

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

The Society of Contented Motorists



The "Contented Motorist" is easily recognised—you've seen him and we've seen him—in fact, we rarely see any other. And if a motorist hasn't that "contented look" when he meets us we are rather pleased than otherwise because we then have a golden opportunity of making another convert to the Society of Contented Motorists.

The rules of the Society of Contented Motorists are simple, sane and satisfactory.

Rule 1—Write, wire, or 'phone Allen-Bennett's and tell them what you want and how you want it.

Rule 2—If you have a Car, exchange it at Allen-Bennett's because nowhere else can you get such a generous allowance and such satisfactory Extended Payments on the balance.

Rule 3—Get to know the Allen-Bennett Deferred Payment Policy which has the advantage that it is STRICTLY PRIVATE—that you choose and fix YOUR OWN TERMS, and that it leaves you free of all financial embarrassment.

Rule 4—Enjoy the benefits of the Allen-Bennett Owner Driver's Road Service.

Isn't it easy?—but it is a fine Society to belong to. No entrance fee, no yearly subscription, but the Service is there all the time.

Your application for Entrance will be greatly appreciated—we can tell you all about our NEW CARS, OUR USED CARS, and OURSELVES.

WRITE US TO-DAY.

A Special "Show" Service.

Our representatives will be pleased to meet you by appointment and accompany you on to the various Stands, give you all the technical help and any explanation you desire. They are there to assist you in every way possible and are not primarily concerned with the "selling of a car."

You are cordially invited to avail yourself of our Service—just drop us a card before the Show making an appointment, we shall be glad to assist you in every way possible.

Allen-Bennett

MOTOR COMPANY, LIMITED,
BROAD GREEN, LONDON RD., WEST CROYDON.

Phone: Croydon 2450-1, 0968.

Grams: "Track, Croydon."

Hours of Business: 9 a.m. to 7 p.m., Saturdays included.

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

1st SHOW NUMBER

of

The Motor

72
pages of
reading
matter.

72
pages of
reading
matter.

now on sale!

Some Features:

GUIDE TO ALL THE NEW FEATURES OF 1928 CARS.

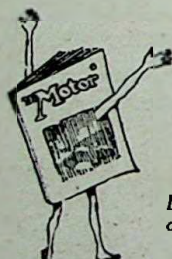
Six-cylinder Engines—Easier Chassis Lubrication—Fabric Bodywork—many detail Improvements. —

ALL ABOUT SIX-CYLINDER CARS.

Principal Features of a Type of Power Unit which is more Popular than ever for 1928.

SPORTS SALOONS.

The Scope for Development—Far-reaching Influence of Fabric Panels—The Domination of Doors.



Don't miss this—the First of My Big Show Numbers.

RELIABILITY AND THE ACCELERATOR PEDAL.

By Professor A. M. Low, A.C.G.I., M.I.A.E., F.G.S., etc.

TYPES OF MODERN SALOON BODYWORK.

Flexible and Rigid Fabric-covered Bodies. Cellulose Finish. All-metal and Composite Designs

MANY SMALL FOUR-CYLINDER BRITISH CARS.

An Illustrated Review of the Leading Makes now Available.

THE NEED FOR LIGHTER LARGE CARS.

Destructive Weight. Economy Resulting from Lightness.

First Fully Illustrated Report of the British Grand Prix.

Place an order now for the 2nd and 3rd Show Numbers—October 11th and 18th respectively.



Offices of "The Motor,"
5-15 Rosebery Avenue,
E.C.1

KIRK & CO.

A FEW BARGAINS FROM OUR SHOW.

Don't forget to give us a call on your way to Olympia.

CARS.

ROVER, 1927, 9 h.p., 2-seater, de luxe, magnificently equipped, every accessory, mileage only 3,000, as new throughout, taxed December, only three months old, superb car, cost over £240, our price ... **£155**

STANDARD, 1925/6, 11/4 h.p., 2-seater, de luxe, many extras, leather upholstery, practically new balloon tyres, beautiful condition ... **£77 13**

SWIFT, 1924, 9 h.p., 4-seater, chummy, dynamo lighting, self-starter, many accessories, leather upholstery, beautifully finished crimson, taxed December, balloon tyres, very fine condition ... **£69 10**

SALMON, 10 h.p., O.H.V., special sports 2-seater, first registered April, 1926, dynamo lighting, self-starter, V screens clock, speedometer, large flexible steering wheel, very attractively finished and capable of high speeds, really lively sports car **£58**

Choice of another sports model at **£58**

LAGUNDA, 1924, 12 h.p., 2-seater, coupe, coach sunken dickey, full dash, starting and lighting, practically new tyres ... **£67 10**

CITROEN, 1926, 7/5 h.p., 3-seater, Cloverleaf, dynamo lighting, self-starter, good balloon tyres, smart appearance ... **£65**

Choice of another 1925 ... **£55**

SINGER, 1924, 10 h.p., 4-seater, de luxe, dynamo lighting and self-starter leather upholstery and all-weather equipment, taxed December, good tyres, beautifully coach finished **£62 11**

Choice of another ... **£55**

CITROEN, 1925, 2-seater, coupe, dynamo lighting, self-starter, speedometer, new balloon tyres, beautifully finished crimson, black wings, tax paid ... **£59 10**

STANDARD, 1924, 11/4 h.p., 2-seater de luxe, sunken dickey, starter and lighting, nice condition ... **£59 10**

SALMON, 1924, 10 h.p., O.H.V. Sports, occasional 3/4 seater, dynamo lighting, self-starter, beautifully equipped, new tyres, collapsible hood, attractively finished, royal blue with red wings ... **£49 10**

CALTHORPE, 10 h.p., 4-seater de luxe, dynamo lighting, self-starter, nickel-plated, headlamps, thoroughly overhauled, beautifully coach finished ... **£47 13**

CITROEN, 1925, 7/5 h.p., 2-seater, dynamo lighting, self-starter, balloon tyres, smart appearance ... **£47 10**

Choice of another, 1924 2-seater, **£37 13**

CITROEN, 1925, 7/5 h.p., 2-seater, dynamo lighting, self-starter, balloon tyres, smart appearance ... **£44 10**

ROVER, 8 h.p., 1922, 2-seater, dynamo lighting, good tyres, extremely nice condition, great bargain ... **£22**

G.N., 1922, 7/5 h.p., 2-seater, sunken dickey, front handle start, dynamo lighting, polished aluminium sports body, good condition and appearance ... **£22**

THREE-WHEELERS.

MORGAN, 1927, family 4-seater, 8/10 h.p., J.A.P. water cooled engine, dynamo lighting, electric horn, speedometer, straight sided tyres, F.W.B's, tax paid and equal to new throughout ... **£97 13**

MORGAN, 1925/6, de luxe, 2-seater, 10 h.p. Blackburne engine, water-cooled, dynamo lighting and self-starter, automatic windscreen wiper, side light, taxed December, side-screens, ratchet inside brake, beautifully coach finished ... **£62 10**

MORGAN, 1925, family 4-seater, full equipment, in grand condition and very carefully used ... **£54**

MORGAN, 1923, de luxe, 8/10 h.p., J.A.P., dynamo and acetylene lighting, good tyres, excellent appearance ... **£37 10**

Choice of two more at **£34 10** and **£35**

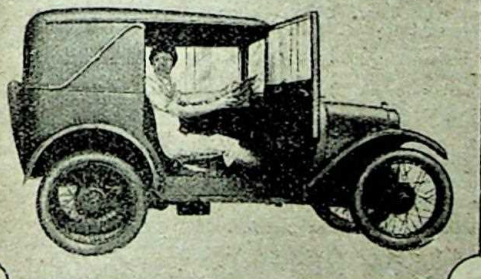
OMEGA, 1926, 8/10 h.p., J.A.P., 3-wheeler, Lucas dynamo lighting, good tyres, very smart car, several extras, great bargain ... **£49**

It will certainly pay you. BUY NOW and SAVE POUNDS.

EXCHANGES

TERMS

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COMFORT

The special construction of the "WYDOOR" AUSTIN 7 FABRIC BODY allows ample room for three adults to travel comfortably for long distances without being cramped; the doors give exceptional ease of entrance and exit, and eliminate all draughts.

£172

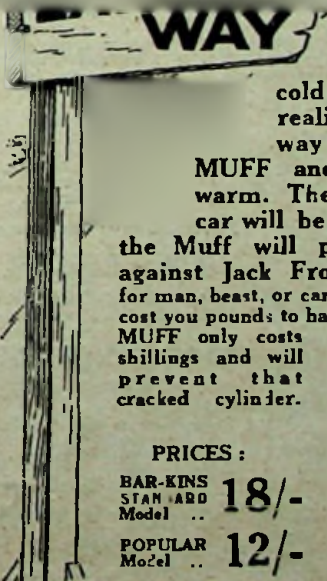
See it and other attractive models during the Show at Messrs. M.S.L. Ltd. opposite Olympia.

GRANVILLE MOTORS

Telephones;

**THE BROADWAY
LONDON - SW6**

Paddington 8720
Fulham 3818



WAY

If you have tried to climb a hill with your engine cold you will quickly realise that the easiest way is to fit a **BAR-KINS MUFF** and keep your engine warm. The performance of your car will be at least double and the Muff will protect the cylinder against Jack Frost, who has no pity for man, beast, or car. A cracked cylinder will cost you pounds to have repaired, a **BAR-KINS MUFF** only costs shillings and will prevent that cracked cylinder.

PRICES:

BAR-KINS 18/-
STANDARD Model ..
POPULAR 12/-
Model ..

HUGHES & CO.
WAVERLEY ROAD, SMALL HEATH,
BIRMINGHAM.



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

100 SMALL CARS

in—

Clearance!!

of STOCKS all
UNDER **£100**

A Few Examples—all Offered Subject to being Unsold:

TWO-SEATERS.

A.C., 1924, 11'9 any-weather de Luxe, starter, fullest equipment as new throughout **£99**
A.C., 1924, 11'9 Empire 2-str., starter, completely re-upholstered, and re-coach painted, perfect throughout, exceptionally smart **£88**
A.C., 1921/2, 11'9 Coupe, full drop head, starter, excellent tyres, morocco upholstery, many extras **£65**
AMILCAR, 1925, 8 h.p. super sports, streamline 2-str., detachable wire wheels, excellent tyres, Harford's spring gaiters, mirror and countless extras, exceptionally fast, ideal sports **£99**
BELSIZE-BRADSHAW, 1922/3, de Luxe 2-str., starter, speedo., excellent tyres, full equipment **£38**
CALCOTT, 1924, 10'4, 2-str., sunk dky., dynamo, starter, clock, speedo., small mileage, exceptionally sound, smart **£68**
CALTHORPE, 1924, super sports, 1240 2-str., 4-speed, engine completely overhauled, starter, clock, speedo., mechanical screen-wiper, finished in cream with red wings **£89**
CITROEN, 1925, 7'5 2-str., balloons excellent, speedo., full equipment, paint and hood excellent. Choice of 3 **£65**
CITROEN, 1926, 7'5 cloverleaf 3-str., balloons excellent, small mileage, many extras fullest equipment **£78**
CITROEN, 1925, 7'5 cloverleaf 3-str., equipment as above, perfect throughout **£68**
CLYNO, 1925/6, 10'8 2-str., sunk dky., balloon tyres—2 as new, full A.W. equipment, all extras **£75**
FIAT, 1921/2, 10'15 2-str., sunk dky., 4-apd., good tyres, starter, usual equipment, excellent throughout **£58**
HILLMAN, 1922/3 10'4 de Luxe, 2-str., sunk dky., starter, good tyres, leather upholstery, standard fittings, many extras, very well kept. Choice of 2 **£58**
JOWETT 7, 1923/4, 2-str., sunk dky., new hood, excellent tyres, recently completely overhauled, very economical **£49**
LEA-FRANCIS, 1924/5, 10 h.p. de Luxe 2-str., sunk dky., starter, clock, speedo., full A.W. equipment, good hood, remarkably well kept **£88**

RENAULT, 1925/6, 8'3 cloverleaf 3-str., starter, balloons, F.W.B., paintwork, upholstery and hood perfect, small mileage **£88**
RENAULT, 1924/5, de Luxe 2-str., dynamo, starter, concealed dky., four tyres as new, all extras and equipment **£75**
SALMSON, 1922/3, 9'5 English 2-str., sunk dky., starter, finished in two colours **£49**
SALMSON, 1925, 9'5 English 2-str., concealed dky., tyres almost new, starter, standard equipment, remarkably well kept **£78**

WOLSELEY, 1922, 10'4 2-str., de Luxe, sunk dky., dynamo, starter, speedo., new hood, A.W. equipment, excellent upholstery and paint. Choice of 2 **£48**
WOLSELEY, 1923/4, 10'4 standard 2-str., sunk dky., new tyres, paintwork unscratched, standard equipment, perfect throughout **£55**

FOUR-SEATERS.

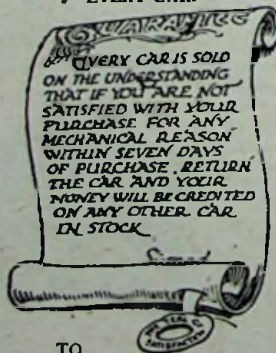
ALBERT, 1923/4, de Luxe 4-str., starter, 2 spare wheels, countless extras and equipment **£58**
AUSTIN 7, 1926, chummy, dynamo, starter, fullest equipment, F.W.B., original condition **£99**
AUSTIN 7, 1924, chummy, starter, full equipment, excellent throughout **£68**
HUMBER, 1923/4, 8/18 chummy 4-str., starter, 2 spare wheels, all extras **£88**
JOWETT 7, 1925/6, full 4-str., original tyres—balloons excellent, rigid equipment, remarkably well kept **£89**
RENAULT, 1925, 8'3, 3-door Saloon, starter, balloons, F.W.B., fullest equipment, countless extras **£99**
RILEY, 1923, 10'4 de Luxe, 4-str., special A.W. hood, starter, 4-apd., tyres as new, full standard equipment **£78**
ROVER, 1924, 9'20 de Luxe, 4-str., starter, leather upholstery, clock, speedo., double screen, as new throughout **£79**
ROVER, 1924, 9'20, as above, only standard model **£68**
SALMSON, 1926, 9'5, 4-str., 3-door body, adjustable seats, F.W.B., small mileage **£88**
SINGER, 1925/6, 10'2, de Luxe, 4-str., full standard equipment, pneumatic upholstery, many extras, tip top throughout **£99**
STANDARD, 1925, Kenilworth 4-str., 11'4, balloons, clock, speedo., all extras **£89**
STANDARD, 1925/6, Kenilworth 4-str., as above, as new throughout **£95**
TALBOT, 1923/4, 10'23, de Luxe 4-str., excellent tyres, paintwork unscratched, perfect throughout **£85**
WOLSELEY, 1925/6, 11'22, 4-str., small mileage, original condition, full standard equipment **£88**

ANY ONE OF THESE YOURS
FOR SUCH A LOW DEPOSIT AS
ONE-TENTH
OF THE PURCHASE PRICE
DOWN

OR ANY LARGER DEPOSIT TO
SUIT YOURSELF.
Let us forward full
details without obligation.

SINGER 10, 1923, C.P. Model 2-str., dynamo, full equipment, new hood, upholstery, paint and plating perfect **£49**
SINGER, 1924, 10'26 2-str., sunk dky., starter, clock, speedo., full equipment, perfect throughout **£68**
STANDARD, 1924, Canley de Luxe 2-str., sunk dky., speedo., full equipment, many extras, excellent tyres, completely re-coach painted **£78**
STANDARD, 1924 Canley 2-str., as above, paintwork not quite so good **£75**
Also another, at **£68**
TALBOT, 1923, 8/18 2-str., starter, double screen, excellent tyres, upholstery, paint and hood perfect **£68**

THIS GUARANTEE WITH
EVERY CAR.



TO

Benmotors

ALL BUSES AND TRAMS PASS THE DOOR.

All Part Exchange Quotations made prior to Oct. 7th require confirmation.

YOUR PRESENT CAR OR MOTORCYCLE AS DEPOSIT

Send us full particulars of your present machine and we will quote you a definite allowance per return—this can act as deposit—balance over a period to suit yourself.

DISTANCE IS NO OBJECT

as we will deliver and collect any where in England, Scotland, or Wales for **£2 10s. extra.**

We invite you to call and walk round our stocks—you will not be pestered to buy. Every car has its price and date plainly marked on it. Should you see nothing of immediate interest, call again to-morrow—if it's too far, just write or phone, for our daily lists, which will be forwarded with pleasure—this will not entail the slightest obligation on your part.

DO NOT MISS THIS OPPORTUNITY—IT IS FOR A FEW DAYS ONLY.

To obtain our Lists just tear out this page and forward with your name and address.

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Means
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Benmotors

30-32, HIGH ST., WANDSWORTH, S.W. 18.

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GRAMS: "BENMOTAS, WANDS, LONDON."

HOURS—8.30 to 7.0, EXCEPT SUNDAYS (Note change of time).

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.

SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 15 consecutive insertions, 10 per cent. for 25, 15 per cent. for 52. Terms: Cash with order and otherwise. Scale of charges, with reduction for serials, sent on application. Cheques, Postal Orders, etc., should be crossed and made payable to Temple Press Ltd.

REGULATIONS.

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Office. Advertisement copy is subject to the approval of the publishers, who also reserve the right to reject any advertisement, in whole or in part, referring to cars or accessories which in the opinion of the publishers are outside the scope of the journal. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public, or trade reasons, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same, or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. Serial orders are only accepted as firm contracts, that is, no cancellation of a series contract will be accepted by us other on payment of difference of rate or otherwise. The acceptance of an order does not confer the right to renew upon similar terms. Contracts relate to the advertiser's own goods or services, and the space may not be sublet or disposed of in any way. Conditions which are contained in or for other than those of the Proprietors, and which do not conform to, or are in addition to the Proprietors' conditions, will not be recognized as binding. Special conditions must be subject to mutual agreement.

NOTICES.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when cleared. If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1½ per cent. (3d. in the £ 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ½ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Luggage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Office first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 5-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

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

Inserts, to conform with G.P.O. regulations, must be printed by TEMPLE PRESS LTD., or responsible printers of the journal.

Head Office: 5-15 Rosebery Avenue, London, E.C.1.
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Telephone: Clerkenwell 6000 (8 lines).

Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

NOTICE.

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

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. A.B.C. Motors, Ltd., Walton-on-Thames. Consult us first before purchasing second-hand cars. We have always several in stock, reconditioned, with which we give our usual guarantee. 774-171

A.B.C. 1921 sports 2-seater, dynamo, balloons, 20 guineas or offer. 50 Warwick Rd., New Southgate, N.11. 952-b538

A.B.C. 22 guineas. Special bargain. 1921 10.8hp o.h.v. 2-seater sports, blue and polished aluminium, excellent condition throughout, cast-iron cylinders, dynamo lighting, Smith's speedometer, clock, mascot, step mats, etc.; exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 774-452

A.B.C. North London specialists. Consult us for spares, repairs and conversions; choice of several second-hand ones always in stock. 1921 Surbiton 2-seater and dickey, starter, etc., £30; another Surbiton, 222 10s.; Regent model, £27 10s. Albert Garage, Tufnell Park Rd., Holloway, N.7. North 5075. 774-p603

A.B.C. 1924 model 2-seater sports, painted red, excellent condition, £30. Members, Young's Corner, Hammersmith. Riverside 0740. 774-584

A.B.C. 1924, 4-seater, starter, many extras, beautiful condition throughout, £45; exchange, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 774-574

A.C. 1922-23 super sports 2-seater, all aluminium, starter, lighting, rev. counter, clock, etc., 55 guineas. Bartlett, 173a Westbourne Grove. 774-404

A.C. 1923, Royal 4-seater, a very smart looking car and completely equipped with starter, dynamo lighting, rear screen, etc., in splendid condition, trial willingly, £75; exchanges, cars and motorcycles. Deferred terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 774-133

A.C. 249. Exchanges, deferred. 1921 A.C. 2-seater, dickey, starter, side screens, clock, speedometer, smart. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 774-497

A.C.s. Super clearance, all under £100. See page 50. 774-442

A.C. 1925-26, Royal 2-seater and dickey, balloon tyres, nearly new, this car has been carefully driven, taxed and uns scratched, colour blue, £112. Rose and Young, 97 Streatham Hill, Streatham S440. 774-642

A.C. For used guaranteed A.C. cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-650

A.C. 1924 Royal all-weather 2-seater, sunken dickey, starter and lighting, many extras, taxed, super condition, any trial, 80 guineas, or exchange Essex coach. Leslie Motors, Gunnersbury Mews, Gunnersbury, Chiswick. Phone, Chiswick 3240. 774-p621

A.C. 1924 (late) all-weather 2-seater and double sunken dickey, Dunlop balloon tyres, speedometer, side curtains, spare wheel, screen wiper, upholstery and paintwork in splendid condition, absolutely any trial, £89; exchange or deferred. Naylors, 45 and 406 Garratt Lane, Earsfield, S.W.18. Phone, Wimbledon 2041. 774-166

A.C. Harold Simons, the A.C. Specialist, for real bargains with a written guarantee I specialize in what I sell. The following have full standard equipment, with various extras, are open to any test whatsoever and are ready for a journey anywhere. Every one of nice appearance; deferred terms to suit yourself.

A.C. 1926 any-weather 2-seater, 150 guineas; 1925 Royal 2-seater, 100 guineas; another, 1925, Royal, with special finish, 110 guineas; two 1924 Royal 2-seaters, 85 and 90 guineas; three 1924 any-weather 2-seaters, 75, 80 and 85 guineas; 1923 any-weather 2-seater, 60 guineas; 1923 any-weather 4-seater, 70 guineas; 1922 2-seater, 50 guineas; also a few 6-cylinder models in stock. I always have a reliable and good selection of guaranteed A.C.s. Stock changes daily and any requirements can be met. Deferred terms to suit yourself. Harold Simons, the A.C. Specialist, 29 Downham Rd., Dalston, N.1. Clissold 7061. Always open. 774-144

A.C. 4-cylinder, 4-seater, cellulose finish, excellent condition, many extras, mileage 17,000, A.A. examination willingly, best offer accepted. View Liverpool. Box S736, Lee and Nightingale, Liverpool. 774-p629

A.C. 1925, Royal 2-seater, dickey, usual equipment, balloons, beautiful condition, great bargain, £105; exchange, terms. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 774-p637

ALBERT car overhauls guaranteed cure for clogging up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynne's Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 178C Chiswick. zzz-37

AMILCAR. Vernon Balls, Sole Amilcar concessionaire, offers second-hand Amilcars from £60. Spares and service for all models. 95 High Holborn. Chancery 8623-4. zzz-52

AMILCAR. 1926 Grand Sports, 3-seater, quite as new, cost £530, going abroad, take £125. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. 774-414

AMILCAR. We have one of the finest and largest selection of used Amilcars in Great Britain.

AMILCAR. 1926 Surbalsse Grand Sport 2-seater, cycle-type wings, painted dark blue, red upholstery, Eldridge cowl, starter, f.w.b., in splendid order, £150; exchanges and deferred. Bartlett, 173a Westbourne Grove, Park 0523.

AMILCAR. 1925 Grand Sport 3-seater, V screen, f.w.b., pneumatic upholstery, rev. counter, speedometer, concealed hood, etc., £125. Above.

AMILCAR. 1925 Grand sport 2-seater, f.w.b., specially tuned engine, £95.

AMILCAR. 1926 drop-head coupe, very fast and in really good condition 89 guineas. 774-401

AMILCARS. Super clearance, all under £100. See page 50. 774-441

AMILCAR. 1925, Grand Sports 2-seater, taxed year, starter, f.w.b., £115. Hornby, 14 Palmerston Rd., East Sheen, S.W.14. 774-p644

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

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SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AMILCAR, 1922, 7.5hp, 2-seater, dynamo lighting, good order, trial, £35. Agar, Sutton-at-Lions, Dartford. 774-p602

AMILCAR. Boon and Porter, Ltd., always have a few second-hand Amilcars at bargain prices. 159/163 Castelnau, S.W.13. Riverside 4444. 774-146

AMILCAR, 1925, 66 guineas, pretty sports 2-seater, mahogany boat-shaped body, doped wings, just repainted cream and red, taxed December, in very good order. Firm 2 Coddington Mews, Blenheim Crescent, London, W.11. 774-p674

AMILCAR (October, 1925), special, blue and grey, starter, close-up, Vee screen, Hartfords, Everlastics, cords, hood, taxed, overhauled, special exhaust, £34. Owner, Garage, Cromer Rd., New Barnet. 774-p643

AMILCAR, £35, 7hp, 1922, splendid mechanical condition, any trial. Land, Bookham, Surrey. Phone 125, after 6. 774-688

ARIEL 9, 1923, chummy, starter and accessories, real bargain, in first class running order, £48; deferred terms, exchanges; written guarantee; many other makes. Please note new address: Andrews Motor Mart, By field Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 774-540

ARIEL 9, 1923, chummy, 4-seater, starter, etc., splendid car, £39 quick sale. 156 Cranston Rd., S.E. Phone, Sydenham 2166. 774-p669

AUREA, 1925, 11hp saloon special body, perfect condition throughout, £125; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 774-571

AUSTIN 7, late 1924, chummy, lighting and starting, new tyres, fully licensed and in perfect order, £79. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-244

AUSTIN 7. We have several to choose from. All cars offered have been through our workshop. Ingrave Motors, Ltd. (The Official Austin Agent and Service Station), Ingrave St., Falcon Rd., Clapham Junction, S.W.11. Battersea 5306. zzz-50

AUSTIN 7, slightly shop soiled, only one at this price, £128. Albany Motor Co., 75 Albany St., Regent's Park, London, N.W.1. Museum 3984. zzz-49

AUSTIN 7s, choice of 3, late models, all taxed December, prices from £68. K.J. Motors, Wadmore Rd., Bromley. 775-111

AUSTIN 7, 1927 Gordon England Cup model, shop-soiled, taxed, equipped, red, £145, offers. Write, 34 Sunbridge Rd., Addiscombe. 774-p449

AUSTIN 7, 1925 sports 2-seater, £75, perfect condition; trial by appointment. Dredge, 44 Hurst Rd., Erith, Kent. 774-p327

AUSTIN 7, 1927, April, taxed December, comprehensive insurance April, 2 new tyres, perfect condition, £98. Jones, 3a Promenade, Palmers Green. Phone 2650. 774-p525

AUSTIN 7. 59 guineas. Special bargain. 1924 7hp sports 2-seater, blue, very good condition throughout, very good tyres (2 as new), Smith's speedometer, electric horn, etc.; 7 Austin 7s; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One min. Hampstead Tube. Phone, Hampstead 8421. 774-453

AUSTIN 7s. Large selection tourers and sports. Write for list and pamphlet of Rurghley sports and saloon models. Wilson Motors, Anstin Agents, 7 Eccleston St., S.W.1. Victoria 1366. 777-438

AUSTIN, 1924 Gordon England Brooklands model, special single carburettor, cycle-type wings, screen and hood, all-aluminium body, rev. counter, 4-lamp set, etc., etc., very fast and in good condition, 79 guineas. Bartlett, 173a Westbourne Grove. 774-402

AUSTIN, 1926 late Cup model, small mileage, in excellent order both mechanically and externally, £110. Above. 774-402

AUSTIN, 7hp, in excellent condition, fully equipped, taxed, small mileage, carefully used, £97 10s., or £25 down, balance deferred. S. T. Lee, Austin specialist, The Aeroplane Shop, New Bond St. Mayfair 4376. 774-429

AUSTIN 7. Offers. 1927, as new, numerous extras. 181 Newton Rd., Burton-on-Trent. 774-424

AUSTIN 7, late 1927 sports chassis, fitted with famous Taylor 2-seater sports body, prettiest car on the road, small mileage, equal to new, any trial, £130. 12 Mansion Mews, South Kensington. Ken. 1062. 776-362

AUSTIN 7, 1927, six months old and in splendid condition, licensed to December 31st, insured (£3 10s.) until April, 1928, blue finish, extras include extension gear lever, 2 step mats, special oil filler, Vesmo footboard, spare petrol carrier, etc., mileage 4,000, just decarbonized by makers. Offers over £112 10s. to Box No. 8340, care of "The Light Car and Cyclecar." zzz-478

AUSTIN 7, 1927, used 4 months only, absolutely as new, £110; similar model, rather more mileage, £105. Below. 774-424

AUSTIN 7, 1926 1/4, rigid screens, thoroughly reconditioned and repainted at cost of £20, taxed year, £100. Below. 774-424

AUSTIN 7, 1926, delivered late 1925, 2 owners only, mirror, step mats, nearly new tyres, taxed year, £85. Below. 774-424

AUSTIN 7, 1925 (June), balloons, overhauled and repainted, taxed, £78, with insurance to March, 1928, £80. 774-424

AUSTIN 7, 1924, starter, oversize tyres (all good), taxed, recently repainted maroon, £68. 774-424

Smith and Hunter, Austin specialists, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. Saturday till 5, Sunday 10-1. 774-413

AUSTIN 7, 49 guineas; 1923, in very good condition throughout, year's tax, i.w.b., full equipment and luggage grid, nearly new tyres all round, privately owned, genuine bargain. 178 Hornsey Rd. North 3176. 774-p583

AUSTIN 7 sports, in superb condition throughout, lovely engine, taxed and guaranteed in writing 12 months, £105; liberal exchange, deferred. Delafords, 650 Oxford St., next Marble Arch Tube. 774-505

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AUSTIN 7, 1925, also 1923, starter, lighting, trial, £80 and £65. Owner, 61 Hatcham Park Rd., New Cross, S.E. 774-p582

AUSTIN 7, 1927 model, Gordon England Cup model, 2-seater, completely equipped, finished maroon, superb condition, 115 guineas. Below. 774-p582

AUSTIN, 1926 7hp chummy, completely equipped, speedometer, latest type side curtains, excellent condition, 90 guineas; exchanges and deferred. H. F. Edwards, 175 St. Portland St., W.1. Langham 4161. 774-469

AUSTIN 7. 102 guineas. Special bargain. 1927 7hp, blue, practically indistinguishable from new, hinged side curtains, full equipment, taxed; 7 Austin 7s; cash, deferred or exchange. Rowland Smith. Below. 774-469

AUSTIN 7. 62 guineas. Special bargain. 1924 7hp, excellent condition throughout, dynamo lighting, starter, full equipment; 7 Austin 7s; cash, deferred or exchange. Rowland Smith. Below. 774-469

AUSTIN 7. 75 guineas. Special bargain. 1925 7hp, grey, exceptionally good condition throughout, full equipment and extras, taxed; 7 Austin 7s; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One min. Hampstead Tube. Phone, Hampstead 8421. 774-481

AUSTIN, £59; exchanges, deferred, 1923, 24, chummy 4-seater, dynamo, all-weather equipment, i.w.b., speedometer, spare wheel, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 774-496

AUSTIN 7, 1925, excellent condition, many extras, 80 guineas. 18 Pembury Rd., Hackney Downs, E.5. 774-p558

AUSTIN 7, chummy, 1924, taxed, starter, lighting, speedometer, trip, just overhauled and repainted, trial any evening, £65 or nearest offer. 81 Fifth Avenue, Harrow Rd., W.10. 774-p568

AUSTIN 7, 1927, as new, unscratched, licensed and insured, bargain, £110. 7 Market St., Leicester. 774-p615

AUSTIN, 1927 7hp chummy, kingfisher blue, plated radiator, many extras, very small mileage, taxed December, insured June, 1928, as new throughout, £120, also several other late 1927 models. Pickworth and Hull, Austin 7 specialists, 107 St. Portland St., W.1. Langham 1908. 774-533

AUSTIN 7, 1926 (outside door handles), tax paid December, just repainted, looks very smart, bargain, £90. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 774-531

AUSTIN 7, tourer, just revarnished, many extras, splendid condition, £17 10s. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 774-529

AUSTIN 7, saloon, 1926, many extras, original tyres, small mileage, £100. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 774-526

AUSTIN. For used guaranteed Austin cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-651

AUSTIN 7, 1925 model, sports, overhauled, in excellent order, exchange, terms, 80 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 774-668

AUSTIN 7s, all models, saloons, cups, chummies and Brooklands models, in good order at bargain prices. Inspect our stock. Gordon England, Ltd., 28 South Molton St., Oxford St., W.1. Mayfair 6378. 774-646

AUSTIN 7, chummy model, paintwork, upholstery in excellent condition, open to any examination or trial, 2 new tyres, price £49. Rose and Young, 97 Streatham Hill. 774-640

AUSTIN 7, 1925, chummy, £65. Batchelor, 135 London Rd., King's-on-Thames. 774-684

AUSTIN 7, 1927, chummy, used two months only, taxed, beautiful little car, £103; exchanges or deferred terms. Rose and Young, 97 Streatham Hill. Streatham 3440. 774-645

AUSTIN, 1927, Gordon England fabric saloon, mileage negligible, taxed until December, has been carefully used since new, has every conceivable accessory, suitable for lady, price £137. Rose and Young, 97 Streatham Hill. 774-644

AUSTIN 7, 1927 model, 2-4-seater, starter, all good tyres, rigid side curtains, perfect engine, £100; exchange, easy payments. Open Sunday mornings. King's New Rd., Oxford. 774-635

AUSTIN 7, £110; 1927, taxed, entirely as new, several extras; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 774-573

AUSTIN 7. Finchley Motors offer choice two 1926 chummies, both in excellent condition, £95 each. 132 High Rd., East Finchley. Phone 2338. 774-566

AUSTIN Specialists. Naylor's of Earlsfield offer the finest selection of guaranteed used Austins in London; call and inspect; exchanges and deferred. 12 or 18 months. 774-566

AUSTIN, 1925 7hp chummy, starter and lighting, all-weather equipment, speedometer, spare wheel, good tyres, screen wiper, splendid condition throughout, taxed Christmas, £79. Below. 774-566

AUSTIN, 1924 7hp sports 2-seater, starter hood and side curtains, speedometer, dynamo lighting, spare wheel, has recently been reconditioned and looks very smart, extremely fast engine, £78. Below. 774-566

AUSTIN. Deliveries immediate for 1928; exchanges and deferred. Forty light cars always in stock. Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 774-161

AUSTIN 7, 1926 chummy, first-class condition throughout, taxed December, revarnished, £96. 110 Capel Rd., Forest Gate, E.7. 774-p623

AUSTIN 7. Cass's Motor Mart, Ltd. (Established 1911). 1927 chummy, insured March, 1928, almost new, £110. 3 months' written guarantee; demonstrations free within 50 miles; terms, exchanges. Cass's, 5 Warren St., W.1. Museum 0623. 774-576

AUSTIN 7, 1924-5, chummy (registered December, 1924), speedometer, electric starter and many extras car is licensed to December, is in admirable condition and recently gained best appearance award in competition, bargain, 65 guineas; deferred or exchange. 368 Hornsey Rd., N.19. Museum 3314. 774-x352

For immediate attention, address G.P.O. Box 147, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AUSTIN 7s, 1926, late models, chummy, excellent condition. £95; another, £90; exchanges. Clarks, 225 Hammersmith Rd., W.6. 774-511

AUSTIN 7, 1926, chummy, excellent condition, taxed year. £82 10s., bargain. Below.

AUSTIN 7, 1926 (September), latest hood, one owner from new, mileage 5,000, splendid condition, taxed year. £93. Comerford's, Portsmouth Rd., Thames Ditton. Phone, Kingston 1074. 774-508

AUSTIN 7, £135, Gordon England, doors lock, disc wheels, special gear lever, privately owned; appointment. 32 Ferry Rd., Barnes. 774-632

AUSTIN 7, 1924, chummy, fully equipped, bargain, £65. 19 Fore St., Edmonton. 774-679

AUSTIN 7, 1925, chummy, taxed December, nice condition. £75. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 0078. 774-623

AUSTIN 7, 1926 model, bought November, 1925, chummy, licensed to December 31st, perfect order, exceptionally fast, £90. Streatham 2014. French's, 279 High Rd., Balham. 774-598

AUTOCRAT, £50, 1925, coupe, perfect condition, tax paid. 89 Gt. Portland St. Langham 1601. 774-681

A.V. runabout, 1922 model, chummy, 4-seater, 8hp, J.A.P. 3-speed and reverse gearbox, electric lighting, spare wheel and usual equipment, hood covers all occupants, just the thing for this weather, and costs no more to run than a combination, £16 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 774-354

BAYLISS THOMAS, 1922 2-seater, dickey, starter, dashboard of accessories, really splendid runner, guaranteed 3 months, deferred terms, exchanges, many other makes. £45. Andrews Motor Mart, Byfield Hall, Barnes. Phone, Riverside 3709. Bus stop "Red Lion". 774-558

BELSIZE, 1923, 9hp, 2-seater, starter, guaranteed in excellent condition. 33 guineas. Sprosen, Ltd., 111 Gt. Portland St., London. Phone, Langham 1212. 774-486

BELSIZE, 1924, 9hp 4 cyl. o.h.v. 2-seater, excellent condition. £60. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 774-514

BELSIZE-BRADSHAW, 29 guineas. Special bargain. 1923, 9hp, 2-3-seater, dickey, blue, exceptionally good condition throughout, dynamo lighting, special rigid side curtains, speedometer, electric horn, screen wiper, spotlight, mascot, etc.; exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 774-455

BELSIZE-BRADSHAW, perfect condition, reground cylinders, new pistons, etc., new battery, repainted, small mileage. £50. Taylor, 357 Main Rd., New Eltham, S.E.9. 775-6451

BELSIZE-BRADSHAW, 1923, 9hp, 2-seater, lighting and starter, sound, bargain. Owner, 4 Dagnan Rd., Balham Hill, S.W.12. 774-590

BELSIZE-BRADSHAW, 1923, engine dismantled. What offers? View at 60 West Hill Rd., Wandsworth. 774-673

BELSIZE-BRADSHAW, 1923, balloon tyres, starter and host accessories, repainted and in excellent condition. £45; deferred terms, exchanges, written guarantee; many other makes. Please note new address: Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 774-542

BELSIZE-BRADSHAW, 1922, 9hp, 2-seater, dickey, good condition, £30. Insured until April. 62 High Rd., East Finchley. 774-564

BELSIZE-BRADSHAW, 1923, 2-seater and dickey, in good order. £25. 92 Laskhall Rd., Thornton Heath. Phone 2485. 774-594

BELSIZE-BRADSHAW, 9hp, 1923, coupe, 2-seater and dickey, starter, dynamo lighting, spare wheel, speedometer, clock, and usual equipment, good tyres all round, licensed till January, in exceptionally nice condition throughout, a splendid little all-weather runabout. Teddington Garage, 160 High St., Teddington. Kingston 2562. 774-355

BLERIOT-WHIPPET, 8hp, 2-seater, in good running order. £10. A.V. Motors, 28 The Causeway, Teddington. Tel., Kingston 0710. 774-409

BLERIOT-WHIPPET, 8hp, 1924, perfect running order. £15; Saturday, Sunday. 3 Vancouver Rd., Catford. 774-674

B.S.A., late 1922, 2-seater and dickey, lighting and starting, all-weather equipment, good tyres, perfect condition. £28. 14 Kildoran Rd., Brixton, S.W.2. 774-622

BUCKINGHAM, 1923 10hp o.h.v. 2-seater and large dickey, dynamo lighting, spare wheel, 5 excellent tyres (2 almost new), exceptionally good condition. £25. Harry Nash, 337 King St., Hammersmith. 774-124

BUGATTI, 1927 modified Brescia, 2-seater, £165. Frazer-Nash Cars, London Rd. Works, Kingston-on-Thames. Phone, Kingston 5612. 774-153

BUGATTI, 95 guineas. Special bargain. 1925 model, 11.9hp, modified Brescia sports 2-seater, dickey, mottled aluminium body, red wings, very attractive car, excellent condition throughout, hood, 7 screen, Heene Thomas steering wheel, full equipment and extras, taxed, cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 774-454

CALCOTT, 2-seater, electric lighting and starting, £30, licensed to end of year. Brookman, 5 St. Albans Rd., Watford. 774-329

CALCOTT 1922 2-seater, double dickey, starter, clock, speedometer, condition excellent. £52; deferred terms. Exchanges, written guarantee. Many other makes. Please note new address: Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 774-541

CALCOTT, 1921, 2-seater and dickey, lighting and starting, just overhauled. £39; motorcycle in part exchange entertained. 21 Bentley Rd., Sisson Rd., Chorlton-cum-Hardy, Manchester. 774-630

CALTHORPE, £35, 1922, 10.4hp, 2-seater, excellent condition. Arthur Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. 774-422

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CALTHORPE, £48, 10.4hp, 4-seater, new hood and Exide battery electric lights, starter, horn, side screens, accessories, complete, mechanically perfect, taxed December, insured July, 1928, till, drive away, selling private reasons. 26 St. George's Rd., Enfield. 774-653

CALTHORPE, 1926, 10-20hp, de luxe 4-seater, finished blue, balloon tyres, new condition, £110; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-262 Deansgate, Manchester. 774-371

CALTHORPE, £29; exchanges, deferred. 1920-21 Calthorpe semi-sports 2-seater, 10hp, lighting, starter, bulbous back, side screens, painted cream, polished bonnet. Seabridge, 35 Mansler Rd., East Dulwich. Sydenham 2452. 774-490

CALTHORPE for speed, de luxe all-weather 2-seater, starter, dickey, 1923-4 model, fast, perfect, £35. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 774-463

CALTHORPE, 4-seater, late 1925, antique leather upholstery, real bargain, taxed, any trial, very smart, £75. Penge Motor Co., 43 Green Lane, Penge, S.E.20. Syd. 0604. 774-685

CITROEN, 11.4, 1926, 2-3-seater coupe, this car has only run a small mileage, is exceedingly well equipped, fully licensed and in perfect condition, £119. Olympia Motor Co., 3 Hammersmith Rd., Kensington. Phone, Fulham 1807. zzz-591

CITROEN, 7.5, cloverleaf, 3-seater, new July, 1926, very carefully treated and little used by lady driver, fitted with Newton shock absorbers; can be seen in London by appointment; car is in perfect running order, recently inspected and overhauled, tyres in excellent condition, a bargain, £75. Box No. 8378. c.o. The Light Car and Cyclecar. No dealers. zzz-582

CITROENS, Vadum Co., used Citroen specialists, offer:— 1924, 11.4, 4-seater, excellent tyres, fully equipped with speedometer, clock, starter, shock absorbers, 5 lamps, etc., very smart, special bargain, £46.

1926½, 7.5, cloverleaf, taxed year, starter, all-weather equipment, clock, speedometer, mirror, etc., practically unscratched, £69.

1924, 4-seater, luxurious English body, balloons, starter, double wind-screens, speedometer, clock, exceptionally handsome car, £52 10s.

All open A.A. or R.A.C. examination; exchanges, deferred. Open Saturdays. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 774-436

CITROEN, 1926, 7.5hp, cloverleaf, balloons, one owner, in "as new" condition, taxed, £70. Below.

1925, 11.4hp, English tourer, rear, screen, balloons, taxed, private owner, £65.

CITROEN, 1921-2, 4-seater, just reconditioned, blue, thoroughly reliable, £35. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. 774-416

CITROEN coupe, 1925, new condition, £68; exchange Morgan or combination. Earl, 75 Heath St., Hampstead, N.W.3. 774-478

CITROEN, £39; exchanges, deferred. 1921 Citroen 4-seater, 10hp, dynamo, rear screen, nice condition. Seabridge, 35 Mansler Rd., East Dulwich. Sydenham 2452. 774-492

CITROEN, 1925, 3-seater, cloverleaf colour maroon, completely equipped and in excellent condition, genuine bargain, £59; exchanges, easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 774-136

CITROEN, 7hp, a very nice 1924 2-seater, with starter, dynamo lighting, etc., and runs very sweetly, price £46 10s.; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 774-127

CITROEN, 1926, 11.4hp, English body, 2-door, 2-seater, dickey, all-weather equipment, balloons, taxed, £70. 12 Cornwall Terrace, Moss Allot Place, N.W.1. Baker St. Station. Phone, Langham 2933. 774-489

CITROEN, 7.5, cloverleaf, in splendid condition throughout, taxed and guaranteed in writing 12 months, £65; liberal exchange, deferred. Delofords, 550 Oxford St., next Marble Arch Tube. 774-504

CITROEN, 1925, 11.4hp, cloverleaf, just repainted, excellent tyres, dynamo and starter, taxed for year, guaranteed, £77 10s.; also 1925 2-seater, 7.5hp, absolutely as new, year's tax paid, £77 10s.; deferred terms arranged. Homac's, 243-7 Lower Clapton Rd., E.5. Phone, Clissold 2408. 774-502

CITROEN, 59 guineas, 1925, 11.4, 4-seater English body, balloons, splendid condition, exchanges. 75 Kew Rd., Richmond. Phone 0793. 774-639

CITROEN, 1923, 11.4hp, 4-seater, dynamo lighting and starting, balloon tyres on rear, sound throughout, £37 10s. Members, Youngs Corner, Hammersmith, Riverside 0740. 774-582

CITROEN, 1925, 11.4, chummy model, dynamo lighting and starting, painted blue, 2 spare wheels and tyres, mechanically perfect, £45. Members, Youngs Corner, Hammersmith, Riverside 0740. 774-583

CITROENS. Super clearance, all under £100. See page 50. 774-443

CITROEN, 1925, 11.4, English 4-seater, repainted, full equipment, new balloons, mechanically sound, taxed year, must sell, best offer; seen and tried by appointment. Welch, 319 Burges Rd., East Ham, E.6. 774-562

CITROEN 7, coupe, year's tax, starter, late 1925, £59. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 774-461

CITROEN. Heulys for Citroens. Best deliveries, terms and service from Heulys, England's leading motor agents, 91, 155-157 Gt. Portland St., and Devonshire House, Piccadilly, W.1. 774-114

CITROEN, 7.5hp, 1926, 2-seater, complete, £75. Healy, 91 Gt. Portland St., W.1. 774-117

CITROEN, 1925, 7hp, blue, 2-seater, balloons, dynamo, starter, speedometer, excellent condition (private). £55 or offer, taxed and insured. Hall, 10 Old Jewry Chambers, E.C.2. Central 7674. 774-607

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- CITROEN** 7, cloverleaf, excellent condition, taxed December, late 1925, bargain, £58. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 774-528
- CITROEN** saloon, 1925, 11hp, guaranteed, indistinguishable from brand new in every respect, £88, undoubtedly the best value offered anywhere to-day; call evenings or week-ends. Ewen, 20 Treen Avenue, White Hart Lane, Barnes, S.W.13. Phone, Putney 2339. 774-620
- CITROEN**, ex-demonstration, 11.4, saloon, with f.w.b., 1926-1927 model, splendid condition, fully equipped, 123 guineas; deferred payments and exchange. Royal Crown Garage, Sevenoaks. Phone 557. 774-626
- CITROEN**, English body, 11.4hp, 4-5-seater, beautifully kept, low mileage, one owner, balloons, taxed December, grant gift, £47; exchanges. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 774-636
- CITROEN**. For used guaranteed Citroen cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-652
- CITROEN**, 1925, 11.4hp, 4-seater, English body, starter, balloons, taxed, £55; exchanges, easy payments. Open Sunday mornings. King's, New Rd., Oxford. 774-634
- CITROEN** coupe, 1926, 7hp, balloons, very smart, splendid condition, £85; deferred. Carrington's, 91 Piccadilly, Sloane Sq. Victoria. 6157. 774-663
- CITROEN** 1926 11.4hp 4-seater, A1 condition, £85. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 774-591
- CITROEN**, 1926, 7.5hp, cloverleaf, excellent condition, very small mileage, snip, £9 down and 10 monthly payments of £9, or cash £90; 50 other cars in stock. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Chisold 6628 and 6808. 774-600
- CITROEN**, 11.4, 1927, 4-seater, perfect condition, carefully driven, £115, or near offer. Phone 0165 Kensington. 46 Church St., Chelsea. 774-593
- CITROEN**. Cass's Motor Mart, Ltd. (established 1914). 1924 11.4hp coupe, balloons, taxed, exceptional condition, £60, 3 months' written guarantee, demonstration free within 50 miles; terms, exchanges. Cass's, 6 Warren St., W.1. Museum 0623. 774-575
- CLYNO**, 1926, 11.4, 2-seater, fully equipped and in excellent condition, £89. Olympia Motor Co., 3 Hammersmith Rd., Kensington. Phone, 1809 Fulham. zzz-936
- CLYNO**, 1926, Royal 2-seater, blue, many extras, taxed year, private owner, £90. Below.
- 1925 tourer, grey, taxed year, 2 horns, carefully used, £68. 4 New-castle Place, 281-3 Edgware Rd. Padd. 9081. 774-417
- CLYNO**, 1923, occasional 4-seater, full equipment, £55. Maude's, Below.
- CLYNO**, 1926, 2-seater, f.w.b., repainted 2 colours of brown, in splendid condition, £90. Maude's Motor Mart, Wolverhampton St., Walsall. Phone 444. 774-385
- CLYNO**, 1926, 2-seater and dickey, tyres as new, f.w.b., paintwork and upholstery in perfect condition, £87 10s. Spot Motors, Golders Green. Speedwell 1926. 774-485
- CLYNO**, 1926, 11hp Royal 4-seater, f.w.b., balloons, leather upholstery superb condition, 105 guineas.
- CLYNO**, 1926 model, 11hp, 2-seater, dickey, completely equipped, f.w.b., balloons, excellent condition, 85 guineas. Below.
- CLYNO**, 1927 model, 11hp, 4-seater, completely equipped, f.w.b., balloons, all-weather equipment, superb condition, 110 guineas. Below.
- CLYNO**, 1924, 11hp, de luxe 4-seater, completely equipped, balloons, taxed, beautiful condition, 70 guineas. Exchanges and deferred. H. F. Edwards, 176 Gt. Portland St., W.1. Langham 4161. 774-470
- CLYNO**, 1925, 11.4hp, 4-seater, starter, balloon tyres (3 new), all-weather side curtains, speedometer, upholstery and paintwork in perfect condition, runs as good as new, taxed year, £75, bargain; exchanges and deferred. Over 40 others in stock. Navlors, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2044. 774-162
- CLYNO**, 1926 (late), touring, as new, 4,000 miles, extras, f.w.b., £90; terms arranged. Denman, 4 Denman Place, Piccadilly Circus. Recent 0986. 774-464
- CLYNO**, 1927, 12-24hp, saloon de luxe, f.w.b., mileage 6,000, as brand new, taxed, £175. Below.
- CLYNO**, 1927, 11hp, 2-seater, dickey, 2 doors, taxed, as new £110. Allery and Bernard, 344 King's Rd., Chelsea, Kensington 4633. 774-150
- CLYNO**, 1926 (June), 4-seater touring car, 1927 condition throughout, f.w.b., taxed to December, £87. 7 Sylvan Hill, Crystal Palace. Phone, Sydenham 0223. 774-181
- CLYNO**, 1927 model, Royal 4-seater, leather upholstery, f.w.b., all-weather equipment, car in new condition throughout, any trial given, £118. 92 Streatham Hill, Streatham 3440. 774-641
- CLYNO**, 1925, sports, aluminium, leather upholstery, air cushions, fast, comfortable, exchange, terms, 78 gns. 51 Upper Richmond P. Putney, S.W.15. 774-670
- CLYNO**. For used guaranteed Clyno cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-653
- CLYNO**, 1927, 4-door saloon, as new, £150; also 1927, 2-seater, several extras. E98. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 774-593
- CLYNO**, 1926, 4-seater, f.w.b., taxed December, beautiful condition, £85; exchanges, deferred. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 774-625
- CLYNO**, 1926, 11hp, Royal 2-seater, leather upholstery, f.w.b., fully equipped, taxed December, expert examination, reasonable trial, £95. E. H. Hora, Ratford Rd., Chelmsford. 774-597
- CLYNO**, 1925, 2-seater, good tyres, very good appearance and mechanical condition, £55. 6 Penwortham Rd., Streatham. Phone 6159. 774-x356

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- COVENTRY-PREMIER**, 1922 3-wheeler, dickey, side curtains, spare wheels, dynamo lighting, condition absolute throughout, £25. Metro Motors, 45 Newman St., W.1. zzz-279
- COVENTRY-PREMIER**. Renno's. 1922, 3-wheeler, dynamo lighting, three speeds, reverse, hood, screen, speedometer, spare wheel, good order, 35 gns., exchanges, terms. 232-3 Upper St., Islington, N.1 (near Tubes). North 2966. 774-484
- COVENTRY-PREMIER**, 1922, 3-seater and double dickey, dynamo, good condition, £30, deferred terms, exchanges, written guarantee; many other makes. Please note new address: Andrews Motor Mart, Hylfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 774-543
- COVENTRY-PREMIER**, 1921, 3-wheeler, £20, or exchange with cash for Austin 7hp or any small car. Car seen at South Ealing Garage, 150-152 South Ealing Rd. 774-672
- COVENTRY-PREMIER**, 3-wheeler, 1922, dickey, spare wheel, hood and side curtains, three speeds and reverse, dynamo lighting, £4 tax, excellent condition, three months' guarantee, sale price £25. Metro Motors, 45 Newman St., W.1. zzz-175
- CROUCH**, R.9, 2-seater, dynamo, insured, perfect, £37. 18 Grenoble Gardens, Palmers Green. 774-p616
- DEEMSTER**, 1921, 2-seater, fully equipped, good tyres, taxed, bargain, £20. K.J. Motors, Widmore Rd., Bromley. 774-779
- D.F.P.**, 1926 (late), 2-seater sports, starter, lighting, f.w.b., rev. counter, speedometer, clock, etc., a genuine 60-m.p.h. car, specially tuned and in splendid condition, £85. Bartlett, 173a Westbourne Grove. 774-405
- DERBY**, 22 guineas, late 1924, 2-seater and dickey, 4-cylinder, Chapuis-Dornier engine, unit construction gearbox, usual rear axle, Michelin interchangeable wheels with spare, dynamo lighting, starter, sound mechanically, good upholstery and hood, paintwork and tyres fair. 60 Stanley Rd., East Sheen. 774-p613
- ERIC-CAMPBELL** 1925 sports 2-seater, very smart polished aluminium body, dynamo lighting, speedometer, good tyres, taxed, etc., an exceedingly smart little car, bargain, 55 gns. Exchanges, deferred. Empire Motors, 325 High Rd. Chiswick, W.4. Open till 9 p.m., also Sunday mornings. Chiswick 0303. 774-126
- ERIC-CAMPBELL** sports 10hp, dynamo lighting, smart little car and very fast, £25. 1 South Ealing Rd., Ealing. 774-p681
- ERIC-CAMPBELL**, 1924 10hp 2-seater, double dickey, lighting, starter, painted two shades of brown, aluminium bonnet, fast and extremely attractive car, £36; evenings or week-end. Ewen, 25 Grosvenor Garages, Fitzgerald Avenue, East Sheen, S.W.14. Putney 2339. 774-619
- FIAT**, 10-15hp, 2-seater, electric light, starter, in perfect condition, seven days' trial, £75. Taylor's, Sussex Place, South Kensington Station. Ken. 8558. zzz-65
- FIAT**, 1927, 9hp, 4-seater, mileage 4,500, new April, still under makers' guarantee, taxed to December and insured, full equipment, leather upholstery, all as new, price £150. Peyton, 18 High St., Lewisham. Phone, Leo Green 0581. 932-555
- FIAT**, 1927, 9-20, 2-seater, colour maroon, taxed, practically as new, £155. H. Beasley, late Rey (Established 1900), 374 Euston Rd. Museum 7600. 774-426
- FIAT**, 1926, 9hp saloon, completely equipped, f.w.b., balloons, finished grey, excellent condition, 160 guineas; exchanges and deferred. H. F. Edwards, 176 Gt. Portland St., W.1. Langham 4161. 774-475
- FIAT**, 1927 model 9hp 2-seater, September, 1926, excellent condition, £135; another, August, 1926, £125. 7 Market St., Leicester. 774-p614
- FIAT**, 1921, 10-15hp, saloon, starter, balloon tyres, excellent condition, £65. Allery and Bernard, 344 King's Rd., Chelsea. Kensington 4633. 774-151
- FIAT** 9 saloon, 1926-7 model, 5,000 miles, as new, £150, with year's tax. Denman, 4 Denman Place, Piccadilly Circus. Recent 0986. 774-465
- FIAT**. For used guaranteed Fiat cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-661
- FIAT** cars. Croydon Official Sales and Service Depot, Moore's Presto, North End and Tamworth Rd. Phone, Croydon 2623. zzz-676
- FRAZER-NASH**, 1927 3-seater super sports, 4 speeds and reverse, side curtains, £325. Below.
- FRAZER-NASH**, late 1925 3-seater special super sports, £200. Below.
- FRAZER-NASH**, 1925 3-seater fast tourer, £170. Frazer-Nash Cars, London Rd. Works, Kingston-on-Thames. Phone, Kingston 3612. 774-152
- FRAZER-NASH**. Aldington for Frazer-Nash cars: 6 in stock. Write, call or phone, Aldington Motors, Manor Rd., Richmond. Phone 3024. zzz-170
- G.N.s.** G.N. Ltd., manufacturers of the G.N. cars, always have a large stock of good second-hand G.N.s. Prices from £18. Exchanges arranged. Write for list. Spares, repairs and service for all models. 150 East Hill, Wandsworth. Phone, Battersea 0033. zzz-904
- G.N.** Marshall Motors, Ltd., for guaranteed G.N. cars. 65a Old Town, Clapham, S.W. Battersea 2403. zzz-718
- G.N.**, 1922, 2-seater, dynamo lighting, new tyres, recently overhauled, £28; also one at £13 10s. A.V. Motors, 28 The Causeway, Teddington. Tel., Kingston 0710. 774-410
- G.N.s.** Vadum Co., the Second-hand G.N. Specialists and Repairers, offer—
- G.N.**, registered 1921, hood, screen, speedometer, spare wheel, good appearance, bargain, £9 15s.
- G.N.s.** Large quantities of really serviceable used snarcs at give-away prices. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. Open all Saturday. 774-432
- G.N.**, £21; 1922, dynamo lighting, detachable wheels, good tyres, exceptional good order in every respect; any trial. 211 Garratt Lane, Wandsworth. 774-493

"THE MOTOR REPAIR MANUAL" For the Owner Driver and
Amateur Mechanic. 2s. 6d. net. 2s. 9d. post free.

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

G.N. Earls, Ltd., Specialists, offer several at £10.

G.N., 12hp Anzani, starter, numerous extras, £90; exchange Morgan or Norton; deferred.

G.N. spares at give-away prices, also safety hub caps. Earls, 75 Heath St., Hampstead, N.W.3. Hampstead 3287. 774-479

G.N., 1922, 2-seater, dickey, dynamo lighting, all-weather equipment, etc., splendid condition throughout, bargain £22. Below.

G.N., 3-seater, boat-shaped body, with decked top, balloon tyres, shaft drive, first registered 1926, in excellent condition, bargain, £35; exchanges, Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 774-140

G.N., £29, exchanges, deferred. 1923, shaft-drive G.N., 3 speeds, gearbox, 2-seater, sunken dickey, dynamo, 7 lamps, clock, speedometer, spare wheel, smart, excellent condition. Seabridge. Below.

G.N., £19; exchanges, deferred. 1921 (November), chummy, 4-seater, 10hp, 4 cylinders, water-cooled, dynamo lighting, spare wheel, luggage grid, hood, screen, etc. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 774-491

G.N. Godfrey and Proctor have the finest selection of all models, £10 to £120. Write or inspect our stock before purchasing elsewhere. Godfrey and Proctor, Ltd., Manor Rd., Richmond. Phone 3024. zzz-171

G.N., 1923, shaft drive, dynamo, very good condition, £35. Also 1921 2-seater, £15; deferred terms. Exchanges, written guarantee, many other makes. Please note new address. Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 774-544

G.N., 1921, double dickey, speedometer, dynamo, discs, clock, numerous spares, extras, £12. 174 Strathyre Avenue, Norbury. Streatham 2108. 774-p631

G.N., 1921, 8hp, in good running condition, hood, screen, dynamo lighting, 3 tyres good, £15, or cheap caraging wanted for winter; or part exchange Morgan, Rover, Perry, or similar, or share use, with anyone going fifty-five. Write Earlsfield, Box No. 8585, care of "The Light Car and Cyclecar." 774-p588

G.N., 1921, in good condition, usual detachable wheels, terms, 12 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 774-669

GNOME, 1925, £6 tax, 2-seater, 4 speeds, reverse, electric lighting, £30; deferred terms, exchanges, written guarantee; many other makes. Please note new address. Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 774-545

G.W.K., 9 guineas, 2-seater, good running order, bargain. 75 Kew Rd., Richmond. 774-p640

G.W.K., 1921 4-seater, good running order, £25; deferred terms, exchanges, written guarantee; many other makes. Please note new address, Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 774-546

G.W.K., 1921, in really good running condition, not been used 2 years, room wanted, taxed to December, deliver anywhere for return third-class railway fare. Lt. Col. Bowling, Pembroke Dock. 774-p606

G.W.K., 10hp 2-seater, good tyres, mechanically good, spare wheel, lamps, painted blue, £25 or near, or exchange 10-cwt. van. 1 Avern Rd., H. Molesey. 774-p647

G.W.K., 10hp, all-weather 4-seater, dynamo, new hood, rigid side curtains, new tyres, late model, £25. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 774-462

GWYNNE car overhauls, bodywork and spares, second-hand Gwynne cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars in succession to Gwynnes Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. zzz-56

GWYNNE, 1924, special sports 2-seater, just overhauled, original paint as new, £75. Richmond 0875, or can be seen at Olympia Motor Co., Hammersmith Rd. 774-p589

GWYNNE, super-tuned, fast, 3-seater, chummy, starter, £20 extras, really smart, £50. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 774-466

HANDS. For used guaranteed Hands cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-654

HILLMAN bargains. 1922-23 Hillman 2-seater, dickey, starter, very complete, £42 10s.; special sports Hillman 2-seater, outside exhaust, Lucas lighting set, all complete, £25; also 1920-21 Hillman 2-seater, dickey, starter, and complete, £26, all bargains. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 774-622

HILLMAN 1921 4-seater, Lucas lighting and starter, recently overhauled, £35. Owner, 295 Lynton Rd., Bermondsey. 774-p633

H.P., 3-wheeler, July, 1927, mileage under 500, £40 or offer. 27 Unlands Rd., Stroud Green. 774-p567

H.P. Hilton Pacey 3-wheeler, 1927 model, slightly shop-soiled, J.A.P. engine, 3-speed Stumey gearbox, one only left, sale price 65 guineas. Metro Motors, 45 Newman St., W.1. zzz-176

HUMBER, 9hp, to be sold at scrap price, room wanted, in running order, new back tyres, also small power lathe, 25-in. centres, complete, cheap. Duncan, 11 Station Parade, Kew Gardens. Phone, Richmond 3691. 774-p559

NUMBER 1925 8-18hp chummy, new condition, £120. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 774-594

HUMBERTTES, splendid 2-seaters, 8hp, water-cooled, 3 speeds, reverse, hood, screens, lighting sets, from 12 guineas; exchange motor-cycles, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 774-617

NUMBERS. Super clearance, all under £100. See page 50. 774-446

JOWETT Service Station (London). Main agents and specialists, all models, trial runs, reliable used cars. Westminster Bridge Garage, 6 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-366

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

JOWETT in Manchester. The original main distributors. New and used models always in stock. Exchanges, deferred. Saxon Jeffries, 253 Deansgate (Tel. City 1010), and 27 Lower Mosley St. (Tel. Central 4978), Manchester, Grams, "Sarajefris." zzz-592

JOWETT, wide 2-seater and dickey, starter, speedometer, rigid side screens, oversize tyres, smart, silent and reliable, this very late 1924 model is a bargain at 49 guineas; deferred terms, exchanges. Vacuum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 774-430

JOWETT, F.O.C.H., Ltd., Jowett showrooms and service station, give a written guarantee with all second-hand Jowetts. Cash or deferred terms. 5 Heath St., Hampstead. (Tube Station.) 774-386

JOWETT 1924 full 4-seater, dynamo lighting, starter, rear screen, etc., smart appearance and very good condition, £69; exchanges (motorcycles accepted), easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 774-129

JOWETT, £49, exchanges, deferred. 1923 model Jowett, 7hp, 2-seater, sunken dickey, dynamo, all-weather equipment, spare wheel, smart, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 774-494

JOWETT. For used guaranteed Jowett cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-662

JOWETT, 1923, 2-seater, excellent condition, taxed, £37 10s., deferred. Oarrington's, 91 Piccadilly, Sloane Sq., Victoria 6157. 774-664

JOWETT, 1926, full 4-seater, starter, headlamps, leather upholstery, excellent condition, reasonable trial, £88. E. H. Hara, Rainford Rd., Chelmsford. 774-p596

JOWETT, 4-seater, June, 1927, as new, 2,000 miles, tax paid, £120; terms if desired. Jowett Agents, Widcombe Garage, Bath. 774-p625

JOWETTS. Jowetts. Jowetts. We have several 1923 and 1924 2-seaters, in first-class order, carrying our three months' guarantee, from £55 to £68. Deferred terms, exchanges. Many other makes. Note new address. Andrews Motor Mart, Byfield Hall, Barnes. Bus stop "Red Lion." Riverside 3709. 774-554

JOWETT, 1925, 2-seater, dickey, starter, balloons, extra headlamps, tyres, paint excellent condition, taxed, any trial, £50. Neaum, Green Hall, Belper. 774-p620

JOWETT, 1927, 7hp, 2-seater, new February, mileage 4,200, taxed December, insured February, 1928, £110. Dingley, 5 St. Martin's Place, W.C.2. Gerrard 1343. 774-458

JOWETT, 1924, dickey, all-weather, smart, excellent condition, taxed, insured December, private, by appointment, £48. Barton, Melbourne Yard, Upper Norwood, S.E.19. 774-p570

JOWETTS. Super clearance, all under £100. See page 50. 774-444

JOWETT, 1925, Lucas lighting, £77, new condition, done 9,500. 14 Newland Rd., Banbury. 774-p556

JOWETT 1925-6 full 4-seater, latest pattern improved-type body, double front windscreen, luggage rack, starter, rear windscreen, 4 brand-new oversize tyres, etc., splendid condition right through, very low mileage and one owner only, accept 67 guineas; deferred or exchange. 368 Hornsey Rd., N.19. 3294 Mountview. 774-1349

JOWETT 1926 2-seater, taxed, as new, £75. 19 Fore St., Edmonton. 774-p617

JOWETT light 4-seater, fitted with Lucas lighting and starter, Dunlop balloon tyres, luggage carrier, tonneau cover, tax paid, same owner who is purchasing a Jowett saloon, bought August, 1925, any examination or trial, £75. W. C. Hyde, 18 John Bright St., Birmingham. 774-629

LEA-FRANCIS. Super clearance, all under £100. See page 50. 774-445

LEA-FRANCIS. For used guaranteed Lea-Francis cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-655

LEA-FRANCIS 1927 12-22hp 2-seater, f.w.b., mileage 2,000, practically new, year's tax, £215. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 774-534

LEA-FRANCIS, 1927, 10hp, 4-seater de luxe, run only 700 miles and as new, list price £275; offered at £215. Newham Motor Co., 237-243-245 Hammersmith Rd., W.6. Phone, Riverside 4646. 774-611

LEA-FRANCIS 1926 12-22 4-door tourer, luxuriously equipped, 4 speeds, f.w.b., balloons, leather upholstery, all-weather equipment, excellent condition, 165 gns.; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 774-476

LEA-FRANCIS 1923 9hp chummy 3-seater, all-weather equipment, dynamo lighting, etc., splendid condition, bargain, £55. Empire Motors, 325 High Rd., Chiswick W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 774-157

MACKENZIE, 1922, 10hp, touring, all-weather, starter, dynamo, to clear, £29. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 774-460

MATCHLESS, 1924 4-seater, 9hp, 3 speeds, reverse, dynamo, speedometer, 4-wheel brakes, etc., £48; deferred terms, exchanges; many other makes. Andrews Motor Mart, Byfield Hall, Barnes. Bus stop, "Red Lion." 774-552

MATHIS, 1924 (August), 6-cylinder, 12hp 5-seater tourer, starter, 5-lamp set, 4-wheel brakes, 4-speed, balloon tyres, spare wheel, clock, speedometer, automatic windscreen wiper, gas lamp, Hartford shock absorbers, double-panel screens, 3-door body, upholstered in brown, paintwork, tyres, etc., excellent, tax paid to end of year, only requires seeing, £65; deferred terms, exchanges, many other makes. Andrews Motor Mart, Byfield Hall, Barnes. Bus stop, "Red Lion." Phone, Riverside 3709. 774-557

MATHIS, 1921, 9hp, 4-seater, licensed, good condition, price £25. Jarvis and Sons, Ltd. Wimbledon 2526. zzz-169

MORGANS. New and second-hand. Always in stock. Cash, exchange, deferred. Olympia, Wakefield. 776-653

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E.5. Clissold 2408. zzz-840

MORGANS. James and Co. (Sheffield), Ltd., 261-267 Ecclesall Rd., Sheffield. Sheffield, Rotherham and district agents. Full stock of spares carried; new and second-hand Morgans nearly always in stock. Trade supplied. When in difficulty 'phone 2460 Central, or wire "Tact, Sheffield." zzz-828

MORGAN Service Depot. Hall, 91 St. Peter's St., St. Albans. Tel. 636. Official repairer. Second-hand Morgans and all spares in stock. zzz-823

MORGANS. Nottinghamshire. Call and inspect: trial runs without obligation. See these time-tried machines. Prices from £279. Bennetts (Nottingham), Ltd., 24-30 Shakespeare St., Nottingham. zzz-764

MORGAN. Maskell for Morgans. Sole South London agent. Spares and overhauls. New and Second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 3882. zzz-967

MORGAN, Aero, 1927, 4 months old, o.h.v., J.A.P., f.w.b., s.s. tyres, £90; 1926 Aero, o.h.v. Anzani, s.s. tyres, £75. H. Rock, Gravelly Staffs. 982-p537

MORGAN, 59 guineas. Special bargain. 1925, Grand Prix, 8hp, water-cooled J.A.P., mauve, exceptionally good condition throughout, dynamo lighting, full equipment, hood, screen, Smith's speedometer, comprehensive insurance policy to December; 24 Morgans; cash, deferred, or exchange. Rowland Smith. Below.

MORGAN, 75 guineas. Special bargain. 1926, Aero, 8hp water-cooled J.A.P., red, excellent condition throughout, dynamo lighting, Hooley's steering damper, hood, Aero screens, Smith's speedometer, bonnet cowls, mirror, large Lucas electric and bulb horns, full equipment; 24 Morgans; cash, deferred, or exchange. Rowland Smith. Below.

MORGAN, 69 guineas. Special bargain. 1926 model, family, 8hp water-cooled J.A.P., red, excellent condition throughout, full equipment, including dynamo lighting, spotlight, hood, screen, clock, dash light, electric horn, etc.; 24 Morgans; cash, deferred, or exchange. Rowland Smith. Below.

MORGAN, 47 guineas. Special bargain. 1924, Grand Prix, 10hp water-cooled J.A.P., exceptionally good condition throughout, maroon, dynamo lighting, hood, screen, Cowey speedometer, full equipment, taxed, comprehensive insurance policy to May, 1928; 24 Morgans; cash, deferred, or exchange. Rowland Smith. Below.

MORGAN, 32 guineas. Special bargain. 1923, de luxe, 8hp J.A.P., blue, very good condition throughout, practically new tyres, hood, screen, full equipment; 24 Morgans; exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421. 774-456

MORGAN, 1922 de luxe, very exceptional order and appearance, M.A.G. water-cooled engine, excellent tyres, speedometer, rigid screens, an extremely sound all-weather car for 35 guineas. Vadum Co., 332 High Rd., Willesden Green, N.W.10. Willesden 2469. 774-431

MORGAN, 1925, Aero, o.h.v. Anzani, f.w.b., repainted, plating perfect, excellent condition throughout, £278 10s. Smyth, 47, Victoria St., S.W. 774-p524

MORGAN, de luxe, 1924½, Anzani, o.h.v., new bearings, bulb, electric horns, dynamo lighting, new tyres, blue, £50; seen by appointment. 55 Russell Avenue, Wood Green. 774-p523

MORGAN, 1926, Aero, o.h.v. Blackburne, as now taxed and insured to 1928, £90. Below.

MORGAN, 1926, de luxe, Dimple 1, sound tyres, taxed year, speedometer, wiper, mirror, perfect, £75. Below.

MORGAN, 1925, de luxe, with starter, fully fitted, £265; another, taxed, no starter, £55. Smith and Hunter, 4 Newcastle Pl., 281-3 Edgware Rd. Padd. 9081. 774-415

MORGAN, 10hp, de luxe, water-cooled M.A.G., fully equipped, amazingly good condition, £42; exchanges deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 774-369

MORGAN, 1924, 10hp, family model, water-cooled Blackburne engine, dynamo lighting, excellent condition, £72 10s.; exchanges deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 774-373

MORGAN, F.O.C.H., Ltd., have several excellent Morgans, all fully equipped and bargain prices. 5 Heath St., Hampstead (Tube Station). 774-387

MORGAN, Aero, 1927, 116 guineas; small mileage; cost £167. 51 Josephine Avenue, Brixton. 774-p579

MORGAN, Popular, reverse gear, gas and electric, mechanical oiling, many extras, taxed, £50; inquiries. 117 Fifth Avenue, Queen's Park, W.10. 774-p576

MORGAN, 1923, de luxe, J.A.P., windscreen wiper, mirror, excellent hood, splendid condition, painted kingfisher blue, £32 10s.; deferred. Comerford's, Portsmouth Rd., Thames Ditton. 'Phone, Kingston 1074. 774-509

MORGAN, Family, w.c. J.A.P., 1925, many extras, £60. Masters, 160 Brixton Rd., or Woodman Garage, Westow Hill, Upper Norwood. 774-p605

MORGAN. Steele Griffiths, Camberwell Green, S.E.5. 1927 family model, w.c. Anzani, f.w.b., dynamo, practically new, bargain, £87 10s. Open until 8. 774-524

MORGAN, 1926, family, air-cooled, s.s., s.s. tyres, many extras, excellent condition, £83. Write, A.G., c/o F. Perry, 87 Newington Green. 774-p634

MORGAN, de luxe, 1922-3, water-cooled, dynamo lighting, great bargain, £34; exchanges. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 774-p635

MORGAN, 1927, 8hp, family model, w.c. o.h.v., s.w. equipment, balloons, taxed and insured, £80. 13 Highfield Drive, Monton, Eccles. 774-p624

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN. Homac's have for disposal the following guaranteed Morgans:—

1926 Aero, 8hp, w.c. J.A.P., dynamo, speedometer, brand new 27 by 3½ tyre on rear, just repainted, excellent condition, £90.

1925 Aero o.h.v. Anzani, dynamo, speedometer, hood, electric horn, new accumulator, saxe blue with red panel, attractive machine, £72 10s.

1925 family, w.c. J.A.P., dynamo, speedometer, clock, latest double screen, side screens, unused 27 by 3½ tyre on rear, bargain, £68 10s. 1924 family, 10hp, w.c. Blackburne, dynamo, speedometer, £60.

1923 standard 8hp J.A.P., fullest equipment, £37 10s.; another at £28 10s.

Grand Prix 8hp w.c. J.A.P., excellent condition, £28 10s.

Deferred terms arranged. Homac's, The London Morgan Service Depot, 243-7 Lower Clapton Rd., E.5. 'Phone, Clissold 2408. 774-501

MORGAN, 1926 Aero, taxed December, dynamo, small mileage, brand-new condition, £85; also late 1925 de luxe Morgan, taxed, beautiful condition, £55; exchanges, deferred terms. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 774-624

MORGAN, 1927, Aero, o.h.v. J.A.P., speedometer, dashlight, hood, straight-through pipes with ghost silencer, special competition tyre on rear wheel, colour mauve, mileage only 5,000, taxed, cost £155, as new, £105. Elco, Ltd., 11 Camomile St., E.C.3. 'Phone, Avenue 5548. 774-621

MORGAN, 1926, Aero, £90, like new; Grand Prix 1923 model, £35. Bunting's Motor Exchange, Wealdstone, Harrow. 774-586

MORGANS. Before deciding, get our current second-hand list. A selection of all models in stock at reasonable prices; exchanges and deferred. Elco, Ltd., 11 Camomile St., E.C.3. Spares and Service, 11, 13, 15 Bishopsgate Avenue, Camomile St., E.C.3. Avenue 5548. 774-172

MORGAN, 1925, 2-seater, J.A.P. engine, excellent condition, £50; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone 3265. 774-568

MORGAN, 35 Gns., special bargain, 1925 model, Grand Prix, 8hp water-cooled M.A.G., blue, excellent condition throughout, dynamo lighting, practically unrun tyres, hood, screen, Stewart speedometer, full equipment, taxed, 24 other Morgans, exchanges. Rowland Smith. Below.

MORGAN, 29 Gns., special bargain, 1921, Aero, blue, 8hp water-cooled M.A.G., very good condition throughout, very attractive, electric lighting, hood, Triple Aero screens, Stewart speedometer, clock, bonnet cowls, mechanical horn, etc., 24 other Morgans, exchanges. Rowland Smith. Below.

MORGAN, 19 Gns., special bargain, registered 1922, Grand Prix, 8hp water-cooled J.A.P., very good condition throughout, hood, screen, screen wiper, mirror, horn, etc., insurance policy to March, 1928, 24 other Morgans, exchanges, open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. 1 min. Hampstead Tube. 'Phone, Hampstead 8421. 774-482

MORGAN Specialists. Sprosen, Ltd. Exchanges, deferred. Below.

Sprosen, Ltd. 1926 family de luxe, w.c. J.A.P., dynamo, rigid curtains, many extras, 93 gns.; unscratched, sold with guarantee. Below.

Sprosen, Ltd. 1925 o.h.v. Anzani, dynamo, aluminium discs, rigid curtains, many extras, unscratched, guaranteed, 67 gns. Below.

Sprosen, Ltd. 1922 Grand Prix, w.c. J.A.P., electric lighting, discs, many other extras, 35 gns. Below. Twenty-five cars under £100.

Sprosen, Ltd., 111 Gt. Portland St., London. 'Phone, Langham 1212. 774-487

MORGAN 1926 Aero, o.h.v., dynamo, hood, cowls, speedometer, very smart condition, bargain, 79 gns. Below.

MORGAN 1926 Aero, o.h.v. 10.40 J.A.P., f.w.b., pressure-fed petrol tank, outside exhausts and gear lever, a real picture, bargain, 95 gns. Below.

MORGAN 1927 de luxe, fitted with starter, dynamo lighting, speedometer, as brand new, mileage 400, bargain, £88, cost £120. Empire Motors, 525 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 774-138

MORGAN Aero, o.h.v. Blackburne, 1926, straight-side tyres, hood and hood cover, outside exhausts, speedometer, electric horn, dash lamp, bumper, £90.

MORGAN Aero, water-cooled J.A.P., 1925, straight-side tyre on back, hood, electric horn, £67.

MORGAN Aero, o.h.v. Anzani, 1925, spotlight, new tyre on back, ventilators, electric horn, £70. Hall, 91 St. Peter's St., St. Albans. 774-120

MORGAN, 1927, new (shop-soiled), unregistered, family model, w.c. J.A.P., f.w.b., finished blue, list price £121, our price 109 gns.; exchanges and deferred. J. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 774-471

MORGAN, Grand Prix sports, under 18,000 miles, excellent condition, magneto, engine, water-cooled, good tyres, taxed December, insured July, £35. Paterson, 31 Elder Avenue, London, N.8. 774-p566

MORGAN, 1926, Aero, 10hp Blackburne racing engine, straight-sided tyres, Deamo spotlight, dynamo lighting, F.E.W. bumpers, tax paid, hood, many extras, £100. Below.

MORGAN, 1926, water-cooled 8hp J.A.P., Lucas dynamo lighting, M.L. magneto, B. and B. carburettor, Dunlop tyres, hood, moderate mileage, £87 10s. Below.

MORGAN, 1926, Grand Prix, 8hp water-cooled J.A.P., Lucas dynamo lighting, hood, Kempshall tyres, finished red, £85. Below.

MORGAN, 1926 Popular model, 8hp J.A.P., dynamo lighting and starter, speedometer, screen wiper, tax paid, £55. Below.

MORGAN, 1925, family model, 8hp water-cooled s.v. J.A.P., starter, dynamo lighting, M.L. magneto, B. and B. carburettor, geared steering, speedometer, side screen, tax paid, a very special model, little used, £105. Naude's, 100 Gt. Portland St., London, W.1. Telephone, Museum 7676. 774-1111

"THE PETROL ENGINE." Deals fully with the petrol engine as applied to motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. Profusely illustrated. 3/6 net; 3/10 post free.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, late 1927 Family, w.c., geared steering, side curtains, speedometer, tax December, small mileage, £100. Clarks, 225 Hammersmith Rd., W.6. 774-510

MORGAN, 1925, de luxe, dynamo, plated lamps, speedometer, extremely smart appearance and good condition, £49 10s. 6 Penwortham Rd., Streatham. Phone 5159. 774-557

MORGAN, 1925, family, dynamo, excellent order, exchange, terms, £58. 51 Upper Richmond Rd., East Putney, S.W.15. 774-667

MORGAN, 1927, 4-seater, speedometer, front-wheel brake, mileage negligible, absolutely as new, exchange, terms, £86. Ward and Co., 51 Upper Richmond Rd., East Putney, S.W.15. 774-671

MORGAN, Grand Prix model, o.h.v. water-cooled J.A.P. engine, Binks's carburettor, electric lighting, taxed year, £29; exchanges, easy payments, King's, New Rd., Oxford. 774-632

MORGAN, posh Aero model, o.h.v. water-cooled engine, dynamo lighting, special steering, taxed year, hood, extremely fast, £85; exchanges, easy payments. Open Sunday mornings. King's, New Rd., Oxford. 774-635

MORGAN, 1926, Aero, o.h.v. racing engine Blackburne, dynamo lighting and horn, speedometer, straight-sided tyres, straight-through exhaust pipes, front-wheel brakes, pneumatic upholstery, dashlamp, just been repainted, £100. Below.

1925 Aero, with 1927 o.h.v. Anzani engine, mechanical oiling, straight-through pipes, outside gear change, oversize tyres, speedometer, driving mirror, spotlight, blue with red wings and chassis, £70. Below.

De luxe 1925 s.v. w.c. J.A.P., speedometer, side curtains, tyres as new, taxed, £65. Below.

H. Beart and Co., Ltd., 102 London Rd., Kingston. The recognized Morgan Specialists. Phone, Kingston 5148. 774-683

NEW CARDAN, special bargain, 1923, 2-seater, £7. 19 Fore St., Edmonton. 774-p678

OMEGA, new 1927½, sports and de luxe models, list price £128 and £125, our price £97 10s., £95; also 1927 de luxe, taxed and insured, cost £135, price £75; deferred payments. Olympia, Wakefield. Phone 735. 774-p637

PEUGEOT, 7-12hp, July, 1926, 4-seater, perfect condition, fully equipped, £100. Whyte, 57 Mayfield Rd., Walthamstow. 774-p452

RENAULT, 9-15, tourer, 1927 model, only run 4,000 and indistinguishable from new. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 774-527

RENAULT 1926 8.3hp tourer, f.w.b., leather upholstery, taxed January, insured April, just overhauled by makers, mileage 10,500; this car is perfect in every respect, owner forced to sell, will accept 90 guineas; any trial or inspection invited. Guy, 4 Matthias Rd., Stoke Newington, N.16. 774-p617

RENAULT 1925 9hp 3-seater, balloon tyres, as new, f.w.b., starter, etc.; this car is in very good condition and thoroughly recommended; bargain at £75; exchanges, cars and motorcycles; deferred terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 774-132

RENAULT, 8.3hp, 1925, 2-seater, dickey, f.w.b., £80; 1925 4-seater, tax paid, side screens, as new, £90; 1926 model, £100; 1927 9-15 special 4-seater, tax paid, many extras, £120; and several others. Call and inspect. Renault Sales and Service, Surbiton Hill Rd., Surbiton, Kingston 1873. 774-639

RENAULT saloon, 8.3hp, 1925, f.w.b., taxed, handsomely painted, £90; exchanges, deferred. Open Sundays. Archio Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 774-180

RENAULT. For used guaranteed Renault cars, get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-656

RHODE, 1923 chummy 4-seater, dynamo lighting, starter, etc., good tyres, nice condition, £37 10s.; exchanges. Yarwood's Garage, Stoneley Rd., Tottenham. Phone 3122. 774-p587

RHODE, £37 10s., 1923 9.5hp small 4-seater, dynamo lighting, disc wheels, new hood, smart, sporty. 211 Garratt Lane, Wandsworth. 774-499

RHODE, 1925, 11hp, 4-door, 4-seater, new condition, £95. P. & F. Ltd., 31-32 Foley St., Lougham St., Gt. Portland St. 774-592

RHODE, 1924 sports, carefully used, beautiful condition, £75. R. Fison, Kesgrave, Ipswich. 774-p527

RHODE 1923 chummy, dynamo, 3 speeds and reverse, spare wheel, etc., £50; deferred terms; exchanges, written guarantee; many other makes. Please note new address—Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 774-548

RHODE 1923 all-weather cabriolet, 10hp, starter, etc., £50; deferred terms, exchanges, many other makes, written guarantee. Andrews Motor Mart, Byfield Hall, Barnes. 774-556

RHODE, £39, exchanges, deferred. 1922 model, chummy 4-seater, dynamo, all-weather equipment, spare wheel, speedometer, good condition. Seatridge, 35 Hansler Rd., East Dulwich, Sydeham 2452. 774-495

RHODE, 1924, 11hp sports model, fully equipped, recently overhauled and repainted, finished grey and green, lighting and starter, only wants seeing, £90. Mandes', 100 Gt. Portland St., London. 774-1111

RILEYS. A reconditioned Riley is as reliable as any new car. South Coast experts, Lewes Motor Works, Sussex. zzz-80

RILEY, 1926 (August), 11-40hp, sports 2-seater, aluminium with red head, etc., dickey, f.w.b., really splendid condition throughout, cost over £200, accept £215. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 774-155

RILEY, 41 guineas. 1922, 4-seater, 4-door, starter, bargain. Ewers, Newton Rd., Burton-on-Trent. 74-423

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

RILEY, super-sports Redwing 2-seater, starter, lighting, 4 speeds, special 1925 engine, one of the most attractive sports cars on the road, £125; exchanges and deferred. Bartlett, 173a Westbourne Grove. 774-406

RILEY, 1924 super-sports Redwing 2-seater and dickey, starter, lighting, 4 speeds, 6 wheels, V screen, special hood, all aluminium body with red upholstery; this car has been chauffeur kept and is in excellent order, £110. Above. 774-406

RILEY, Moon and Porter, Ltd., Riley Distributors, 1925 sports 4-seater, in very nice condition, fitted with Triplex glass and f.w.b., many extras, recently repainted, excellent hood and side curtains, taxed for year, £165. 159-163 Castelnau, S.W.13. Riverside 444. 774-147

RILEY. For used guaranteed Riley cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-657

ROVER. If you want a second-hand Rover 8, 9, 9-20 or 10-25hp remember we specialize on this make and have a constantly changing stock of all types. We want satisfied clients and for that reason we do our level best to see our second-hand cars are turned out right. Deferred terms and part exchanges when desired. We deal with Rover users all over the British Isles, both in cars and parts. Rover distributors for Liverpool, Wirral, South, West and East Lancashire, Pallit and Son (successors to the Rover Co., Ltd.), 37-41 Renshaw St., Liverpool. zzz-190

ROVER 10-25hp 1927 latest model 4-seater, buff and brown, soiled only, indistinguishable from new, little used, any trial, appointment, beautiful car, guaranteed perfect throughout, lowest £195. Write for further particulars, Satchwell, Maltreath, Ulverley Green, Olton, Birmingham. 774-m152

ROVER 8hp 1923 de luxe, starter, taxed, insured Juno, excellent condition, £35; exchange piano. 112 Stroud Green Rd., Finsbury Park. 774-p609

ROVER, 1927 model, 9-20hp, coachbuilt 4-door saloon, taxed December, f.w.b., spare unused, mileage 4,000, cost £325, accept £185. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 774-152

ROVER, 1927 model, 9-20hp, semi-sports 4-seater, f.w.b., fully equipped, cost £275, accept £160. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 774-154

ROVER, 1926, 9-20hp, 4-door coachbuilt saloon, f.w.b., taxed December, splendid order, cost £350, accept £165. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 774-153

ROVER 8, 2-seater, excellent condition, many extras, cheap £20. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 774-525

ROVER 8, 1923 2-seater, dickey, dynamo, smart, good condition, any trial, £25. 201a Bowes Rd., New Southgate. 774-p585

ROVER 8, 1924, excellent condition, tyres as new, starter, £35. Broombill, Finchley Lane, Hendon, N.W.4. Phone, Hendon 2507. 774-p576

ROVER 8, 2-seater, dynamo lighting, spare wheel, new tyres, just overhauled and repainted, £20. 35 Perrers Rd., Hammersmith, W.6. 774-p571

ROVER 8, 3-5-seater, in superb condition throughout, taxed and guaranteed in writing 12 months, £45; liberal exchange, deferred. Delafords, 550 Oxford St., next Marble Arch Tube. 774-506

ROVER 8, 1924, 4-seater, nice condition, £32; also 2-seater, £20. 19 Fore St., Edmonton. 774-p680

ROVER, 1928 model, 10-25 Weymann saloon, blue, hardly run-in, absolutely as new, taxed December, maker's guarantee, £217 10s. Downs Croft, Avenue Rd., Belmont, Surrey. 774-p645

ROVER, 9-20, de luxe, 4-seater, fast, reliable and silent, all-weather equipment, unusually nice condition, taxed, any trial, £120. 56 Cranley Drive, Ilford. 774-p630

ROVER, 1926 model, 9hp, 4-seater, starter and lighting, balloon tyres, f.w.b., all-weather equipment, taxed, painted brown, very nice order throughout, £125. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Museum 5391. 774-589

ROVER, 9-20hp, super model, 1926, 4-seater tourer, perfect condition, paint as new, many extras, 3 new tyres, nearest offer £160 secures. Scott, St. Margarets, Hayes, Middlesex. 774-p328

ROVER 8, private, 1924 (late), full 4-seater, all-weather equipment, dynamo, starter, grease-gun lubrication, spring gaiters, leather upholstery, 6 tyres, 2 screen wipers, 8-day clock, oil-gauge, mirror, 44 guineas. McKonzie, 21 Clyston St., Wandsworth Rd. Station, S.W.8. 774-677

ROVER 9, 110 guineas. Special bargain. 1926 9-20hp, super model 4-seater, brown, exceptionally good condition throughout, f.w.b., full equipment and extras; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hamstead. (One minute Hampstead Tube.) Phone, Hampstead 8421. 774-457

ROVER, 1927, semi-sports 2-seater and dickey, full a.w. equipment, painted strawberry and cream, small mileage, the whole car as new, £165. Bartlett, 173a Westbourne Grove. 774-408

ROVER, 1927, 9-20hp, 4-seater, 2-colour cellulose finish, guaranteed, 3,500 only, taxed, as new, £170. Below.

1925 9hp tourer, 3-door, 8,000 miles only, taxed year, insured 1928, £78. Below.

1924 8hp full 4-seater, dynamo, usual fittings, blue, mechanically sound, to clear, accept £35. Below.

1923 8hp 2-seater, repainted maroon, specially fine order, £30. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. 774-418

ROVER, 8hp, 2-seater, in good running condition, dynamo lighting, bargain, £27 10s.; exchanges, deferred payments. Parker's, Ltd., Broadshawgate, Bolton; also 246-252 Deansgate, Manchester. 774-368

ROVER, 1927 10-25 Weymann saloon, very little used and unscratched, blue, full equipment and everything as new, list price £250, our price to clear, £215. Tele., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. 774-381

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER, £150. Mobes and Mobes (Est. 1893). 9-20hp late 1926 super 4-seater, f.w.b., kingfisher blue, speedometer, clock, dash lamp, mirror, wiper, electric and ordinary horns, luggage grid, taxed year, exceptional condition throughout, fully guaranteed; deferred terms and exchange. 144, 154-6 Gt. Portland St., W.1. Museum 4244. 774-412

ROVER 9, 1926 (late), 2-seater super de luxe, complete and as new, taxed, £135. K.J. Motors, Widmore Rd., Bromley. 776-123

ROVER 9. This car that is offered at £125 is a beautiful 1926 4-seater, in excellent condition throughout, and can be bought with confidence, completely equipped and ready for service. Empire Motors. Below.

ROVER 9. Empire Motors offer 1925 4-seater, colour blue, balloon tyres, starter, etc., very fast, £89. Below.

ROVER 8hp. 1922 2-seater, dickey seat, dynamo lighting, etc. This car has had a very careful owner, and will give good service, £32. Exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 774-125

ROVER 1926 9-20 super 4-door 4-seater, completely equipped, excellent condition, 115 gns. Below. 774-125

ROVER, 1927 model, 9-20, 4-door dome-backed coachbuilt 4-door saloon, luxuriously equipped, f.w.b., balloons, luggage grid, finished blue, faultless condition, 175 gns.; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 774-472

ROVER 1923 chummy, with starter and in beautiful condition, only done very small mileage, splendid condition, bargain, £45; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 774-139

ROVER 8s, 2-seaters, chummies, 4-seaters.

We are extensive dealers in this particular car and can offer you the finest selection to be found in or around London. All models over £34 are sold with 3 months' written guarantee, and are fully equipped with dynamo lighting, spare wheel, etc., and many have dickey seats and lot of accessories. Prices from £25 to £55. Deferred terms, exchanges, written guarantee. Many other makes. Please note new address, Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 774-547

ROVER, 1927 model, super 9, 4-seater, cellulose finished 2 shades of blue, little used, indistinguishable from new, £140. Members, Young's Corner, Ilamersmith, Riverside 0740. 774-585

ROVER 8, chummy, 1925, s.s., etc., perfect, taxed, £27 10s. 23 Kics Avenue, South Side, Clapham Common. Phone, Brixton 5814. 774-554

ROVER 8, 1922 (November), 2-seater, taxed, £20. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 774-570

ROVER, 8hp, 4-seater de luxe model, black leather upholstery, clock, speedometer, 2 spare wheels, Lucas lighting and starting, chassis No. 96211, delivered 17-4-25, the car has just been dismantled and new cylinders and pistons, crankshaft reground and new bearings fitted, rest of chassis has received attention throughout, the car is now in being repainted, total mileage (one owner) 19,000; car has been very carefully looked after during its whole life by ourselves and has sustained no accidents; prior to completion of the repairs for the owner, it has been exchanged for a 9-20hp model; £65. Pollitt and Son (Successors to the Rover Co., Ltd.), 37-41 Renshaw St., Liverpool. 774-167

ROVER, 1924 model, car No. 95930, 2-seater, with large double dickey seat, repainted Nile blue with black wings, new hood, reupholstered, starter, with new battery, good tyres, chassis thoroughly checked over, fitted with speedometer, in exceptionally good condition throughout, £65 or near offer. Pollitt and Son (successors to the Rover Co., Ltd.), 37-41 Renshaw St., Liverpool. 774-168

ROVER Specialists. Naylor of Earlsfield have the largest stock of Rover cars in London; exchanges and deferred, 12 or 18 months; deposit 25% Below.

ROVER, 1926, 9-20hp, super 4-door 4-seater, starter, f.w.b., 5 new balloons, speedometer, a.w. equipment, condition indistinguishable from new, £135, bargain. Below.

ROVER, 1925, 9-20hp, 4-seater de luxe, balloon tyres, starter, all-weather equipment, in extremely nice condition, guaranteed mechanically perfect, taxed, £79. Below.

ROVER, 1924 (late), 8.9hp, 4-seater, dynamo lighting, 3 very good tyres, all-weather side curtains, spare wheel, paintwork excellent, £48; another at £42. Below.

ROVER, 1923, 8.9hp, occasional 4-seater, dynamo lighting, a.w. equipment, tyres good, thoroughly overhauled and guaranteed sound, £35. Below.

ROVER, 1921, 8.9hp, 2-seater and dickey, dynamo lighting, 5 very good tyres, 4 new wings, splendid mechanically, spare wheel, £21; another at £18; another, re-coachpainted and looks as new, £25.

ROVER specialists. Consult us if you want a Rover car. We have specialized in them since 1920. Unrepeatable bargains. Naylor 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 774-163

ROVER 8, late 1923, 2-seater, insured, mechanically perfect, good appearance, tyres, equipment, 27 guineas. Phone, owner, Battersea 3705. View Porto Lockups, Watermeads, Mitcham. 774-555

ROVER, 1927, 10-25hp, 4-seater, semi-sports de luxe; this car has positively only done 4,000 miles and is as brand new throughout, tax paid for the year, Hartford shock absorbers all round, finished in two shades of brown, antique leather upholstery to match, cost nearly £300 this year, will accept £210. Mears and Bishop, Ltd., 227 Hamersmith Rd., W.6. 774-468

ROVER 9, 1927, 2-seater and dickey, de luxe, shop-soiled condition, cost £230, bargain to clear, 150 guineas; terms arranged. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 774-459

ROVERS. Super clearance, all under £100. See page 50. 774-447

ROVER 8, chummy, 1923, starter, clock, speedometer, leather upholstery, good order, £31. 92 Lakehall Rd., Thornton Heath. Phone 2485. 774-595

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER, 8hp, September, 1922, de luxe 2-seater and converted dickey, spare wheel and tyre, Ghost silencer, extra air, excellent running order and condition, insured to June, 1928, £35. Box No. 8523, c/o "The Light Car and Cyclecar." 774-592

ROVER, 1926, 9-20, super model, Weymann saloon, 4-door, f.w.b., small mileage, tax paid year, in beautiful condition, £137 10s. 69 St. Paul's Avenue, Willesden Green, London. 774-687

ROVER. For used guaranteed Rover cars, get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-658

SALMSON, 48 gns., 1924, 10-15hp twin, overhead camshaft model, special frame and springs, fitted handsome 4-seater touring French body, panelled in mahogany, leather upholstery, rear screen, all extras, cost over £260; not to be confused with cheap 10hp model, a smashing bargain. 2 Codrington Mews, Blecham Crescent, Ladbroke Grove, London, W.11. 774-p676

SALMSON 1923 chummy, dynamo, £52. 156 Cranston Rd., S.E. Phone, Sydenham 2166. 774-p672

SALMSON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 0267-8-9. zzz-283

SALMSON. Woodford. Three-seater sports, 1926, taxed, very fast, £90. Harvey Hudson and Co. (next George Hotel). Wanstead 2393. zzz-775

SALMSON, 1927, special sports 2-seater, f.w.b., balloons, mileage 2,800, completely equipped, as new, taxed December, £110. K.J. Motors, Widmore Rd., Bromley. 775-112

SALMSON, 1927, 12-24, Weymann 4-door saloon, twin o.h. camshafts, f.w.b., wire wheels, balloons, 4 speeds, luxuriously equipped, exceptional condition, 235 guineas. Below.

SALMSON, 1927, 10-20, 4-door fabric saloon, completely equipped, f.w.b., balloons, wire wheels, etc., practically unmarked, 165 guineas; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 774-477

SALMSON, 1924 model, fitted sports Biann 2-seater body, magnificent condition, very fast, Hartford, taxed, £48. K.J. Motors, Widmore Rd., Bromley. 776-122

SALMSON, £89, 1926 sports 2-seater, f.w.b., dynamo lighting, starter, hood, smart appearance, exceptionally fast; exchanges, easy payments. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0303. 774-135

SALMSON, 49 guineas, 1924 sports 3-seater, very smart, cream with red wings, any trial; exchanges, easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 774-128

SALMSON, 2-seater sports, special fabric body, pneumatic upholstery, first licensed March, 1924, exceptional condition, £35. 3 Cadogan Rd., Surbiton. 774-p578

SALMSON, Vadum Co., the used Salmson specialists, offer this week's selected bargain:—

SALMSON, 1926 special sports (long-tail body), f.w.b., starter, hood, Vee windcreens, clock, speedometer, variable ignition, concealed spare wheel, very fast; this extremely handsome sports car is finished in two colours, excellent upholstery, and must be seen and tried to be appreciated; bargain, 80 guineas; deferred, exchanges. Open Saturday afternoons. Salmsons bought for cash, overhauled and sold. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 774-435

SALMSON, 1924-25 Grand Sport 2-seater, o.h. camshaft, painted blue with red lined wings, V screen, concealed hood, just completely overhauled and capable of over 50 m.p.h. in second, £65. Bartlett, 173a Westbourne Grove. 774-407

SALMSON, December, 1924, de luxe 2-seater and dickey, clock, starter, speedometer, recently repainted, new hood, engine excellent, £37 10s. 1 Brunswick Square, W.C.1. 774-p618

SALMSON, June, 1926, sports, 10hp, Vee screens, starter, cowls, mascot, insured till June, superb condition, £88. H. Gill, 30 Lee Terrace, Blackheath, S.E.13. 774-p569

SALMSONS. Super clearance, all under £100. See page 50. 774-450

SALMSON, July, 1926, sports 2-seater, £70. Apply, Hadfield, c/o Keiper's Garage, High Rd., Ilford, near Seven Kings' Station. Phone, Seven Kings 1617. 774-p592

SALMSON, 1925, sports 2-seater, starter and lighting, tax paid, four new tyres fitted, very fast, £50. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 774-532

SALMSON, 1926 sports, in exceptional condition, many extras, including f.w.b., spare petrol can, side screens and luggage carrier, good tyres and original paintwork blue and red, very smart, nearest to £100. Euston, 78 Wilna Rd., Earlsfield. 774-p604

SALMSON, 1926 model, 10-20hp, special 2-seater, very fast, £155. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 774-513

SALMSON, 1926, 10-20hp, 4-door Weymann saloon, mileage under 1,000, tax paid year, £150. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 774-512

SALMSON, 1926 model, English body, double dickey, painted maroon, one owner, original tyres, £59 10s. 6 Penwortham Rd., Streatham. Phone 5159. 774-x358

SALMSON, December, 1925, 10hp sports, dickey, tyres and body in good condition, engine perfect, small mileage, side screens, electric horn, etc., £65. (Right door) 20 Woodberry Down, Finsbury Park, N.4. 774-p650

SENECHAL, 1925, super-sports, Laysall balanced engine, special variable ignition and oil-pressure gauge, etc., an exceptionally fast car, 69 guineas. Bartlett, 173a Westbourne Grove. 774-403

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SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SENECHAL, £40; 1923, 2-seater, taxed, excellent condition and appearance; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 774-572

SINGER. Singer. Singer. Sole district agents. New and second-hand cars for immediate delivery. Buy your new or second-hand car from the firm of Singer specialists. Cash, deferred or exchanges. The Wright Automotive Co., Ltd., 253 Queen's Rd., Battersea, S.W.8. Phone, Battersea 4944. zzz-820

SINGER Juniors. We specialize in this model, new or second-hand, cash or deferred terms. Stanley, Norman and Co., Padmarton Mews, Baker St., W.1. Phone, Ambassador 9702. zzz-366

SINGER Junior, brand new but slightly showroom soiled, 4-seater, blue cellulose, £150. K.J. Motors, Widmore Rd., Bromley. 774-778

SINGER, 10hp, 1927, 4-seater tourer, blue, under 8,000 miles, perfect mechanical condition, must be sold, £170, offers invited. Ton Flat, 16 Clusham Rd., Brighton, Sussex. 775-m954

SINGER, 2-seater (June, 1925), blue, in new condition, mechanically perfect, tyres excellent, one owner and driver, 100 guineas. 5 Montagu Gdns., Warrington. 775-x321

SINGER, 1923, 10hp, 4-seater all-weather, excellent condition, sold with guarantee, 57 guineas. Sprosen, Ltd., 111 Gt. Portland St., London. Phone, Langham 1212. 774-488

SINGER, 1926, 10-26hp, de luxe tourer, grey, f.w.b., exquisite condition, £125. K.J. Motors, Widmore Rd., Bromley. 776-121

SINGER, 1926, 10-26, de luxe 4-seater, completely equipped, leather upholstery, balloons, exceptional condition, 89 guineas; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 774-473

SINGER 1925 10hp 2 seater, repainted, licensed to end of year, £75. Brookman, 5 St. Albans Rd., Watford. 774-p330

SINGER 1924 2-seater, splendid condition, taxed and insured, any trial, £69. 14 Malvern Rd., Dalston, E.8. 774-p340

SINGER 1924 10hp 4-seater, overhauled and repainted, balloon tyres, etc., £75. Maude's Motor Mart, Wolverhampton St., Walsall. Phone, 444. 774-584

SINGER 1925 10hp de luxe 4-seater, full equipment, brand-new condition, £105; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 774-372

SINGER 1925 10hp tourer, all-weather, pneumatic upholstery, excellent all-round condition, taxed, £80. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. 774-419

SINGER Senior 1927 4-seater, colour maroon, small mileage, practically as new, £157 10s. H. Beasley, late Roy (Established 1900), 374 Euston Rd. Museum 7600. 774-427

SINGERS. Super clearance, all under £100. See page 50. 774-449

SINGER 10hp 2-seater, good condition, tyres nearly new, £15 for quick sale. Hemmant, The Lodge, Sevenoaks. 774-p619

SINGER coupe, 1921, taxed, starter, exceptional condition, £30. Below.

SINGER, 1921, 2-seater, excellent condition throughout, £25; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone, 3265. 774-569

SINGER. Finchley Motors offer 1921 10hp 2-seater and dicky, dynamo and starter excellent condition, £30. 132 High Rd., East Finchley. Phone 2338. 774-567

SINGER. Finchley Motors offer 1926 10-26hp de luxe tourer, f.w.b., tax for year, small mileage only, one owner, superb condition, £130. 132 High Rd., East Finchley. Phone 2338. 774-564

SINGER coupe. Finchley Motors offer 1922 10hp, drop head, starter, double dicky seat, etc., excellent condition, bargain, £55. 132 High Rd., East Finchley. Phone, 2338. 774-565

SINGER, 1924, 10hp, 2-seater and double dicky, 5-lamp set, starter, excellent order, £65; deferred terms, exchanges, written guarantee; many other makes. Please note new address. Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 774-549

SINGER, 1924, de luxe, 4-seater, a-w. equipment, taxed, £65, for shop-soiled Jowett, Austin, and cash. Wayside, Alton Rd., Croydon. 774-p628

SINGER. Cass's Motor Mart, Ltd. (Established 1911.) 1926 de luxe, 10hp 4-seater, f.w.b., just revarnished, exceptional condition, three months' written guarantee, demonstrations free within 50 miles, terms, exchanges, £130. Cass's, 5 Warren St., W.1. Museum 0623. 774-578

SINGER. For used guaranteed Singer cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 774-660

SINGER, 1925, 10hp, 4-seater, standard specification, including lighting, starter, two horns, Dunlop tyres, recently repainted, tax paid, £80. Maude's, 100 Gt. Portland St., London. 774-1111

SINGER, 105 guineas; late 1926, 10-26, 4-seater de luxe model, front-wheel brakes, pneumatic upholstery, shock absorbers, spring gaiters, automatic windscreen wiper, electric and bulb horns, mirror, luggage grid, in perfect condition throughout; open to any trial or examination. 60 Stanley Rd., East Sheen. 774-p612

SINGER, 1924, 10hp, 4-seater de luxe, leather upholstery, balloon tyres, all-weather equipment, windscreen wiper, mirror, etc., taxed year; this car is in extremely nice condition mechanically and having just been repainted is honestly equal to any 1926 car; a trial run will convince you of this, and at £65 is a genuine bargain. Comerford's, Portsmouth Rd., Thames Ditton. Phone, Kingston 1074. 774-607

SINGER, 1926, 10-26hp, de luxe 4-seater, f.w.b., etc., taxed December, absolutely perfect order, cost, £250, accept, £120. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 774-158

SINGER saloon, 1925, pneumatic upholstery, 2 doors, smart, any test, £125. Penge Motor Co., 43 Green Lane, Penge, S.E.20. 774-686

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER, 1927, 8hp, brand-new 4-seater, fully equipped, shop-soiled only, listed £148, genuine bargain £125. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 774-157

SINGER, 1927, brand-new 4-seater de luxe, shop-soiled only, fully equipped, f.w.b., etc., listed £220, genuine bargain £185. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 774-156

SINGER Junior, 1927, f.w.b., in perfect condition throughout, small mileage, exchange, terms, £120. 51 Upper Richmond Rd., East Putney, S.W.15. 774-666

SINGER, 1925, 10hp, 4-seater, pneumatic upholstery, starter, balloon tyres, any trial given, £77 10s. 97 Streatham Hill, S.W. 774-643

SINGER used car bargains at Newnham.

1927 8hp Junior model, in blue finish, practically as new, £125.

1926 10hp 4-seater, run very small mileage and strongly recommended, £145.

1926 10hp 4-seater, in thoroughly sound condition throughout, £125.

1925 10hp 4-seaters, choice of three, £98.

1924 10hp 4-seater, in very good order, choice of four, from £60-£68. Newnham Motor Co., 257 Hammersmith Rd., W.6. Phone, Riverside 4646. 774-613

SINGER 1924 10hp 4-seater de luxe paintwork blue and unscratched, the whole car in new condition throughout, £70; exchanges or deferred. Gap Bridge Motors, Wimbledon. Telephone 1026. 774-p648

SINGER 1924 model 4-seater, starter and many extras, marvellous condition throughout, bargain, 45 guineas; exchange considered. 368 Horsey Rd., N.19. 3294 Mountview. 774-x351

SINGER coupe, 1921, 2-seater, etc., unit lady, bargain, £19. 156 Cranston Rd., S.E. Phone Sydenham 2166. 774-p671

SINGER 1925 10hp 4-seater, repainted, 1935; 1923 4-seater, £55. Bartlett, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 774-596

SINGER 10, 4-seater, grey, 1923, good condition, licensed, starter and a-w. equipment, £60. Streatham 2014. French's, 279 High Rd., Balham. 774-597

SIZEAIRE-NAUDIN, 16-valve 12.1 racing, 1922, done 105 m.p.h., cost £2,300, accept £190; exchange Acro Morgan, Winstone, 28 Addison Cms., W.14. 774-p649

STANDARD, 1925, 11.4, 2-seater de luxe, repainted, taxed December, £112 10s. Blaxton's, 21 Swallow St., Piccadilly, W.1. Ger. 3518-9. zzz-911

STANDARD, £69; exchange, deferred; 1924 Standard 2-seater, large sunken dicky, lighting, starter, all-weather equipment, smart, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 774-493

STANDARD, 1924, de luxe 4-seater, 11hp, in genuinely good condition throughout and a most sweet-running and pleasant car to manage, can be thoroughly recommended, completely equipped in every way, real bargain at £75; exchanges, cars and motorcycles; deferred terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0305. 774-133

STANDARD 11.4hp 2-3-seater, double dicky, full equipment, smart car, £72; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 774-570

STANDARD, £92 10s. 1923 11hp 4-seater, exceptional condition, deferred payments. Arthur Stuart and Co., 29-31 Vauxhall Bridge Rd., S.W.1. 774-421

STANDARD. Cass's Motor Mart, Ltd. (Established 1911.) 1924 11hp 4-seater, £45. Cass's, 5 Warren St., W.1. Museum 0623. 774-579

STANDARD, £27 10s. 9.5, excellent running order, sports fabric body. Braithwaite, Hatfield Heath, Bishop's Stortford. 774-p626

STANDARD 1925 2-seater, double dicky, starter and all accessories, just overhauled, as new, £85; deferred terms, exchanges. Andrews Motor Mart, Byfield Hall, Barnes. Riverside 3709. 774-555

STANDARD, 49 guineas, 1924 11.4 2-seater, splendid condition; exchanges. 75 Kew Rd., Richmond. Phone 0799. 774-p653

STANDARD, 8hp, 1923-4, exceptional order, starter, double dicky, perfect all-weather car, £45. Denman, 4 Denman Place, Piccadilly Circus. Regent 0936. 774-467

STANDARDS. Super clearance, all under £100. See page 50. 774-448

STANDARD 1926, 11.4, 2-seater and roomy dicky, tax paid December (one owner only), in beautiful condition, royal blue finish, a real bargain, £100; part exchange or deferred payments entertained. The Telephone Motor Works, Ltd., Allsop Pl., Upper Baker St., N.W. 774-530

STANDARD 11.4hp 4-seater, August, 1924, taxed, well cared for, £60; exchanges, deferred. Open Sundays, Archie Norrington, 225 Hammersmith Rd., W.6. Riverside 3549. 774-179

STANDARD cars. Croydon official sales and service depot. Moore's Presto, North End and Tamworth Rd. Phone, Croydon 2623. zzz-678

STANDARD 1925 11hp Piccadilly saloon, repainted, etc., £120; also 1925 2-seater de luxe, £85; and 1924 2-seater de luxe £65. Bartlett, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 774-590

STANDARD, 55 gns., 11.4hp, 1924 2-seater, double sunken dicky, fine all-weather equipment, Michelin balloon tyres, 2 new, tax December, just overhauled, in splendid order throughout. Prim, 2 Copington Mews, Blenheim Crescent, London, W.11. 774-p675

STANDARD, 1924, 11hp, 2-seater, double dicky, lighting, starter, just repainted, good order throughout, £54; evenings or week-end. Ewen, 35 Grosvenor Garages, Fitzgerald Avenue, East Sheen, S.W.14. Putney 2339. 774-618

SWIFT, 10hp, brand new, showroom soiled, one only, 4-seater, £175. 1 Mitcham Lane, Streatham. Phone 6667. 774-682

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SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SWIFT. Save £30-£50 on new shop-soiled 1927 model Swifts, 10hp, 2 and 4-seaters, unused and guaranteed, chassis almost identical with 1928 models listed, now list price £220, our price £185. Terms from "No Deposit" and highest exchange prices from Henlys, 21, 155-157 Gt. Portland St., W.1. Langham 3541; and 1, 3 and 5 Peter St. Manchester. 774-116

SWIFT, 10hp (£9 tax), 79 guineas, late 1925, 4-seater de luxe, dynamo lighting, balloon tyres, starter, luggage grid, spring gaiters, taxed December, 8 day clock, speedometer, in perfect condition throughout; open to any trial or examination. 60 Stanley Rd., East Sheen. 774-p611

SWIFT 4-seater, 9hp, 1925, painted maroon, splendid condition throughout, £75; exchanges, deferred. Archie Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 774-178

SWIFT, 1927 10hp 4-seater, in black and red finish, run few miles as demonstrator and equal to new, £195; also 1917 2-seater, with Hartford shock absorbers, Andre bumpers, equal to new, £190. Newnham Motor Co., 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 774-612

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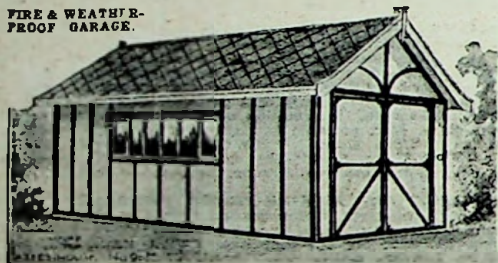
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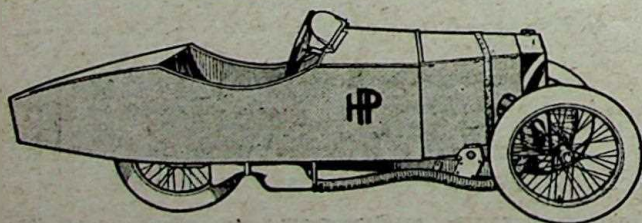
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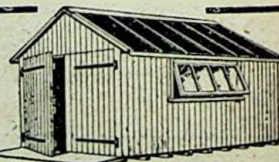
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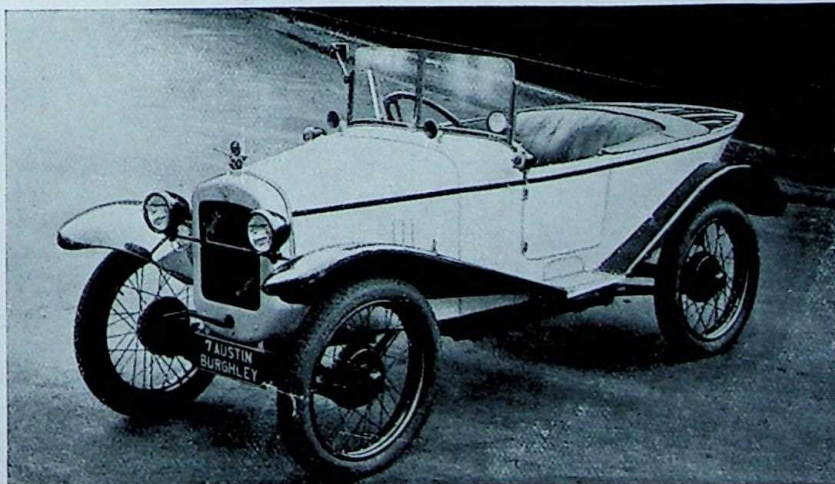
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