

Friday July 8th 1927

3rd

SUMMER
NUMBER

HANDY AND CONVENIENT.

The sealed quart tin of Mobiloil will relieve you of all lubrication anxiety. No need to soil your hands even. Colonel Lindbergh chose Mobiloil for his trans-Atlantic flight because he was given the choice of the best accessories. It will cost you no more to use the world's best lubricant.



Mobiloil

Make the chart your guide

50 Cars in stock for Immediate Delivery under £350

Authorised Agents for

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

**15 Cars
UNDER £200**

BY PAYING

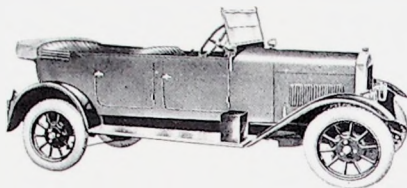
£25 DOWN
you can drive a car
away, fully taxed and
insured. Balance
payable over 12
or 18 months.

Sole London and
Kent Distributors
for

**TROJAN
CARS**

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

One of the Fifty!



10-30 h.p. Rhode 4-5-seater

Body designed to give the maximum amount of freedom and comfort. Four very wide doors giving easy access to all seats. The front seat is adjustable bodily for leg room, and again for angle, to suit individual tastes. It is recessed in the back, thus allowing ample leg room for the rear passengers. Pneumatic cushioning throughout for greater comfort. Cellulose finish in blue and maroon with harmonising leather cloth upholstery to match F.W.B. as already fully described. All-weather equipment opening with doors. Two-piece sloping screen, speedometer and mag. ignition. Overall length 12 ft. Overall width 5 ft. 1 in. Petrol consumption 40/45. Speed 50/55. Oil negligible.

Price.....£198

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

**FREE SERVICE FOR SIX MONTHS.
GOOD PRICES IN PART EXCHANGE**

Low Deferred Payment Terms

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

RHODE DISTRIBUTORS
for London and the Home Counties

OPEN UNTIL 6 P.M. ON SATURDAYS

**NORMAND
GARAGE LTD.**

NEAR MARBLE ARCH.

489, OXFORD STREET, W.1.

TELEPHONE: GROSVENOR 3256-7.

Also at

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

*World's
Greatest Closed-
Car Value!*

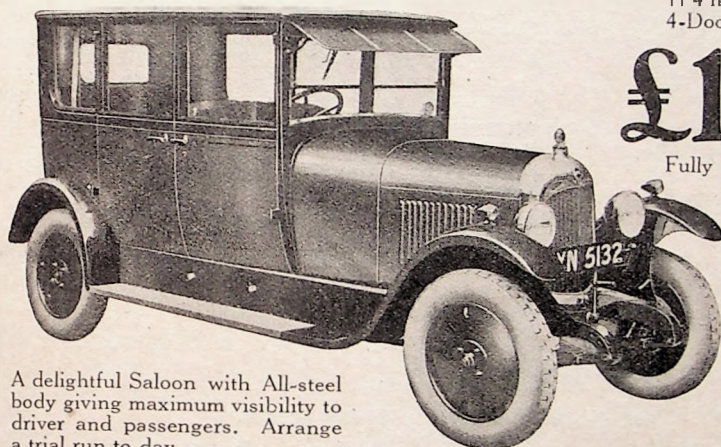
The 11.4 h.p.
4-DOOR SALOON and
3-SEATER COUPÉ

CITROËN

11.4 h.p. Saloon,
4-Doors, F.W.B.

£198

Fully Equipped.



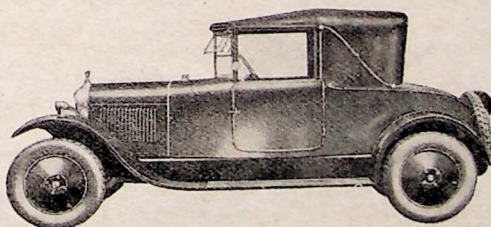
A delightful Saloon with All-steel body giving maximum visibility to driver and passengers. Arrange a trial run to-day.

IMMEDIATE
DELIVERY.

11.4 h.p. Coupé
Three-seater

£190

The most distinctive
inexpensive Coupé on
the market to-day.



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

Send for the Citroën Book 18.

CITROËN CARS, LTD.,

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

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

Special Features of this week's issue

The Motor

Tues., July 5th.

* NEXT WEEK!

"MISSING"

Why Put up With Uneven-running Engines?

WHAT SHOCK ABSORBERS DO.

What to Fit in Particular Circumstances.

GETTING THE BEST OUT A 9-20 H.P. ROVER.

TRAILING.

An Inexpensive Outdoor Holiday.

THE POLAR INDUCTOR MAGNETO.

A Type that is Coming into Wide Use.

And all the News.

VIVID REPORT OF THE GRAND PRIX WITH SPECIAL DRAWINGS BROUGHT BY AEROPLANE.

VERY NOVEL POWER-ASSISTED STEERING.
Exceptionally Light Control by Engine-driven Servo Motor.

CARRYING THE SPARE WHEEL.

Can the Present Methods be Improved. Some Interesting Suggestions.

POSSIBILITIES OF PNEUMATIC POWER TRANSMISSION.

Suggestions for a Very Novel Infinitely Variable Motorcar Transmission without Gearing.

ROAD TESTS SHOWING PRINCIPAL CHARACTERISTICS.

The 16-55 h.p. Daimler Saloon. The 16-45 h.p. Wolseley Saloon.

STATIC ELECTRICITY.

Why and How a Car can Become Electrified.

NOVEL DEVICE TO FACILITATE GEAR-CHANGING.

First Announcement.

FRENCH ECONOMY RACE.

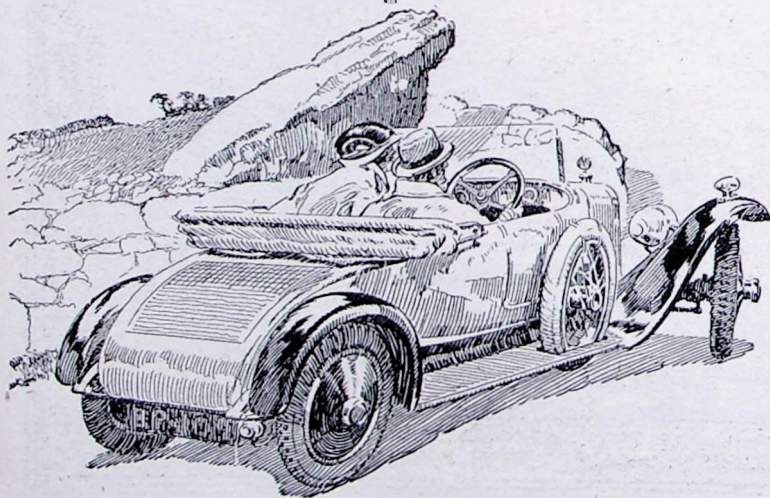
Remarkably Close Finish.

SURBITON M.C. MEETING AT BROOKLANDS

SHELSLEY WALSH AMATEUR HILL-CLIMB.

**EVERY
TUESDAY
4^d.**

Offices: 5-15,
Rosebery Ave.,
London, E.C.1.



It is Almost Incredible

but we are given to understand that there are still some people who do not realise that there are touring SALMSONS as well as Sports Models. For their benefit we give above an impression of our 10/20 h.p. 4-Seater which sells at

£199.

There is, of course, a complete range, including a Weymann Saloon, and in a sense they are all Sports Cars as speed has not been sacrificed for comfort.

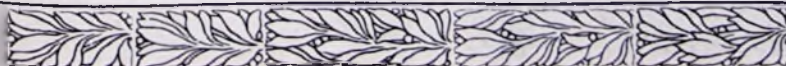
SOLE CONCESSIONAIRES FOR UNITED KINGDOM AND BRITISH DOMINIONS:

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

*Phone—CHISWICK 3531.

LONDON DISTRIBUTORS:

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



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

LOVATTS OF MITCHAM AND CROYDON

The Original and Recognised JOWETT Specialists.

For Holidays, Business or Week-ends the JOWETT is the CHEAPEST RELIABLE CAR to Buy and Maintain.

Prices from £139

Tax only £7

Early Delivery.

People who don't know, think Seven H.P. is too little. Do You? If so, come and test a JOWETT—Why pay Tax for Ten to Fifteen H.P. when Seven will do the work at less expense?

**NEW SHOWROOM AND SERVICE DEPOT
WILL SHORTLY BE OPENED IN CROYDON.**

Meantime, a p-c. to Mitcham will bring a Car over for your Examination and Test.

LOVATTS FOR JOWETTS

JOWETT HOUSE, 91/105, STREATHAM ROAD, MITCHAM. *Phone: Mitcham 1597.

Trade Supplied.

We are privileged to say that
THE AUSTIN MOTOR CO., Ltd.
approve and recommend
EXTRA HEAVY

**THE
SEVEN**

"A British Oil for a British Car."
FILTRATE WORKS, LEEDS.

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

Rays of Comfort.

CHAMPIONSHIP TABLE — 30/6/27.

	P.	W.	L.	Per cent.
Lancashire ..	14 ..	7 ..	0 ..	75'89
Notts	12 ..	6 ..	1 ..	71'87
Derby	10 ..	5 ..	1 ..	71'25
Leicester ..	11 ..	4 ..	1 ..	63'63
Surrey	11 ..	5 ..	2 ..	63'63
Yorkshire ..	15 ..	7 ..	3 ..	61'66

We are very much upset about the position of our County in the cricket world, but we folks in Yorkshire have our compensations. For instance, the Astronomer Royal and thousands more had to come to Yorkshire for the finest view of the eclipse.

Again, thousands have already come to Yorkshire for the Jowett, the finest light car obtainable, and thousands are still coming and will continue to come, for while the eclipse was a matter of seconds, the Jowett continues to give satisfaction for years, and years, and years.

It is built that way.

The cheapest to buy and to run.

Our private system of deferred payments is the fairest ever devised.

Please ask for catalogue.

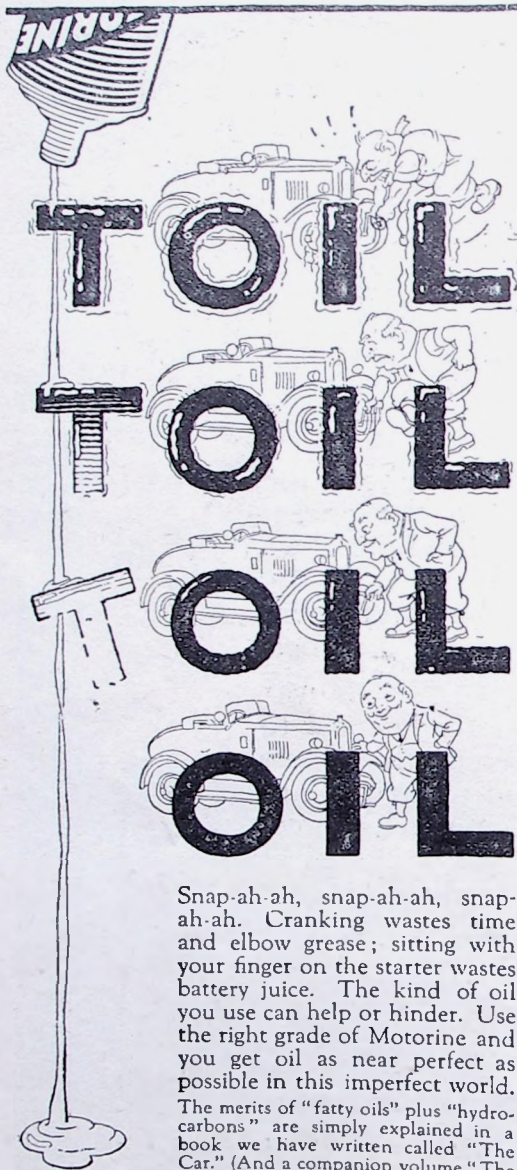
Short two, £139. Long two, £150. Chummy, £145.
Full four, £150. Saloon, £185.

Dunlop Tyres and Stewart Speedometers standard.

JOWETT CARS LTD., IDLE, BRADFORD

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.

TAKING THE "T" OUT OF "TOIL"



Snap-ah-ah, snap-ah-ah, snap-ah-ah. Cranking wastes time and elbow grease; sitting with your finger on the starter wastes battery juice. The kind of oil you use can help or hinder. Use the right grade of Motorine and you get oil as near perfect as possible in this imperfect world.

The merits of "fatty oils" plus "hydrocarbons" are simply explained in a book we have written called "The Car." (And a companion volume "The Motor Cycle"). They are yours for the asking from Price's, The Oil People, (Dept. EE9) London, S.W.11.

And the benefit of free advice from Price's Technical Bureau is always to be had. We revel in unravelling knotty oil problems. That's our job.

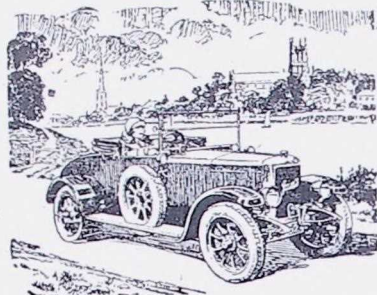
MOTORINE

very special oil

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



Every Motorist should know of



TAYLORS

NO DEPOSIT EASY PAYMENT TERMS

Taylors offer you any make of car upon the market on the following **EASIEST OF ALL PAYMENT TERMS**: The car of your choice will be delivered **FREE** against the first of twelve equal monthly instalments. No deposit, as has always been required in the past, is asked for.

The following give excellent service:

AUSTIN	from £145 : 0
SINGER	from £148 : 10
JOWETT	from £145 : 0
MORGAN	from £89 : 0

EXCHANGES.

WE will gladly accept your present Car or Motorcycle in part payment for a new Car of practically any make upon the market. What is more, we will make you a really generous allowance for the old bus, and if it suits you best to

RIDE while you PAY

then the balance can be disposed of by means of our liberal "ALL-IN" Policy Terms, which have been responsible for adding so many hundreds of customer friends to our long list of satisfied patrons.

1927 BUYER'S GUIDE FREE.

Send to-day for your copy of our 44-page Motorists' Guide—it is free for the asking.

To ensure satisfaction, Taylors supply
Second-hand Cars upon 7 days' trial.

THIS WEEK'S SNIPS.

A good selection of guaranteed second-hand Cars always in stock, and attractively priced, a selection of which we give below. Our terms are right, our prices are right, our service is willingly yours, and our deliveries are immediate. Ride while you pay.

ROVER, 1920, 8 h.p., 2-seater	£25	AERO-MORGAN, 1927, F.W.B.	£115 0
AUSTIN, 1926, 7 h.p., 2/3-seater	£115	FIAT, 1922, 10 h.p., 2-seater	£87 10
STANDARD, 1926 model, 11 h.p., 2-seater	£135	AUSTIN, 1925, 7 h.p., 2/3-seater	£92 10
		CITROEN, 1924, 11 h.p. Coupe	£87 10

H. TAYLOR & Co., Ltd.

49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7.
Phone: Kensington 8658/9 and 5540. Grams: "Dynametro, Southkens."

BOYCE

BOYCE

With every Boyce Moto-Meter is issued a coupon entitling the purchaser to a free Insurance Policy, which in the event of delay due to accident or mechanical breakage will cover:—

- (1) The cost of conveyance of the driver and his passengers back to their home or starting point or destination on day of accident.
- (2) In the event of delay, first-class hotel expenses for one night.

All that is necessary is the filling up, by the purchaser, of the application form which is enclosed in every carton containing a Boyce Moto-Meter.

Sold by all good garages
and BRITISH MADE by

**The BENJAMIN
ELECTRIC Ltd.**

**BRANTWOOD WORKS,
TOTTENHAM,
LONDON, N.17.**

	Each.
GEM MODEL suitable for light cars	21/-
UNIVERSAL MODEL for cars of medium size	35/-
SPORTS MODEL special streamline design	35/-
DE LUXE MODEL for large cars	63/-
All with FREE INSURANCE POLICY	

**The only RELIABLE
WARNING DEVICE**

JUDGMENT

was given in the Supreme Court of Judicature (Court of Appeal) on the 3rd March, 1927, by the Master of the Rolls (Lord Hanworth) Lord Justice Sargent and Lord Justice Lawrence, who unanimously dismissed with costs the appeal by the Defendants (Morris Motors, Ltd.) from Mr. Justice Astbury's decision in the Chancery Court that the engine temperature recording device used by the Defendants, known as the "Calormeter," was an infringement of the Boyce Moto-Meter Patent.

SENECHAL

A SPORTS MODEL FOR EVERY POCKET

In addition to our existing sports models at **£215** and **£295** we have now standardised a popular model at **£185**, specification as follows:

ENGINE: Four cylinder water-cooled o.h.v., actuated by adjustable push rods, oil circulation by mechanical pump; Solex carburettor; high tension magneto with Vernier adjustment; bore 57 mm.; stroke 100. Total capacity 972 c.c. 8 h.p. Tax £8 0 0.

GEARBOX: This is in one unit with the engine, giving three forward gears and reverse. Gear ratio: 1st, 13 to 1; 2nd, 8 to 1; top, 4.5 to 1.

CLUTCH: Inverted cone, fabric lined.

REAR AXLE: Straight cut bevel.

UNIVERSAL JOINTS: Hardy flexible coupling, one at each end of the propeller shaft.

BRAKES: Foot brake on all four wheels. Independent hand brake on transmission. Quick and easy adjustment to all brakes.

STEERING: Special design, ratio 3 to 1.

SPRINGING: Front, transverse with double radius rods; rear, double quarter elliptic. Owing to special design of rear suspension no strain is imposed either on the flexible joints or spring anchorages. Hartford shock absorbers are standard fitment.

WHEELS: Five detachable, 700 x 80; Englebert 700 x 90 tyres.

CHASSIS DIMENSIONS: Wheelbase 8 ft. 2 in., track 3 ft. 6 in. Body Dimensions, overall length, 12 ft. 3 in.; overall width, 4 ft. 2 in. **WEIGHT:** 10½ cwt.

BODY: Two-seater Sports of very attractive appearance. The tail is streamlined and hollow, so that luggage can be carried in it. Pedals adjustable for length. Standard colours: Light Blue and Red. Any other colour, to choice, £5 extra.

EQUIPMENT: Self-starter, 12-volt lighting set (5 lamps), clock, speedometer, hood, tools, pump, jack, Englebert tyres 700 x 90 (cord), four-wheel brakes.

PRICE: £185. Two-seater body.

Delivery London Showrooms.

7 0 M. P. H.

EXCHANGES.

A. S. C. DEFERRED PAYMENTS.

THE AUTOMOBILE SERVICE COMPANY, LIMITED,

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

TELEPHONE—
MUSEUM 4620.

The Garage Man Knows

Read this
Press Opinion:

"The greater the freedom from variation in viscosity in Speedolene compared to many oils of other makes, is a good characteristic, because this is one of the most desirable features in a motor car engine lubricant . . . there is certainly much less gumminess when starting the engine from cold . . . there is a noticeable increase in the power of the car, and the outcome is less gear changing. This is a big point, because it means lower vehicle cost per mile in the year."

John Phillimore in
Financial Times. 16th
May, 1927.

that easy starting is
largely a question of
using the right oil—and
the right oil is—

SPEEDOLENE

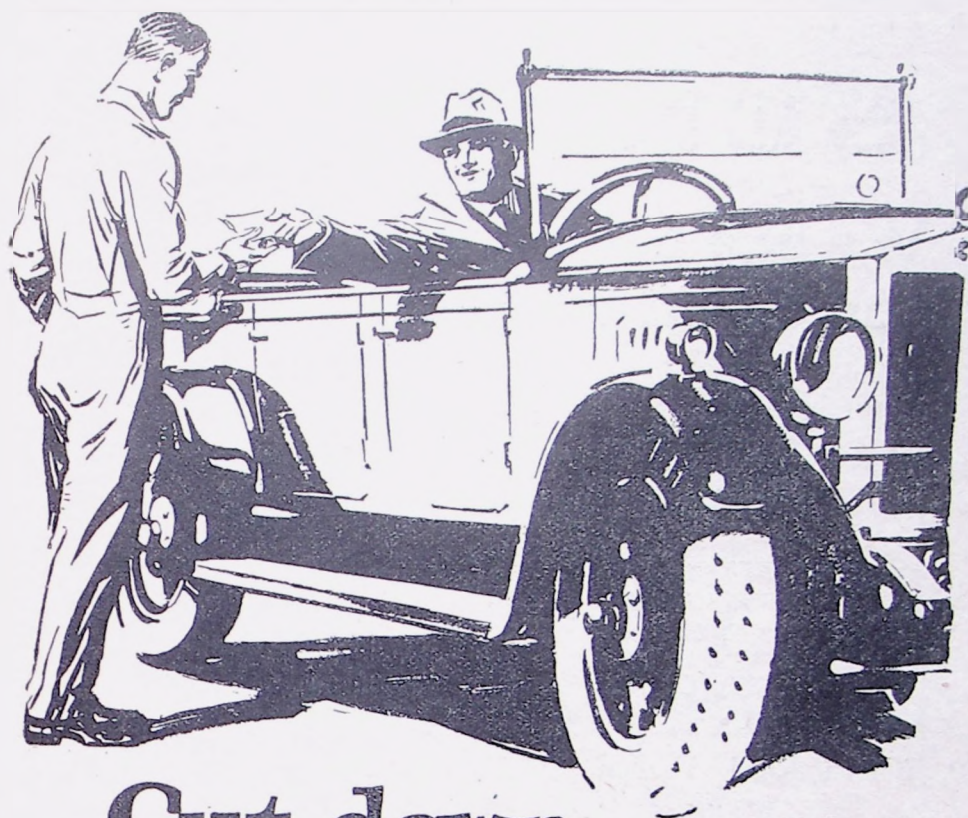
THE OIL OF OILS

because it never "gums"

Special Series of Brochures on request.

SILVERTOWN LUBRICANTS, LTD.
MINOCO WHARF, LONDON, E.16





Cut down those bills!

Go to the
GREEN
"BP"
PUMP
for your Petrol.

You can save on your motoring costs by running on "BP." It gives more miles than usual to the gallon. It runs "clean," lessening the need for decarbonisation and repairs. And it is unequalled for power.

Use "BP." and see how well your engine likes it.

“

”

The British Petrol

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

Distributing Organisation of the

ANGLO-PERSIAN OIL CO. LTD.

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

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

We can Supply the Light Car you want for your Holidays

We are authorised dealers in:—

**RENAULT, SALMSON, 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.



MADE IN ENGLAND BY
STEPNEY TYRES LIMITED
LLANELLY, & WALTHAMSTOW, LONDON E 12.

READ THIS REMARKABLE TESTIMONY.

97, Oakfield Road,
Cannon Hill,
Birmingham.

Dear Sirs,

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

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

SATISFIED USERS EVERYWHERE.

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

starting handle?

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

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

Advise your clients to fit Delco-Remy Coil Ignition, use the self-starter and forget the starting handle.

Write for free booklet entitled

*"Specifications DO
Count."*

THE DELCO-REMY COIL IGNITION SYSTEM

DELCO-REMY & HYATT LTD.

— Engineers —

Head Office & Works:

111, GROSVENOR ROAD, LONDON, S.W.1.

Telephone:
FRANKLIN 6446, 6447, 6448, 6449
(4 lines).

Telegram:
DELREMHYAT CHURTON,
LONDON.

SERVICE

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

X The F.E.W. STEERING X

The F.E.W. STEADY

does far more than *ELIMINATE* entirely
 "Wheel Wobble," "Shimmying," "Wandering," and
 other steering troubles

The
F.E.W.
 compensated
 action

In Two Months 750 New
 Car Owners specified
 this Device—Why?

50% Less Wear

on the Steering Mechanism,
 Saves Cost of Renewal
 and Ensures "Steering
 Perfection" Always.

READ
 what the PRESS says.

28.5.27.

".... It is not necessary to be the
 possessor of a car that wobbles to
 APPRECIATE this device, for it must be
 realised that the F.E.W. Steering Steady
 MUST greatly decrease the strain and shocks
 imposed on the Steering Mechanism...
 they are smoothed out at the beginning
 ... therefore the USUAL wear that
 takes place WILL BE PREVENTED... as
 well as a general improvement the device
 ACTUALLY SAVES COST OF
 RENEWALS..." J.E.

SPRING BUMPERS

"Built for Bumps."

Designs for all Makes.

Easily
 Fitted. From **45/-**

but it lessens fatigue—improves
 driving judgment — prevents wear!

Easily fitted.
 No drilling.
 Chassis

39/6

Fitted at our
 Service Station
 in 15 minutes.

C.O.D. to all parts U.K.

On Approval for 7 days against cash.

WRITE for Illustrated Pamphlets NOW.

F.E.W. PATENTS & ENGINEERING CO., LTD.,
 South Avenue, KEW GARDENS. Phone: Richmond 2183.

Special design for
MORGAN CARS.

WARD & COMPANY

'Phone: Putney 2818-2819

Offer the following Used Car Bargains
 at 5% off following prices for
ONE WEEK ONLY.

1924 A.B.C., Sports, latest type engine, cast-iron cylinders,
 taxed, good tyres, exchange or hire purchase .. £50
 A.B.C., Super Sports aluminium, streamline body, few
 miles only for demonstration, 65 m.p.h., exchange or
 hire purchase 110 Guineas
 1924 (late) STANDARD, 13'9, 4-seater, all-weather equip-
 ment, dynamo lighting and starting, good tyres, exchange
 or hire purchase 100 Guineas
 SINGER 10, 2-seater and dickey, overhauled .. £17-10
 1927 CLYNO, Royal 4-seater, few miles only, exchange
 or hire purchase 160 Guineas
 1925 Model AMILCAR, Grand Sports, front wheel brakes,
 streamline body, dynamo lighting and starting, taxed,
 exchange or hire purchase £125
 1927 AUSTIN 7, chummy, in stock, for immediate
 delivery ex Works £145
 1921 HORSTMAN, 2-seater, good order, exchange,
 terms £17-10

1920 STANDARD, 2-seater, 11 h.p., full electrical equip-
 ment, starter, etc., exchange, hire purchase. 35 Guineas
 1924 7 h.p. CITROEN, 2-seater, balloons, good order,
 exchange, hire purchase £38
 1927 AUSTIN 7, few miles only, indistinguishable new,
 exchange, hire purchase 122 Guineas
 1926/7 ROVER NINE, Super Sports, 4-seater, cerise and
 aluminium, small mileage, radiator shield, numerous
 extras, an exceptional car, in absolutely new condition.
 180 Guineas
 1925 (late) FIAT, English body coupe, front wheel brakes,
 many extras fitted, exchange, hire purchase £162-10
 1927 MORGAN, de luxe, water-cooled J.A.P., front wheel
 brakes, balloon tyres, Bonniksen time and trip 2½ second
 speedometer, electric and bulb horns, double screen
 side screens, hood, fully taxed, mileage 1,200, unsoiled,
 unscratched, guaranteed, exchange, hire purchase. £115

Exchange or Hire Purchase arranged on any Car
 offered. Transaction can be closed immediately.

51, UPPER RICHMOND ROAD, EAST PUTNEY, S.W.15.

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.

REGISTERED

TRADE MARK.

FOR MOTOR CARS Mixtrol FOR MOTOR CYCLES

THE PERFECT UPPER CYLINDER LUBRICANT.

COME TO STAY.

PUT IT IN YOUR FUEL.

Look Out for the New Mixtrol Service Tanks by the Petrol Pumps.

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.

For your guidance they are already in use at the following places:—

ENGLAND—Billingshurst, Bishops Stortford, Bognor, Bosham, Bournville, Bridport, Brighton (10), Caistor, Cambridge, Chichester, Corbridge-on-Tyne, Congleton, Crockerhill, Crowborough, Croydon, Cuckfield, Droitwich, Dunmow, Eardisley, Enfield, Felpham, Fenny Stratford, Flimwell, Eastbourne, Grimsby (2), Harrogate, Henfield, Hooton, Hove (3), Horsham (4), Hull, Handcross Hill, Ledsham (2), Lewes (2), Lincoln (3), London (7), Long Ditton, Lower Stanton, Low Fell, Maidenhead, Monkceaton, Morecambe, Moseley, Newcastle-on-Tyne, Newhaven, Nuthourne, Oxford (3), Peacehaven (2), Preston (2), Probosc, Reigate, Raffey, Rudgwick, Rustington, Saltney, Sayers Common, Scunthorpe (3), Spalding (4), Stansted (5), Storrington, Tarns, Upper Beeding, Waltham, Washington, Windsor, Worthing (5).

SCOTLAND—Bowling, Dumfries, Dunoon, Glasgow (3), Hamilton, Kirkcaldy, Laurencekirk, Saltricks, Strathblane, Wemyss Bay.

WALES—Abergele, Bangor, Blaenau-Festiniog, Cardiff, Colwyn Bay, Connach's Quay, Conway, Gaeuwr, Gernant, Johnstown, Llandudno, Nannerch, Pennyfordd, St. Asaph, Swansea (2).

YOU CAN BUY ANY SIZE TIN TO CARRY YOU ON THE WAY AT ALL OF THESE SERVICE DEPOTS.

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.

WE ARE NOW EXECUTING AN ORDER FOR DENMARK ALONE FOR 2,000 OF THEM AND 31,000 TINS AND 43 TONS OF MIXTROL.

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.

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.

4 oz. Tin 1/- Postage 2d. extra.

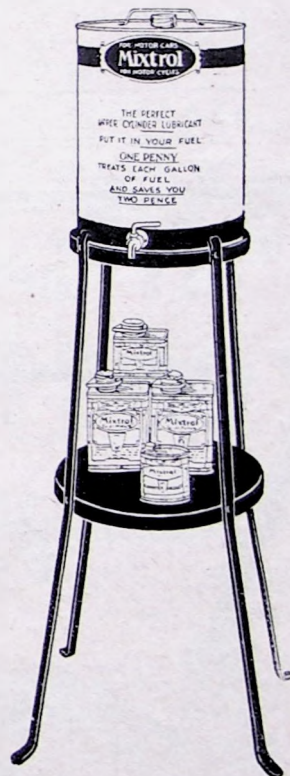
Flat oval shape for tool bag.

8 oz. Tin 1/9 Postage 3d. extra.

16 oz. Tin 3/3 Postage Free.

32 oz. Tin 6/- Postage Free.

A 32 oz. Tin treats 64 gallons of Fuel.



THE MIXTROL SERVICE TANK.

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.

WRITE FOR EXPLANATORY BOOKLET, FREE.

THE MIXTROL OIL CO.

43, Berners Street - LONDON, W.1.
Telephone—Museum 4044. Telegrams—"Olmixtrol, Wende."

Great Inc

Full detailed Specifications on request.

TWO-SEATER Two-door .. **£275**
F.W.B. £10 extra.

COUPE. Wide dickey seat .. **£330**
F.W.B. £10 extra.

FIVE-SEATER de Luxe. Adjust-
able front seat, four doors, F.W.B.,
single-handed hood .. **£325**

De Luxe Four-door SALOON .. **£450**

London Agents:

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

on



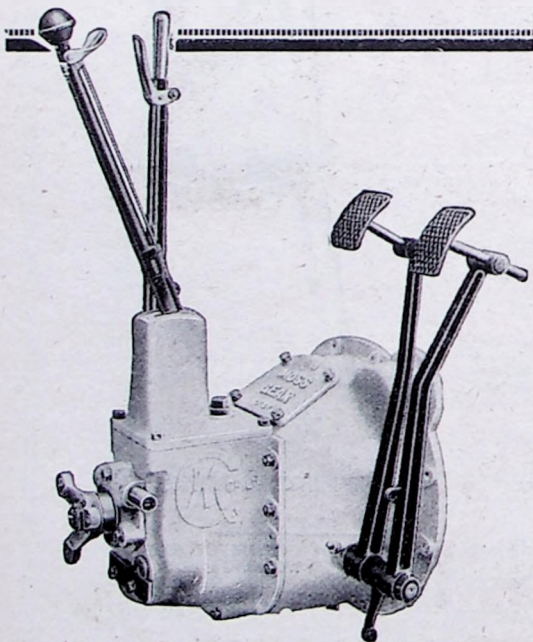
3 Bearing Engine,
O.H.V. Forced Feed
Lubrication, Shock
Absorbers all round.
All models 12-volt
Lighting and Starting.
Automatic Screen
Wiper.

Two-Seater
£275
F.W.B. £10 extra.

See this Car—
and appreciate the meaning of
"HAMPTON VALUES."

HAMPTON CARS (London) LTD., Stroud, Glos.

It's the Box that Counts!



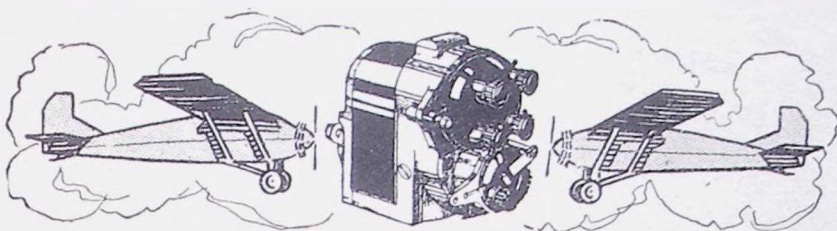
The Gear Box is the hand-maiden to the engine. No matter how well the latter may be running, if the power it generates is not transmitted smoothly, silently, and with a minimum of loss, you will never get the most satisfactory results. That is why you should pay particular care to see that the box on the car you are contemplating is one that will do justice to the engine. In this connection, you are safe if the car is equipped with

MOSS UNITS

which are justly famed for their quality and superiority of design. The type "R" Three or Four-Speed Moss Box illustrated here is the last word in gear construction. It is extremely compact, perfectly rigid, low in weight, and is characterised by a pleasingly smooth and silent running. Full details will gladly be posted on request.

THE MOSS GEAR Co., Ltd.,
Aston Manor - Birmingham.

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.



Lindbergh and Chamberlin BOTH USED **MAGNETO IGNITION**

WHERE RELIABILITY IS VITAL MAGNETOS ARE USED

LINDBERGH and Chamberlin took every conceivable precaution for their Atlantic flights. Though America is the home of coil and battery ignition they used *Magnetos*, the safest and most reliable ignition.

The magneto is to-day as superior to any other method of ignition as it was when it first superseded the coil and battery method.

The magneto is independent of the accumulator; faulty acid, short circuit, battery leakage and other troubles cannot paralyse your engine.

The magneto is the only ignition for British motorists, British cars and British conditions.

Over 95% of the cars made in this country have magneto ignition.

BRITISH MAGNETOS



BUY A BRITISH CAR WITH A BRITISH MAGNETO

"THE MOTOR ELECTRICAL MANUAL." All about the electrical equipment of your car. Price 2s. 6d. net; 2s. 9d. post free.



**42 places
20 replicas
3 lap records**

—"Aero" quality ensures consistent action at high speeds over long periods.

—our long and steadily growing list of records proves "Aero" springs to have high standards of quality—

—specify for the new car—or for overhauling—we make for all engines. Order through your agent. In difficulty write us. Ask for "X Points on Springs."

Herbert Terry & Sons, Ltd.
Manufacturers, REDDITCH,
ENG. Est. 1855.



Terry's Valve Spring Lifter and Compressor

Jaws have a parallel lift from 0 to $\frac{1}{4}$ " and lock at every point leaving hands free. The tool is capable of a 250 lbs. pressure. Each jaw is reversible, and may be turned very easily and quickly. The "Terry" is adaptable to practically all side-by-side valves, and many o/h valves, too.

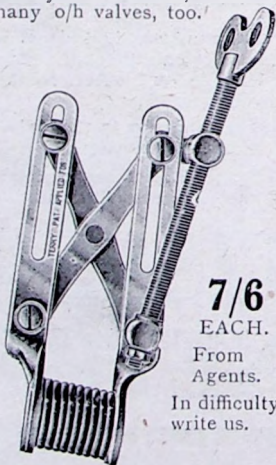


544A. Terry's 10 Grip Spanner Set. Meets practically every motoring need, and a wide engineering need also. Thin, best quality hardened and tempered STEEL, they give a lifetime's service. Jaws grip $\frac{1}{4}$ in. to $\frac{1}{2}$ in. Whitworth, and $\frac{1}{4}$ in. to $\frac{1}{2}$ in. across flats.

Blued, per set, 3/6
Plated, .. 6/-

In case 1/- set extra.
From Agents.

Guaranteed to give good service.



TWO people who are of
ONE mind regarding LEVEROLL Seat mechanisms.
TO leave or enter their car,
ONE finger touch only is required
TO glide the seat back or forwards—
ONE second's work—and up to
TWO feet extra space is given.
ONE steps out unhampered. Then—
TO return the seat as before
ONE slides it back, and in
TWO twos it automatically locks itself. It has
WON admiration wherever fitted, because it's
TOO simple for words.
ONE LEVEROLL seat mechanism is only £3 10 0 and
TWO for Six guineas.

LEVEROLL Seat Mechanisms can be easily fitted and will make your light car as roomy as a ROLLS-ROYCE.

Send for particulars.

A. W. CHAPMAN LTD.,

Patentees and Manufacturers.

Ranelagh Gardens, HURLINGHAM, S.W.6.

Telephone: Putney 2372/3.

A LAST WORD.

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

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

FIAT

The Car of International Reputation.

9 h.p. Model

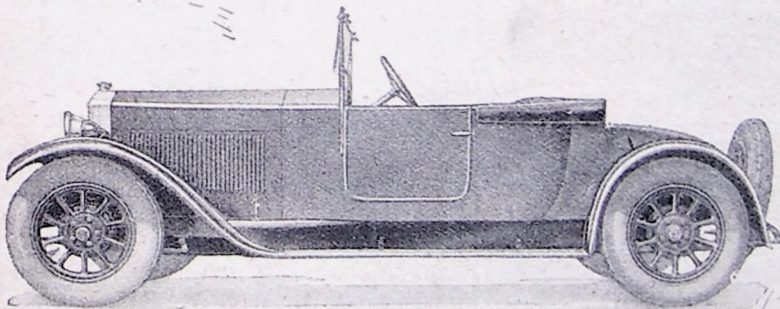
"What a goer it is!"

"It does not seem to make any difference whether it is full of people or just 'one up.' It purrs nimbly along under all conditions, and really the harder one drives it (and it is always asking for more) the better it seems to go."

Tatler, 11/5/27.

2 - Seater

English Coachwork, Cellulose Finish. Seats and Squabs upholstered in real leather. New type carburetter with easy starting device.



**Roomy
Dickey
Seat.**

£195
Tax £8

**Four
Wheel
Brakes.**

WARNING With every Fiat Car a full guarantee is issued by this company. Every purchaser should obtain this guarantee and see that it bears the chassis and engine numbers of the machine purchased. The public is warned not to purchase a car without this guarantee.

Registered Offices and Showrooms:
43-44, Albemarle Street,
London, W.1.

Phone: Gerrard 7946 (4 lines).
Wires: 'Fiatam, Piccy, London.'
For everything pertaining to spare, service, etc., communicate direct with the Works, Wembley, Middlesex.

FIAT (ENGLAND) LIMITED.

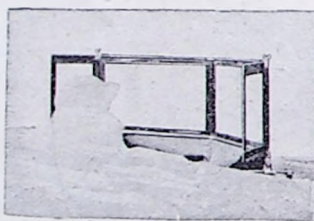
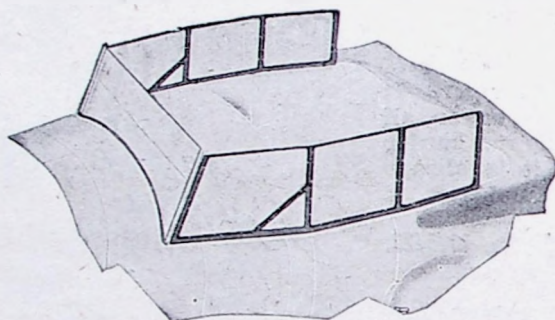
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

Just Suppose-

Just suppose—and it doesn't take much effort—that that holiday tour you've been planning is going to be upset by "rude Boreas" and his able assistants! We don't like to be pessimistic, but in England—well!

The saloon man can ignore bad weather, the open car gets the laugh in fine, but the man who is going to get the best out of his holiday, whatever the Weather Clerk sends us, has equipped his car with "Starling"—the Side Screens that make a saloon of any car—when you want it! Modest in price, too—45/- per pair.

Make your holiday a success—get in touch with "Starling's" now, there's a free measurement form waiting, and their proposition is going to interest you.



Rear-Screens, too. Mustn't leave your passengers out of the calculations. Those little bursts of speed are very exhilarating—behind the screen, but it's a different matter in the back! Fit a "Starling" Rear Screen for smiles all round! The popular "Starling V" Model will fit any car—your car. Prices £3-7-6 and £3-17-6. Write now for literature.

THE STARLING EQUIPMENTS LTD.
104-106, Ladypool Road,
SPARKBROOK, BIRMINGHAM.

Starling

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

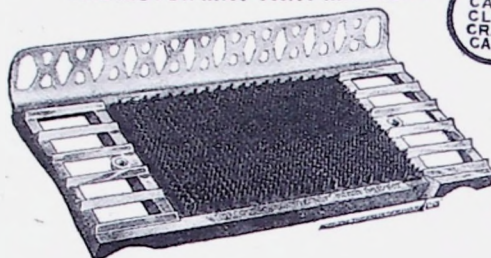
COAN'S

ORIGINATED MOTOR NUMBER PLATES

Solid Cast Aluminium. Silver Polished Numerals.
Regulation Size. Express Service.

THE "CONE" MAT.

THE MOTOR MAT THAT MATTERS



COAN
CASTS
CLEAN
CRANK
CASES

For value, class, and wearing test
Coan's Plates and Stepmats prove the best.

Also NEW REAR LAMP.

Write for Booklet.

Telephones :
Clerkenwell
4466
(4 lines).

R.W.COAN LTD
The Aluminium Foundries
219, Goswell Road
LONDON, E.C.1

Telegrams :
"Krankases"
Barb
London."

POINTS TO KNOW ABOUT

Scientific Sparking Plug Attachment.

(World-wide Patents and Provisional Patents.)

"Auto-Clix" does away for ever with plug terminals. No more screwing and unscrewing, loss of time, lost terminals, electric shock, or dirty hands. "Auto-Clix" gives instant connection or disconnection.

"Auto-Clix" enables you to test plugs with the greatest of ease and without stopping the engine.

"Auto-Clix" acts as a thief-proof device. By simply withdrawing the scientific resilient plug the engine is rendered unstartable. Thieves do not wait to ascertain why.

An illustrated descriptive folder awaits your request. Send a postcard now!

EACH.

4/- per set of 4.

Complete with
1. Adapter.

2. Resilient Non-Vibratory Plug and Insulator, Nickel-Plated.
Of all Dealers or direct from

LECTRO LINX LIMITED.

MOTOR DEPT.

Manufacturers of Clix Radio Fittings.

254, Vauxhall Bridge Road, London, S.W.1.

Telegrams: "Trolinx, Chertion."
Telephone: Victoria 5120.

Results!

Although it is the high opinion held by motorists throughout the country for National Benzole Mixture, that really proves the general efficiency of this guaranteed British motor spirit, it is nevertheless interesting to note that it is also the spirit responsible for "awards" in Hill Climbs, Speed Tests, Reliability Climbs, etc., as the following recent results will prove.

London-Land's End Trial - April 15th.

Of the total number of competitors who ran exclusively on National Benzole Mixture in this trial

56% won gold medals.

33% won silver medals.

5% won bronze medals.

Swansea & District M.C.C. Speed Trials Oxwich Bay - Easter Monday - April 18th.

Mr. L. V. Thomas won nine "firsts" in nine events, running exclusively on National Benzole Mixture.

Pendine Speed Trials - Whit Monday June 6th.

Mr. L. V. Thomas obtained 1st place in the 25 miles Welsh Championship and Mr. W. Edwards 2nd place running on National Benzole Mixture.

1 mile sprint	-	-	Mr. L. V. Thomas 2nd place
10 mile 350 c.c. class	-	-	Mr. W. Edwards 2nd place
10 mile unlimited	-	-	Mr. L. V. Thomas 2nd place
on National Benzole Mixture.			

National Benzole Mixture

No matter what test it's proved to be "best"

NATIONAL BENZOLE CO., LTD., WELLINGTON HOUSE, 6, BUCKINGHAM GATE, S.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.

£182 "Burghley" Sports Model. £187

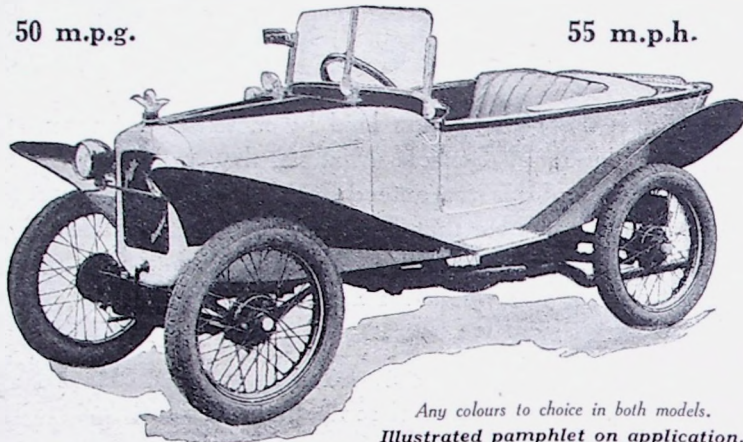
(Regd. No. 711009.)

(All Aluminium.)

Concealed
Hood.

50 m.p.g.

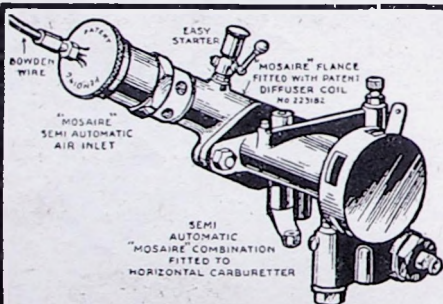
55 m.p.h.

Petrol
Gauge.Head and
Side Lamps.Air
Cushions.4-piece
Bonnet
with
Louvres.Rigid Side
Curtains.Boycrometer
and Wings.Driving
MirrorSpare Wheel
stored in
tail or on
running
board.Any colours to choice in both models.
Illustrated pamphlet on application.

£195 "Burghley" Saloon Landulette. (Drop Head) £195

Supplied by **WILSON MOTORS**, Telephone: 1366 and City 4894.
7, Eccleston Street, Buckingham Palace Road, Victoria, S.W.1.

Authorised Austin Agents.



THE SEMI-AUTOMATIC
Price 35/- Complete.

Fit The "Master" Extra Air Valve and obtain—

- 1.—More miles per gallon.
- 2.—Increased power, due to the admission of a larger volume of more intimately mixed gaseous fuel into the cylinders. A super charger in simple form.
- 3.—A sweeter running engine.
- 4.—Freedom from oily plugs and less oil consumption.
- 5.—More efficient braking power with less wear on linings.

Send for our 54-page Booklet giving the Opinions of Owner-Drivers under all sorts of conditions.

ALDAM & CO.
(M Dept.), MISTERTON, DONCASTER.

Distributors for Birmingham and District:
Ashdon Engineering Co. Ltd., Floodgate St., Birmingham.



PRICE: Hand Operated,
30/- Complete.

Completely Cures "Wheel Wobble"!!

GEE'S Eliminator

Kills Wheel Wobble at its Source.

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

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

Sole Manufacturers:
BEBINGTON MOTOR ENGINEERING CO., Ltd.,
Bebington, Cheshire.

More than Pleased!

(A Splendid Testimonial.) May 25/27.

Messrs. Bebington Motor Co., Bebington.

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

your Gee's Wheel Wobble Eliminator.

This was fitted to a 25/50 h.p. Talbot Saloon
weighing over 2 tons which suffered badly from
this annoying trouble at speeds in excess of
30 m.p.h. We are pleased to inform you that your
device has completely cured the defect and we are more than
pleased with the result. It is quite a refreshing change to
meet with a gadget which really does what is claimed.

roduced by permission from
"The Motor."

Try to catch him on a hill!

A hill. Instinctively you depress the accelerator pedal. In a moment or two your engine is running all out. Will she do it—or must you change down? There's just a chance—no, she's beginning to flag. And while you are reaching for your gear lever another car streaks by. You recognise Jones in his coupé—same make as yours but a year older. How does he do it? Is it better driving? No—we will let you into the secret.

Jones had the sense to discard his old carburetter and fit a Zenith. He realised that correct carburation was the key to increased power.

After Jones had owned his car for a year he did a bit of thinking. He studied the principles employed in all the various types of carburetters on the market. The principle of the Compensated Jet used exclusively in the Zenith seemed logical. He liked the idea of being able to obtain an absolutely accurate mixture independent of engine speed. The offer—"try one for a month and if it does not bear out every claim return it and your money will be refunded in full" carried honest conviction. So he had a Zenith fitted and then set out to test it.

First, he noticed how easily the engine started. No fuss—no trouble—just one pull up and immediately there was a steady tick, tick, tick from the idling

engine. Then out on the road. Another surprise—far better acceleration than when the engine was new. And the way the car took the hills in its stride was a revelation. 30-35-40... steadily gathering speed with never a murmur. Hills that previously necessitated a change down were taken on top—with lots of power to spare. But, best of all, was the fact that when he got home again and measured his petrol consumption, Jones found that he was getting 8 miles more to the gallon than before. "This Zenith will soon pay for itself" said Jones to his garage man a few days afterwards. "That's just what they all say" was the reply.

One Month's Free Trial

Zenith Carburetters, specially designed for most of the popular makes of cars, are available on one month's free trial. Send us particulars of your car. Money willingly refunded in full if you are not entirely satisfied.

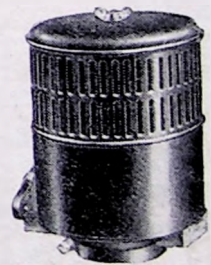
Zenith Carburetter Co., Ltd., 40/44, Newman Street, London, W.1

ZENITH

The world's favourite Carburetter

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 **50/-**
from

Gilbert Ad. 9173.

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.

Holidays and the Car

COMFORT ON THE ROAD



By keeping the springs automatically well oiled and clean, free from mud, dust and rust—Jeavons ensure perfect spring action and riding comfort on the worst roads.

Sets complete with one hand oil gun from 35/-

PROTECTION FROM CHILLY WEATHER

FABRAM MOTOR RUGS

Fringed, reversible, cosy rugs, all wool, in a great many beautiful designs and rich colourings. Wonderful value. Satisfaction or money returned. Size 58 x 72 ins. - 22/6

Better qualities at - 42/6 and 88/-

ARM CHAIR COMFORT IN THE CAR

FABRAM MOTOR CUSHIONS

DRIVER'S CUSHION specially shaped to bring driver near to controls. Size 17 x 17 x 4 1/2 ins. In coloured waterproof leather - 8/6

As above but in black leathercloth, piped and buttoned - 6/8

Special quality in Blue Rexine or in Black - 8/6

MOTOR CUSHIONS in coloured waterproof leather with leather carrying handle. Size 18 x 18 ins. - 6/8

Special sizes at a slight extra cost.

WHEN ROADSIDE REPAIRS ARE NECESSARY

RAMSO DUST COATS

Smart, well-made coats, suitable for Car or Garage use. Prevent clothes getting messed up.

In all the usual stock sizes, from - 10/6

PROTECT THE SPARE WHEEL

FABRAM WHEEL WRAPS

Made from the best quality Black leathercloth, impervious to heat or cold and will not crack or peel. Six different models to suit various types of wheel. Prices from 12/-

WHEN YOU GARAGE THE CAR

FABRAM DUST SHEETS

Made from special close weave fabric of fine quality which dust cannot penetrate. Far higher in quality than those usually offered for the purpose. Size 15 x 12 ft.

In White - 35/6 In Blue - 42/-

Other sizes at proportionate cost.

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

Write to Dept. L for New Summer Catalogue of Accessories.

RAMSDENS (HALIFAX) LIMITED
STATION WORKS - HALIFAX - ENGLAND.
London Office and Service Depot: 147-9, GT. PORTLAND STREET, W.1.

AMILCAR



IMMEDIATE DELIVERY!

The Fastest Light Car in the World.

Improved Design Throughout.

GRAND SPORTS 2-Seater	£285
9 h.p. SPORTS 2/3-Seater	£335
9 h.p. SPORTS 2/3 English Body ..	£360
9 h.p. SPORTS 4-Seater	£350
9 h.p. SPORTS Coupe, Fabric Body ..	£325
9 h.p. SPORTS Saloon Fabric ..	£360

— Cash, Deferred or Exchanges. —

Write, Phone or Call for Demonstration.

Telephone: Rusholme 860.

Sole Distributors for Part Lancashire, Derbyshire, Denbighshire and Flint. EXPERTS IN TUNING UP.

AERO & MOTOR Co. (M.C.)

FOXBANK STREET (off Plymouth Grove).

MANCHESTER

A "change" for the better!

A difficult gear change.

A gear change—easy and dignified.

Regn. Pend.

Unique and vitally essential to safe and easy gear changing, the Stadium "Easyreach" Gear Lever Extension obviates bending awkwardly forward and fumbling for the "elusive knob." It is instantly fitted by a clip and two bolts (no drilling or tapping required) and may be adjusted exactly to suit the driver's height and reach.

Model 999 for the "AUSTIN SEVEN."

Neatly and strongly made of solid aluminium and exceedingly well polished and finished. Length of Lever, 8 in.

7/6

'Stadium'
"Easyreach"
GEAR LEVER

Obtainable wherever accessories are sold. Illustrated leaflet free.

ETIENNE & CIE.
"Stadium House,"
61-63, Ct. Eastern St.,
London, E.C.2.

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

For any need or any road

Wherever the need is felt for a thoroughly serviceable all-purpose car, there you will surely find the 9/20 H.P. Humber. You see it often because no other car of its class combines so many popular features in automotive design with so moderate a price.

Distinctive features of the 9/20 H.P. model are:

AMPLE POWER. The powerful 4-cyl. Humber engine vindicates in practice the principle of its design. It has proved itself time and again on track and road alike to be unsurpassed for reliability.

ECONOMICAL RUNNING. Your pleasure is not marred by large demands on your pocket for running and upkeep.

FRONT WHEEL BRAKES. Fulfilling the felt need for security in dense traffic and ensuring confident driving.

MODERATE PRICE. The lowest figure compatible with integrity of construction throughout.

HUMBER QUALITY. The guarantee of a name famous all over the world for British Craftsmanship.

HUMBER LIMITED, COVENTRY.

LONDON:

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.

*Revised prices of models fitted with
Front Wheel Brakes:—*

9/20 H.P. 2/3-Seater with
Dicky Seat £267 7s.

9/20 H.P. 4-Seater
Tourer £267 7s.

9/20 H.P. 4-Seater
Saloon £322 7s.

Dunlop Tyres Standard.

The front wheel brakes are of the internal enclosed type operated by means of levers and cams located above the axle bed. The entire mechanism forms a unit with the front axle.

**MODELS ARE AVAILABLE FOR
IMMEDIATE DELIVERY.**

Send for fully illustrated
Catalogue and name
of nearest Humber agent.

9/20 h.p. 4-Seater Tourer, with Front Wheel Brakes.

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

SMOOTH TRAVEL OVER BUMPS AND POTHOLES

IS ENSURED BY

MORGAN
JOWETT
ROVER
SINGER
HUMBER
CLYNO
STANDARD
AUSTIN
ETC.

The B&D STABILIZER

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

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

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

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

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

Write to-day and start the season ready to face good and bad road alike.

BENTLEY & DRAPER Ltd. 4, Fenchurch Ave., London, E.C.3

'Grams: "Bendrapic, Fen, London." 'Phone: Avenue 3029.

Small Car, 52/6; Light, 63/-; Medium, 72/- Per Axle, inclusive of all brackets ready to fit. Carriage extra.

LET HOMAC'S FIX YOU UP RIGHT AWAY

If You're Looking for a Light Car, There's Only One Place to Come to—Homac's the Light Car Experts.

We can give you speedy delivery of any model you select, which you can obtain for a small deposit on our simple Easy Payment System. Our expert advice is free, and our efficient overhaul and repair service is based on the most reasonable of charges. Don't put it off any longer. Call to-day.

MORGANS from £89

We are the Official London Morgan Service Depot and guarantee you efficient and dependable service at all times.

243/7, LOWER CLAPTON ROAD.

HOMACS

MOTOR AGENTS

'Phone: Clissold 2408.

ROVERS from £220

Your present machine accepted in part payment. Write for catalogues.

Works 46, London Road, Clapton, E.5.

Vibrationless Speed.

Distinctive Quality.

COVENTRY VICTOR

Tax £4
and
60 M.P.G.

Standard and
Family Models
from
95 Gns.

The Sports Seven (749 c.c.). Price £110 (including Folding Hood).

The high-class Specification includes: The Coventry Victor Opposed-Twin Engine, Water-cooled. Vibrationless at all Speeds. Dunlop 27" x 4" Tyres. Quickly detachable Rear Wheel. Pressed Steel Chassis. Car type starting and steering. Beautifully finished Coach-built Body and many exclusive features, fully described in Catalogue C2, sent free on request.

The COVENTRY VICTOR MOTOR Co., Ltd., Coventry.

Sole Distributing Agents for Lancashire and Cheshire—
The Deansgate Motor Co., Ltd., Deansgate House, Manchester.

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



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

UNES LD FIDDLES

MANY a good tune can be played on an old fiddle; and, equally, many a good run obtained from a *good* second-hand car. That means, a "second-hand car in first-class condition," sound in wind and limb; such a car, indeed, as you may be sure of finding among many second-hand of every make at Edwards & Parry, Limited. At this old-established house you will find offered for sale no "used" car that is not certain to give *real satisfaction*. This is our boast; it is also your guarantee.

A SELECTION.

1925 ERIC CAMPBELL, 2-seater, year's tax .. £65	1925 LEA FRANCIS, 10 h.p., 4-str. £125
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1926 LEA FRANCIS, 12/22, 4-seater, de luxe, year's tax .. £215	1925 TALBOT, 8/18, Coupe as new, year's tax .. £150
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SECOND-HAND
CARS IN
FIRST-CLASS
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PERFECT PROTECTION
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The Seal of Quality

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POOL LANE
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MANUFACTURED
UNDER MIDGLEY PATENTS

BLACK'S ROMANY FOLDING TENT

Easy to pitch, and provides ample sleeping accommodation for two with separate garage for car. The awning ties down over car as shown above, or can be used as a dining porch when required.

Curtain (which can be rolled up completely) separates sleeping room. Packs into very small space, and with its bamboo jointed poles is very light and convenient for carrying.

Made of stout, hard-wearing 6 oz. duck (28½ basis) absolutely water resisting and rot-proof, in brown or green (sample on application). Folds damp without harm.

Sleeping compartment 7' x 7', walls 2½'. Height 6½' (jointed poles). Weight 31 lbs., complete with poles, pegs, bags, etc.

Size, packed, 2½' x 9" dia.

£6-10-0 COMPLETE. CARRIAGE PAID.

Motorcycle Combination, size, sleeping accommodation 7' x 4' x 5' 6" high, with 14" walls (total weight 14 lbs.) **79/-**. If made 6' 2" high **98/-**. Other light tents from **23/6** complete.

Tents sent passenger train and despatched same day on receipt of order.

THOS. BLACK & SONS (GREENOCK) Ltd., Greenock.
(Tent Makers & Hiring Contractors),
25, Cathcart Street, Greenock, Scotland, And 5, Royal Exchange Square, Glasgow, 87, Hanover Street, Edinburgh. "Grama"—"Satisfaction."
Write for free illustrated catalogue of tents and camp equipment.

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We offer the Widest Range of GENUINE Bargains ever known in Sales History

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Order by **POST** or **TELEPHONE (2700)**

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Spot-Light with self-contained switch gives a very penetrating beam of light. Complete with 6 or 12 volt bulb. Post 6d.
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AUSTIN 7 TOOL BOX

Made to fit the offside running-board. Will accommodate Jack, Pump, and all Tool Kit. **SALE PRICE 16/6**

Do away with the chance of getting smothered in oil. Well made and strong at a price within reach of all. To 5 gallon drums.
OIL DRUM PUMPS

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Extra.

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Gamages "Scope" mirrors for the car, one of the most popular models of the season, give very large range of vision, owing to the shaped reflector.
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A very convenient form of hand-operated Wiper. Cleans both side of screen at once and is adaptable for either a double or single type of windscreen. Post 4d.
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Splendid quality Cleaning Cloth. Nice and soft, and made up into 50-yard rolls. Far superior to Waste or Mutton Cloth. **SALE PRICE, per roll 2/6.** Post extra.

MOTORIST'S USEFUL BAG OF ALL SORTS.

Contains Bolts, Nuts, Split Pins, Insulating Tape, Copper Wire, etc., complete with bag. Post 6d.
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Fitted with wind-proof detachable top, size 3 1/2 x 1 1/2. Post 3d.
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This is an exceptional Bargain

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For fitting to dashboard of Car. N.P. Oxidized finish. Makes a luxurious addition to the car.
SALE PRICE 5/
Post 6d.

SPARK PLUG TESTERS

Combined Pencil and Spark Plug Tester. This handy little instrument at once denotes any faulty firing of your plugs or leak in your electrical circuit. No motorist should be without one. Post 3d.
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Wonderful Sale Offer of best steel Tubular Box Spanners in sets of 3 with Tommy Bar, to fit nuts size 1/2, 7/16, 1, 1 1/8, 1 1/2, 1 3/4, 2, 2 1/4, 2 1/2, 3, 3 1/2, 4, 4 1/2, 5, 5 1/2, 6, 6 1/2, 7, 8, 9, 10, 11, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 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2780, 2782, 2784, 2786, 2788, 2790, 2792, 2794, 2796, 2798, 2800, 2802, 2804, 2806, 2808, 2810, 2812, 2814, 2816, 2818, 2820, 2822, 2824, 2826, 2828, 2830, 2832, 2834, 2836, 2838, 2840, 2842, 2844, 2846, 2848, 2850, 2852, 2854, 2856, 2858, 2860, 2862, 2864, 2866, 2868, 2870, 2872, 2874, 2876, 2878, 2880, 2882, 2884, 2886, 2888, 2890, 2892, 2894, 2896, 2898, 2900, 2902, 2904, 2906, 2908, 2910, 2912, 2914, 2916, 2918, 2920, 2922, 2924, 2926, 2928, 2930, 2932, 2934, 2936, 2938, 2940, 2942, 2944, 2946, 2948, 2950, 2952, 2954, 2956, 2958, 2960, 2962, 2964, 2966, 2968, 2970, 2972, 2974, 2976, 2978, 2980, 2982, 2984, 2986, 2988, 2990, 2992, 2994, 2996, 2998, 3000, 3002, 3004, 3006, 3008, 3010, 3012, 3014, 3016, 3018, 3020, 3022, 3024, 3026, 3028, 3030, 3032, 3034, 3036, 3038, 3040, 3042, 3044, 3046, 3048, 3050, 3052, 3054, 3056, 3058, 3060, 3062, 3064, 3066, 3068, 3070, 3072, 3074, 3076, 3078, 3080, 3082, 3084, 3086, 3088, 3090, 3092, 3094, 3096, 3098, 3100, 3102, 3104, 3106, 3108, 3110, 3112, 3114, 3116, 3118, 3120, 3122, 3124, 3126, 3128, 3130, 3132, 3134, 3136, 3138, 3140, 3142, 3144, 3146, 3148, 3150, 3152, 3154, 3156, 3158, 3160, 3162, 3164, 3166, 3168, 3170, 3172, 3174, 3176, 3178, 3180, 3182, 3184, 3186, 3188, 3190, 3192, 3194, 3196, 3198, 3200, 3202, 3204, 3206, 3208, 3210, 3212, 3214, 3216, 3218, 3220, 3222, 3224, 3226, 3228, 3230, 3232, 3234, 3236, 3238, 3240, 3242, 3244, 3246, 3248, 3250, 3252, 3254, 3256, 3258, 3260, 3262, 3264, 3266, 3268, 3270, 3272, 3274, 3276, 3278, 3280, 3282, 3284, 3286, 3288, 3290, 3292, 3294, 3296, 3298, 3300, 3302, 3304, 3306, 3308, 3310, 3312, 3314, 3316, 3318, 3320, 3322, 3324, 3326, 3328, 3330, 3332, 3334, 3336, 3338, 3340, 3342, 3344, 3346, 3348, 3350, 3352, 3354, 3356, 3358, 3360, 3362, 3364, 3366, 3368, 3370, 3372, 3374, 3376, 3378, 3380, 3382, 3384, 3386, 3388, 3390, 3392, 3394, 3396, 3398, 3400, 3402, 3404, 3406, 3408, 3410, 3412, 3414, 3416, 3418, 3420, 3422, 3424, 3426, 3428, 3430, 3432, 3434, 3436, 3438, 3440, 3442, 3444, 3446, 3448, 3450, 3452, 3454, 3456, 3458, 3460, 3462, 3464, 3466, 3468, 3470, 3472, 3474, 3476, 3478, 3480, 3482, 3484, 3486, 3488, 3490, 3492, 3494, 3496, 3498, 3500, 3502, 3504, 3506, 3508, 3510, 3512, 3514, 3516, 3518, 3520, 3522, 3524, 3526, 3528, 3530, 3532, 3534, 3536, 3538, 3540, 3542, 3544, 3546, 3548, 3550, 3552, 3554, 3556, 3558, 3560, 3562, 3564, 3566, 3568, 3570, 3572, 3574, 3576, 3578, 3580, 3582, 3584, 3586, 3588, 3590, 3592, 3594, 3596, 3598, 3600, 3602, 3604, 3606, 3608, 3610, 3612, 3614, 3616, 3618, 3620, 3622, 3624, 3626, 3628, 3630, 3632, 3634, 3636, 3638, 3640, 3642, 3644,



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Cambridge.
March 31st, 1927.

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"I enclose cheque in payment of your account and would like at the same time to say how much I appreciate the excellence of the work done in repainting my Car. It is obvious that a great deal of trouble and care has been taken as if your workmen liked to do a job well for its own sake—something rare to find in these days."

Thanking you,
Yours faithfully,
C.H.S.T.

The above is an entirely unsolicited letter of appreciation. It is reproduced for the guidance of the Motor Owner on the look-out for a place where he may with confidence send in his car for repainting, etc.

Owners in increasing numbers are taking advantage of the up-to-date facilities at these Works for Repairs and Renovations of all kinds.

ESTIMATES FREE.

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RALPH E. SANDERS & SONS LTD.
ESTABLISHED 1875
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MOTOR ENGINEERS AND BODY BUILDERS.
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will make your motoring safer, whether touring or otherwise. Congested roads and garages make this fitment a necessity and may save you many pounds' worth of damage. For a small sum you can have protection front and rear. The *Adjustable* Bumpers illustrated are exceptionally strong, of spring steel throughout, heavily nickel-plated front bars, black fittings. No drilling.

From **50/-** complete.

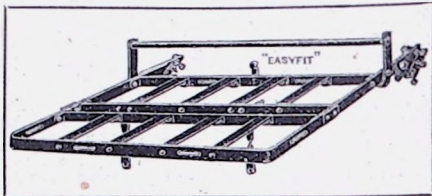
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Front or Rear.

"EASYFIT" LUGGAGE RACKS

Over 50,000 sold. Better value unobtainable.
From **25/-** Lighter pattern for Jowett and
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Write for List.

Frank Ashby
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Greets **NULSEC**

Mr. GLIDEALONG:—Good morning, Mr. Nulsec! I have heard of you for years, but unfortunately, to my own cost, I have only used your oil for a few months. I wish I had used 'NULSEC' on my first bus; if I had, it would still have been running to-day.

Mr. NULSEC:—You are right, Mr. Glidealong; if you had used my oil on your first car it would have been correctly lubricated, hence your engine would have lasted twice as long. However, it is better late than never; therefore, if you continue to use my Oil you will get a longer life out of your present bus.

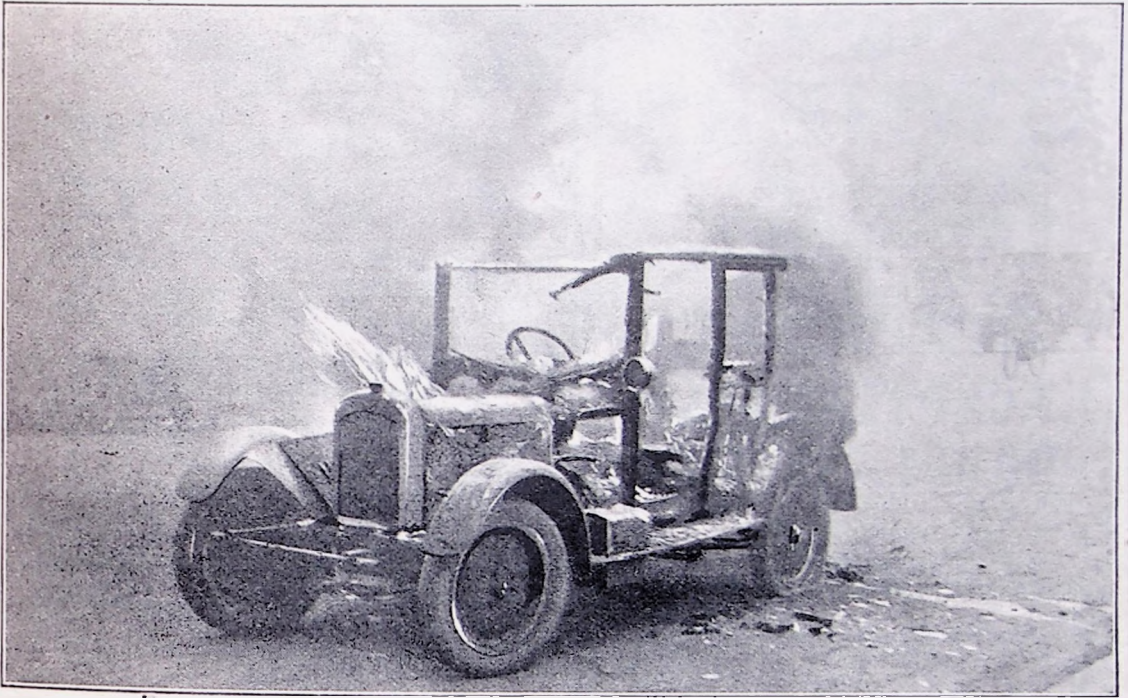
Mr. GLIDEALONG:—There is no fear of my ever changing from your Oil, Mr. Nulsec; 'once used always used' is very applicable to your product.



NULSEC MOTOR OIL is manufactured in several grades—there is a grade to suit your car. Write to-day to the manufacturers for the chart giving particulars of the oil specially suited to your car.

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

Fire may end your Summer Tour!



Photograph by S. Stephenson.

Prevent such disasters

THIS photograph is a tragic warning to those Motorists who still risk riding without a "PYRENE" Fire Extinguisher. Every day cars are catching fire—yours may be the next! Small cars suffer quite as much as large ones. For Light Car owners there is now a JUNIOR Model, which fits almost anywhere on the Car. It puts out these dangerous fires immediately, just as the STANDARD size saves larger cars.



Send for
Folder
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Handsome Nickel Plated finish only, filled and complete with bracket, **35/-**

"PYRENE" Fire Extinguisher. Standard size for big cars. Filled and complete. Polished Brass, 55/-; Nickel or Black Plated, 60/-.

GET ONE FROM YOUR GARAGE.

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Comparative sizes
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AC OWNERS

OUR complete plant and equipment, large staff of A-C Trained Mechanics, and stock of spares for all models, ensures you receiving

EXCEPTIONALLY PROMPT SERVICE

For Example :

Decarbonise, grind in valves, tune up and test, 4-cyl. ..	1 day
" " " 6 " ..	2 "
Reline and adjust brakes ..	1 "
Road Springs cleaned and greased, or changed ..	1 "
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Back axle " ..	3 "
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" " 6 " ..	10 "

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Why does an engine 'knock'?

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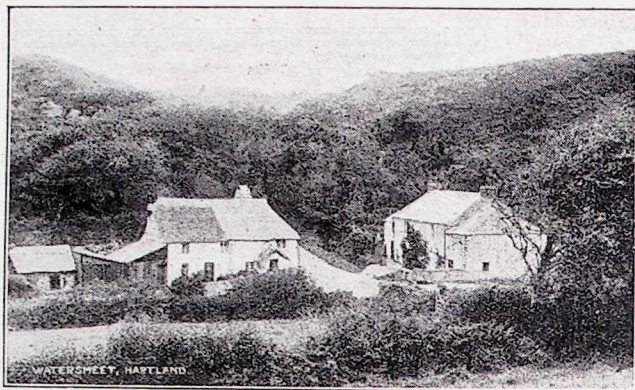
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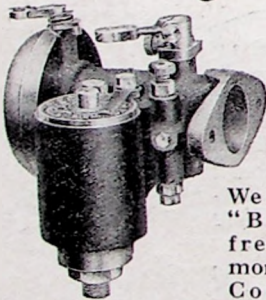
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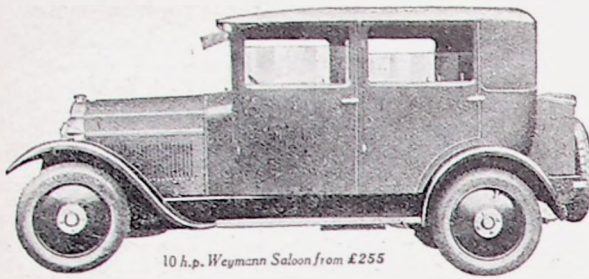
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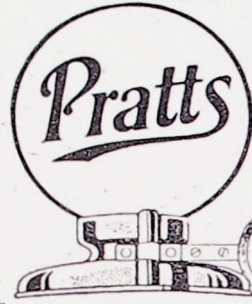
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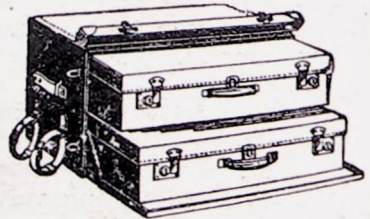
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Of interest to:
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the student
the mechanic
the apprentice

WE live nowadays in an age of petrol which has succeeded the century-long age of steam. On land, sea, and in the air the internal-combustion engine has become one of the chief factors of everyday existence, and the tracing of its progress from crude early forms to its present universal efficiency forms a fascinating study. There has long been a need for a really comprehensive handbook providing an understandable survey of the petrol engine in its many up-to-date types and applications, at the same time briefly sketching an outline of its development.

This want has been filled by the publication of the Temple Press Manual, "The Petrol Engine," which is being welcomed equally by the general reader and the student.

The list of chapters appended below gives some idea of the scope of this work. It will be seen that, commencing with a chapter on the history of the petrol engine, the manual goes on to treat exhaustively of automobile engines, embracing engines used for cars, motorcycles and commercial vehicles. Every owner who wishes thoroughly to understand his vehicle, or his machine, will find in these chapters just the practical information he needs, presented in a clear and non-technical manner. Further chapters deal with motor boat engines, engines for aircraft, and electric lighting and stationary power sets.

An outstanding feature of the manual is a profusion of illustrations including many special drawings and photographs.

"The Petrol Engine" should be in the possession of everybody. It supplies a long-felt want, and besides being remarkably interesting reading from cover to cover, forms an indispensable work of reference.

LIST OF CHAPTERS and CONTENTS.

- Chapter I. The Early Development of the Petrol Engine—Explosion Engines and Gas Engines.
- Chapter II. The Automobile Engine—Its Construction and Operation.
- Chapter III. The Automobile Engine Treated in Detail.
- Chapter IV. Tuning a Touring-car Engine—The Principles and Practice of Valve Timing—Mechanical Adjustments—Ignition Setting and Carburation.
- Chapter V. Horse-power—The Origin of the Term—How Power is Measured.
- Chapter VI. The Commercial-vehicle Engine—Special Features of Design—Some Leading Makes of Commercial-vehicle Engine Described.

Chapter VII. Motorcycle Engines—Development from Early Types.

Chapter VIII. The Motorcycle Engine in Detail—Constructional Features Described.

Chapter IX. The Two-stroke Motorcycle Engine—Mechanical Details—Special Designs.

Chapter X. Motorcycle-engine Lubrication—The Various Systems in General Use.

Chapter XI. Motor Boat Engines—Special Features and Outline to Main Types.

Chapter XII. Some Leading Types of Motor Boat Engines Described.

Chapter XIII. Petrol Engines for Aircraft—Special Duties of Aircraft Engines—Some General Considerations.

Chapter XIV. Types of Aircraft Engines in General Use—Method of Classification.

Chapter XV. Electric Lighting and Stationary Power Sets—Descriptions of well-known Electric Lighting Sets.

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Established at Gt. Portland Street for 34 years.

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AUSTIN TOURS Buxton

Buxton is a fine centre for touring the Peak District of Derbyshire. See the Pump Room, the Crescent, Poole's Cavern, and the view from the Cat and Fiddle Inn. There is a picturesque footpath along the river, with magnificent gorges. See Haddon Hall and the village of Edensor.

How to get there from Leeds.

Leave Leeds by Boar Lane, Briggate, Hunslet Road, and Low Road, taking the Wakefield Road on the right at the Crooked Billet Inn. The road thereafter lies through Barnsley, Sheffield and Bakewell to Buxton.

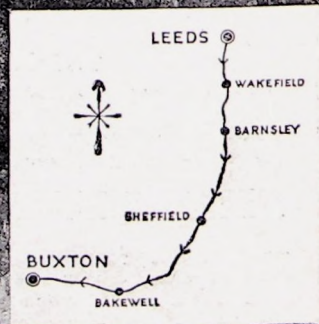
(Note: From Headstone Head, near Bakewell, is to be obtained a wonderful view of Monsal Dale.)

Though the "Austin Seven" costs so little to buy and to run, it will take a full load anywhere.

*Austin
Seven*

Price at Works £145

THE AUSTIN MOTOR COMPANY, LTD.,
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OXFORD ST.,
W.1.



SUMMER NUMBER

The Light Car and Cyclecar



NOTHING VENTURE—

SPREAD out your map, cast your eyes towards the north, the south, the east or the west and ask yourself the question: "How much do I know of places in these fair isles, apart from the country round my own homestead?"

Unless you are one of those keen adventurers whose wheel tracks are to be found up hill and down dale, in the far-distant counties of England, Scotland and Wales and, perhaps, in lands across the sea, your answer will be a frank admission that, really, you know very little.

Your roads have been main roads; your destinations figure in large print on the map, and you may recall that you prided yourself on the high average speeds you always managed to attain.

But was that the right way to see the country? Did you catch anything but a fleeting glimpse of the Big Things and, when you closed your eyes at the end of those journeys, did you visualize anything but a broad highway bordered by hedges or trees and narrowing away ahead in monotonous perspective?

Return once again to that accusing map. Does it not whet your appetite for travel—you who are independent of trains and charrs-à-bancs, your own master, free to roam where fancy dictates? Remember, "Nothing venture—"

None of you is looking forward in the near future to fewer than 14 days absolute freedom, and in those 14 golden days you can travel far afield. Armed with camera—or sketch-book if you are gifted in that direction—you can retain memories that will be fresh and fragrant even when the dark days of winter hold you in their grip and the fireside is more alluring than wind-swept, mud-coated roads.

And when you return, with the breath of wide, open spaces still in your nostrils, your map will have a new significance. No longer will it stare back at you accusingly: it will be a friend, whose gentle promptings will send you forth again and again. Begin right away to make your plans: it is never too early to begin when scheming a summer holiday.

NOTES, NEWS & GOSSIP of the WEEK

Swift Successes.

Two 10 h.p. Swifts gained gold medals in the gruelling three days' test over typical "outback" Australian roads and mountainous country in the recent *Herald* Dependability Trial, held under the auspices of the Automobile Club of Victoria.

Quiet, Please!

The Automobile Association points out that complaints are being received concerning the thoughtless use of loud motor horns at night, particularly in the vicinity of hospitals and nursing homes. May we ask our readers to exercise discretion when giving "audible and sufficient warning"?

Disabled Drivers' Deputation.

A deputation consisting of Mr. B. H. Austin and Mr. P. Brough, chairman and hon. secretary respectively of the Disabled Drivers' Motor Club, waited upon the Minister of Transport recently to discuss certain points concerning disabled drivers which are included in the Road Traffic Bill. Major Brunel Cohen, M.P., introduced the deputation, and the Minister promised to give full consideration to the various points.

This Week.

The major part of this issue is given over to various aspects of holiday-making with a light car, and we should like to draw the attention of our readers especially to features dealing with camping and caravanning. "Shelsley," the Surbiton Brooklands meeting and the fixtures at Monthéry provided a week-end of excellent sport; detailed reports of each are given. Other features of interest are the first description of a new Michelin tyre and rim under test and details of a very interesting Diesel engine designed for car propulsion.



A POPULAR
VENUE.

The lawn tennis tournaments at Wimbledon attracted large crowds of spectators, many of whom travelled by car. This photograph shows a section of the car park as it appeared almost daily.

ON OTHER PAGES

Week-end Events	148
Rich Mixture	154
Topics of the Day	157
For Holiday Tourists:	
A Stitch in Time	158
Finding the Way	160
Choosing a Touring Centre ..	162
Foreign Touring	164
Tackling the Rough Stuff ..	166
With Caravan and Car	168
Cyclecar Comments	172
Our Readers' Opinions	175

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

London .. 9.44	Birmingham 9.57
Newcastle .. 10.10	Liverpool .. 10.07
Edinburgh .. 10.25	Bristol .. 9.54
Moon—Full, July 14th.	

No Ford Light Car.

The rumour that Mr. Henry Ford was producing a light car has proved to be without foundation. According to Reuter, the new model is understood to have a four-cylinder engine rated at 34 h.p. and designed to run at 2,400 r.p.m.

A Strange Position.

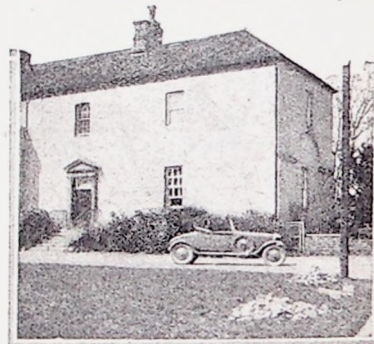
Last week we mentioned that Mr. Mead, senior magistrate at Marlborough Street, had issued an order by which warrants were to be issued in cases where motorists failed to appear in the court after receiving a summons and a notice. Since then Mr. Bingley at the same court has discharged a motorist who was brought before him on a warrant charged with obstruction. Mr. Bingley remarked that he did not wish to criticise his senior, but he could not understand his action. Told that the obstruction which the motorist caused lasted for 20 minutes, Mr. Bingley remarked: "And this man is put in the dock as if he were a criminal!"

R.A.C. Telephone Boxes.

Members and associate-members of the R.A.C. can now obtain, at a cost of 1s., from the secretary of the Club, a master key, which will give access to any R.A.C. telephone box in England and Wales.

Next Week.

We have given considerable care and attention to the preparation of the next article in the "Keeping in Tune" series, which deals with the Trojan.



Charles Dickens is said to have stayed in this house, near Barnard Castle, just before he wrote "Nicholas Nickleby."

Illustrated with original drawings and photos, the text explains fully just what an owner should do to get the very best out of one of these increasingly popular cars. Differential gearing is still something of a mystery to thousands of motorists, and we feel sure that a very clear explanation which will appear next week will be welcomed.

New Cross-Channel Routes.

On July 1st the Southern Railway instituted new rates for accompanied motorcars between the southern ports and the French ports. The new scheme amounts practically to a flat rate based upon the length of the wheelbase. The special reduced rates for named light cars by the Folkestone-Dover routes have been abolished. Full particulars of the new charges can be obtained by application to the Southern Railway.

Dewandre Vacuum Brakes.

Last week we mentioned that an exclusive licence in connection with the manufacture and sale of Dewandre Vacuum Servo brakes in Canada and the U.S.A. had been granted to the Westinghouse Air Brake Co. We now learn that a similar sole licence for Germany, Austria, Hungary, Yugoslavia, Czechoslovakia, Denmark, Sweden and Norway, has been granted to the Robert Bosch Company, Stuttgart. Clayton Wagons, Ltd., Lincoln, are the sole licensees for Gt. Britain and the Colonies (Canada excepted).

A.A. Elections.

At a recent meeting of the executive committee of the Automobile Association 10,890 new members were elected.

"Without Fault or Failure."

At the end of a 10,000-mile tour in a 9-20 h.p. two-seater Rover through many foreign countries "The Motor Tramp," whose diary appeared in our associated journal, *The Motor*, wired the Rover Co., Ltd., as follows:—"Continental tour, 10,759 miles, finished without fault or failure."

Service Postcards.

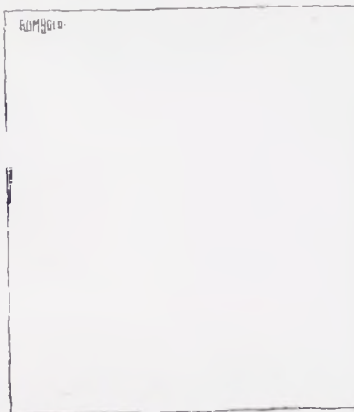
Designed on the lines of the old "Field Service postcards," Messrs. Metro Motors have issued a card which is used by them when writing to "dead-file" customers in the hope of stimulating interest in the purchase of a car. We hope they do not have many cards returned with a cross against "e," which reads, "Leave me alone."

Motors For All!

A defendant at Lambeth Police Court recently told the Bench that he had a motorcar and that he was in receipt of Poor Law relief!

An International Bridge.

Over £900,000 has been spent on an international bridge, connecting Fort Erie, Ontario, and Buffalo, New York State, which was opened on July 1st. The Prince of Wales may participate in the ceremony of dedication to be held in the early autumn.

**WEEKLY WISDOM.**

Beware of the dog that rusheth forth, and if thou canst not swerve in safety risk not a human life for that of a dog.

Poor Children's Outing.

Over 300 children from recognized homes in Southend were conveyed in a fleet of nearly 70 cars to The Hyde, Ingatestone, on July 2nd, and entertained by the Essex County and Southend-on-Sea A.C. This annual event of the club was organized by the chairman, Sir John Francis, J.P., and the hon. secretary, Mr. Maitland Keddie. The cars were lent by club members and others, and the children spent a thoroughly enjoyable day.

HELPING A GOOD CAUSE.

P. Wonnacott (Rhode) in a deep water-splash on the course of the Cornish Half-day Trial held in aid of the St. John Ambulance Brigade (Bodmin Division). A report of the trial will be found in "Club Items."

Cars in South Africa.

During the month of February, 1927, 206 British cars, valued at £44,266, were imported into the Union of South Africa.



The Hon. Mrs. Victor Bruce, who is undertaking an extensive tour of Northern Europe in an A.C. She hopes to reach the shores of the Arctic Ocean.

Safety First Signalling.

An East Kent bus service has set a good example to others in safety-first measures. White armlets are issued to conductors and drivers, the former wearing the band on the left arm and the latter on the right. Conductors are instructed to signal when a bus takes a left-hand turning.

Motor Fuel From Coke.

A new company has been formed in France to experiment in obtaining a synthetic motor spirit from coke-oven waste gas. It is claimed that laboratory experiments have given "petrol" quite suited for car engines, and as the concern has a capital of 8,000,000 francs, the commercial project promises success.

By an edict which took effect on July 1st, Municipal Square, Leicester's only free parking place, is closed to motorists, the authorities asserting that the privilege had been abused.

The Law of the White Line.

Two defendants at Sittingbourne Court were recently fined £3 each for disregarding a white line. Both pleaded that no law had been broken, but the Bench offered no observation on this point.

London Traffic.

Hope of some amelioration of London's traffic chaos is held out by a recent announcement made by H.M. Postmaster-General. It is expected that when the underground railway connecting the General Post Office with Paddington and Liverpool Street railway terminals is in full working order some 400,000 mailvan-miles will be eliminated.

Kerbs Condemned.

At an inquest held recently at Newark, the coroner, Mr. A. J. Franks, agreed with the jury in their verdict of "Accidental death" and in their exoneration of the car driver concerned from all blame. He said that the presence of kerbstones along the road was the cause of the accident, and added: "To my mind nothing more dangerous could have been conceived, and whatever their use so far as the road is concerned they should not be tolerated."

Prince to Open New Road.

The Prince of Wales has intimated his willingness to perform the ceremony of opening the new road between Birmingham and Wolverhampton in November.

Were You Unlucky?

During the year 1926, 61,674 drivers were convicted of motoring offences in the Metropolitan Police area.

Gallant Little Jowetts.

The expression "Gallant little Jowetts" was used by Mr. Frank Gray in the course of a speech at a lunch given in London by Sir George Beharrell on behalf of the Dunlop Rubber Co., Ltd. The occasion was the anniversary of the crossing of Africa by two Jowett cars, and Sir George took advantage of it to present to Mr. Gray the very handsome souvenir a photograph of which we published last week.

The R.A.F. Display.

The Royal Air Force display at Hendon has always been popular with motorists, and the really excellent programme on Saturday last was enjoyed by a larger crowd than ever, motorists as usual being very much in evidence. The parking arrangements were good, but, as was only to be expected with so large a number of cars, some delays occurred in leaving the ground. Those drivers who were tempted to think that they might have done better to leave their cars at home, need only have seen the crowd jostling to board trams, buses or trains—despite the increased services—to have set their doubts at rest immediately. Incidentally motorists had an additional advantage in that a good view of the flying was, in most cases, obtainable from the parked cars, and no one can deny that soft cushions are far more comfortable than wooden chairs!

Car Parking at the White City.

At the request of the promoters the R.A.C. has undertaken the whole of the arrangements for car parking in connection with the greyhound racing at the White City.



PRACTICAL AND PICTURESQUE.

Many of the wayside petrol stations now being built are really picturesque. The one shown above is situated between Oadley and Glen, on the Leicester-Market Harborough road.

Streamers Banned.

A by-law promoted by the London County Council to deal with the nuisance caused by streamers has been brought before the Home Secretary and is likely to be effective shortly. It provides that "Any person being at the time a passenger on a coach or other public vehicle, shall not throw from the said vehicle any streamer, balloon or similar article."

Brake Lining Test.

The R.A.C. has issued a report concerning a test of Don brake linings recently undertaken on Brooklands track. The car used for the test weighed 20 cwt. in running order and was fitted with f.w.b. Using all brakes, it was stopped in 37 ft. 7 ins. at 20 m.p.h. and in 252 ft. at 60 m.p.h. Intermediate speeds and stopping distances were proportionate.

PARLIAMENT AND MOTOR TAXATION.

An Amendment to the Finance Bill Rejected—
Mr. Churchill's Statement.

THERE was a preliminary skirmish on the Road Fund raid in the House of Commons at the end of last week—a prelude to the battle that was to follow. An amendment was moved to the Finance Bill by Mr. Crawford the effect of which would be to reduce by 25 per cent. the taxation upon the users of light cars. It proposed that the £6 which is paid in respect of a car up to 6 h.p. be reduced to £4 10s. and the imposition of a duty of 15s. instead of the existing scale of £1 on each horse-power over six.

Mr. Crawford remarked ironically that his proposal was a topical sequel to that of the Chancellor of the Exchequer. If, as the latter said, the amount in the Road Fund is greater than is necessary to maintain the roads, then motor taxation ought to be reduced. The Chancellor had "taken"—that was the kindest word that could be used—money which was contributed on the specific understanding that it would be used for the roads and applied it to other purposes.

There was no desire on the part of the House—the hon. member pointed out—to penalize motorists as motorists, whatever they might wish to do to the

motorist who disregarded the convenience of other people. The effect, however, of the Chancellor's proposal was to penalize them, because it imposed a special tax for general purposes upon a special set of people, which was a wrong system of finance.

Naturally, the Minister of Transport, who was in charge of the debate at this stage, refused to accept the amendment, which, he declared, would reduce the income of the Road Fund in this financial year by £2,500,000. Without meeting the argument on the Road Fund the Minister was content to say that, although his department wanted as much money as possible to be spent upon the Road Fund, he was "clear that the Chancellor of the Exchequer was absolutely right" in regard to the Road Fund.

Sympathy with the proposed amendment was expressed by Lieut.-Colonel Howard-Bury. In 1920, he recalled, motorists were asked to consent to a very heavy horse-power tax, and they agreed, on condition that the money should be applied to the roads. The Chancellor of the Exchequer of that time gave a definite promise that when there was a surplus in the Road Fund

there would be a reduction of the tax on motors. But, in the last two years, the present Chancellor of the Exchequer had taken £27,000,000 from the Road Fund, proving that there was a surplus which might very well be devoted to reduction of taxation.

Motorists, Lieut.-Col. Howard-Bury reminded the House, had always objected to the horse-power tax as being most unfair; by far the fairest tax would be a tax on petrol. The more the motorist used the roads, which were maintained by motorists, the more he ought to be taxed. In view of the fact that private cars had increased in number by two-and-a-half times since 1920, he appealed to the Government to adopt the petrol tax and to think seriously of a reduction in the rate of the tax. After a good deal of discussion, Mr. Crawford's amendment was rejected.

On Tuesday last, Mr. Churchill, who described himself as "bitten and clawed," defended his action in raising the Road Fund by saying that his only purpose in the Budget had been to tide over a difficult time without increasing direct taxation.

"I have no intention," said Mr. Churchill, "of touching the natural increase in the Road Fund, which will amount to two or three million pounds next year. Nor is it the Government's intention to make any further inroads on the fund during the lifetime of the present Parliament. The increase will be devoted solely to the development of the roads."



Odd peeps in the Principality—a near-at-home touring ground for thousands of midland and south country motorists.



Week-end Sport at Home and Abroad.

SKILFUL AMATEURS AT "SHELSLEY."

DAVENPORT AGAIN MAKES FASTEST ASCENT BUT FAILS TO LOWER HIS OWN RECORD—EVENT CHARACTERIZED BY FAULTLESS ORGANIZATION AND PLENTY OF ENTHUSIASM.



THE Midland Automobile Club—the organizers of last Saturday's amateur hill-climb at Shelsley Walsh—are to be congratulated on the excellent manner in which the meeting was run off, for the starting time was rigidly adhered to, the cars were despatched without any annoying delay and interest was kept up throughout the afternoon. Contrary to usual practice each car was allowed two runs, the best time to count in all classes. All the cars were given one climb, then allowed to descend, after which they were sent up a second time. During the interval between the two climbs tea was available in a marquee at the top of the hill—an excellent feature from the spectators' point of view.

The first event was a class for teams in which two were entered—the Huddersfield Motor Club and the Midland Automobile Club. The honours went to the former, E. R. Hall (30-98 h.p. Vauxhall) making the star performance.

Speedy Austin Sevens.

The second event was for sports and standard touring cars with engines up to 750 c.c. and 1,100 c.c., with a subdivision for the sports and touring types. In the 750 c.c. section all the cars were Austin Sevens, some very interesting and convincing performances being made by the faster men. J. G. Orford, in a sports model, steered a beautiful course in 69 secs., H. T. Guest, also in a sports model, being runner-up in 73½ secs. It is interesting to note that in the 1,100 c.c. section the best time recorded on the first climb was 77½ secs. by A. E. Ansell (Amlcar).

E. Hillary (1,496 c.c. Frazer-Nash) set a very fast pace, his time proving to be 61 secs. One of the outstanding features of the 1½-litre event was the

excellent showing made by two women drivers—Miss W. M. Pink (Alvis) and Mrs. A. M. Pemberton (Frazer-Nash), the former recording 68 secs. and the latter 68½ secs.

The results of the 2,000 c.c. event were a trifle disappointing as, generally, the times on the first climb were not so good as in the 1,500 c.c. section. G. Fairrie (Straight Eight Bugatti) recorded 63½ secs., but three cars took a time in excess of 100 secs. In the largest class—for cars over 2,500 c.c.—the most noticeable feature was the fine performance of a number of Vauxhalls.

The Fastest Run.

There was a general buzz of excitement among the spectators when B. H. Davenport (2-cyl. Frazer-Nash)—the holder of the 1926 record for the hill—was due to make his attempt in the unlimited racing car section. He skidded only slightly on the corner, handling his car with wonderful skill, and shot towards the summit at a breathless speed, his time of 50 secs. evoking a well-merited cheer.

Then came E. L. F. Mucklow in another Frazer-Nash. He appeared to be almost as fast as Davenport, but the stop watch proved him to be some 4 secs. slower. A super-charged two-litre Mercedes in the hands of Raymond Mays was expected to give Davenport a very close run. Unfortunately, however, when about half-way up the hill the engine

suddenly cut out and refused to get into its stride again. A Bugatti in the hands of T. H. Shorthose made a very creditable ascent in 54½ secs., the driver handling his car in excellent style.

Second Attempts.

The majority of the second climbs were practically identical with the first attempts, some of them being slightly faster. J. G. Orford (Austin Seven) clipped practically 2 secs. off, while R. H. Corbett, in the 1,100 c.c. event, brought his G.N. up in 63½ secs., this driver's first climb being a "no run." Mrs. Pemberton reduced her time from 68½ secs. to 64½ secs., and Miss Pink recorded 66½ secs. instead of 68 secs., while E. Hillary clipped nearly 3 secs. off his time. As an indication of Davenport's wonderful handling of his Frazer-Nash, it should be recorded that his time was only ½ sec. slower on the second climb than on the first.

Results

Team Event: Huddersfield Motor Club (winners 1926): E. R. Hall (Vauxhall), 56 secs.; D. Tinker (Vauxhall), 71 secs.; S. H. Taylor (Alvis), 65½ secs. Cars up to 750 c.c.: J. G.

AT SHELSLEY.

(1) Collins (Clyno) taking the acute bend, a comprehensive view of which is given by the photo. (2) Davenport (Frazer-Nash) making the fastest run of the day.

Orford (Austin Seven), 67½ secs. Cars up to 1,100 c.c.: R. H. Corbett (G.N.), 63½ secs. Cars up to 1,500 c.c.: E. Hillary (Frazer-Nash), 58½ secs. Cars up to 2,000 c.c.: G. Fairrie (Bugatti), 62½ secs. Cars up to 2,500 c.c.: C. R. M. Barr (Delage), 78 secs. Cars over 2,500 c.c.: B. H. Davenport (Vauxhall), 50 secs. For unlimited racing cars: B. H. Davenport (Frazer-Nash), 50 secs.

JULY 8, 1927.

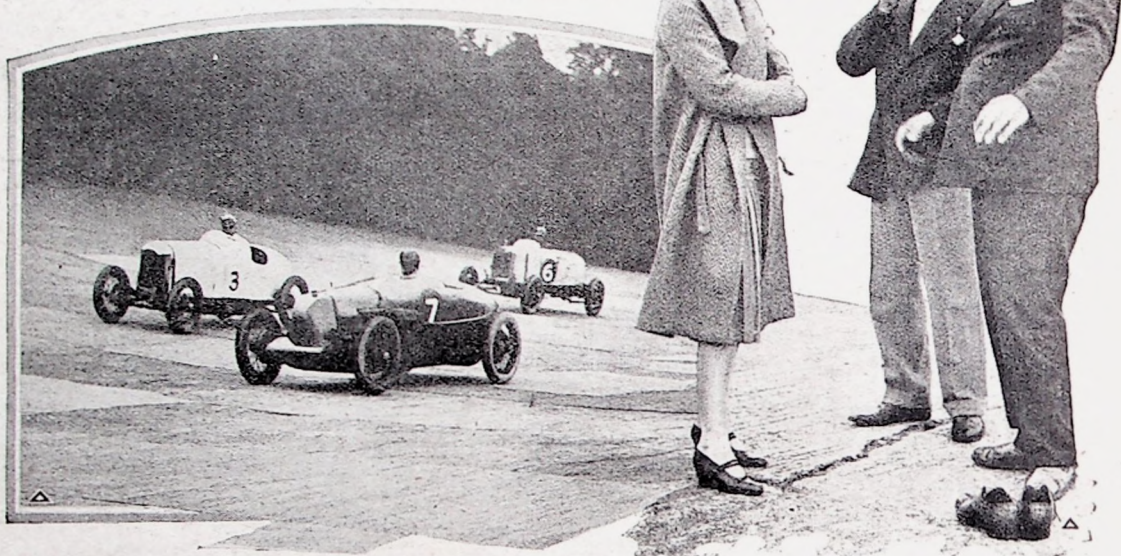
159



(6) Divo (Talbot) at speed
All " Race, which he won. (8) Boillot (Peugeot) and Dore
(La i orne), first and s Ec R
Both events took place at Montlhery on Saturday.

(Below) Robert Benoist, the winner of the French
Grand Prix, at the wheel of his victorious Delage.
He became known in this country when he drove a
Salmson in 200-mile races.

Week-End Sport (Contd.).

THE SURBITON CLUB AT
BROOKLANDS.A WELL-ORGANIZED MEETING WHICH PROVIDED
AN EXCELLENT AFTERNOON'S SPORT.

B. Eyston (Aston-Martin) drawing away from the field in the first race of the day. (Right) G. Newman—who gained four second places—chatting with Mr. and Mrs. Duller. The jockey-race driver appeared to be none the worse for his recent mishap in France.

THE second meeting to be organized by the Surbiton Motor Club this season took place last Saturday and was characterized by punctuality and good organization.

The first race, the Surbiton Junior Short Handicap, provided one of the closest finishes that have been seen at Brooklands for some time, the winner, B. Eyston (Aston-Martin), crossing the line hotly pursued by George Newman (supercharged Salmson) and Sutton (Lea-Francis), only a few yards separating the three. The winner's speed was 76.85 m.p.h.

In the second race, the Surrey Senior Short Handicap, there were only five starters out of a field of nine. A. G. Frazer Nash, the limit man, held his lead well for the first lap, but was overtaken by Newman (supercharged Salmson) on the Byfleet banking on the second lap. A little farther on

both cars were overhauled by Dutoit (Bentley), who won by a bare 50 yards, Newman and Nash finishing second and third respectively. The winner's speed was 91.8 m.p.h.

In the third race, the Surbiton Junior Long Handicap, only one small car was placed, that being the Lea-Francis driven by R. M. V. Sutton, who finished third. Mrs. B. W. Scott and Malcolm Campbell, both driving two-litre Bugattis, had things pretty much their own way, finishing first and second respectively, despite heavy handicaps.

The fourth race, the Surrey Senior Long Handicap, was won easily by Mrs. Scott in the two-litre Bugatti, but Newman (supercharged Salmson) and B. Eyston (Aston-Martin) finished second and third respectively.

In the fifth race, the Surbiton All Comers' Handicap, light car enthusi-

asts among the spectators again enjoyed the sight of a light car driver putting up a very plucky fight. This time it was Frazer Nash (Frazer-Nash), who, for the whole four laps of the race, fought a ding-dong battle with Mrs. Victor Bruce (1991 c.c. A.C.), who had three seconds advantage over him at the start. Mrs. Bruce won by about twenty yards.

The sixth race, of 19 laps, was, of course, the pièce de résistance of the afternoon. Of the seven starters, however, there were only three light cars. One of these retired at the end of the second lap, leaving only R. M. V. Sutton (Lea-Francis), a limit man, and the redoubtable George Newman (supercharged Salmson) to uphold the honour of the small cars. Newman put up a splendid performance, finishing second, less than half a mile behind the winner, R. F. Oats (O.M.).

THREE BIG WEEK-END EVENTS AT MONTLHÉRY.

REDUCING engine sizes does not seem to have any effect on the speeds at which Grand Prix races are run. Two years ago, on Montlhéry road-racing circuit, Benoist, driving a 2,000 c.c. Delage, won at 70 m.p.h. In the French Grand Prix, which took place last Sunday on the same course, Benoist won again, this time in a 1,500 c.c. Delage, but his speed was actually 77.29 m.p.h.

The meeting organized at Montlhéry by the Automobile Club de France

started, last Saturday, with an unlimited engine capacity, or "free for all" race, in which three out of seven starters were light cars. These were a Talbot driven by Divo, a Guyot handled by Henri de Courcelles and a Salmson with a woman driver—Mme. Derancourt. The course consisted of 10 laps of the Montlhéry road-racing circuit, the total distance covered being 77.6 miles.

A veritable cloudburst marked the start of the event, and by the second

lap Divo's 1,500 c.c. Talbot had wrested the lead from Williams's big 4-litre Sunbeam. Just after completing his third lap de Courcelles's steering gear gave trouble and he was unable to keep to the road. With a terrible inevitability he edged gradually to the right, ran first on the clay at the road side and then along the ditch. He must still have been doing between 100 m.p.h. and 120 m.p.h. when, at a "kink" in the ditch he collided head-on with a stout tree.

That was the end. With a dreadful crash that was heard a considerable distance away the car was shattered into fragments, which were thrown back on to the road with de Courcelles's body. The driver fractured his skull and both legs were broken, so that he must—very mercifully—have died instantly.

Divo finally won at an average speed of 74.69 m.p.h., Mme. Derancourt's Salmson finishing fourth.

A most interesting event, designed to find the most economical fast car, was the race for the Coupe de la Commission Sportive, which followed the "free for all" event.

Cars could be of any size or type, but were allowed a total weight of fuel and oil for engine and gearbox amounting to only 97 lb. The race, over the Montlhéry road circuit, was of 248.32 miles (32 laps). Of the 18 starters, no fewer than 13 had engines of under 1,500 c.c.

It was noticeable that, with the exception of Dubonnet's Bugatti, all the light car engines started up much more easily than those of a bigger capacity. Although the leading car, for the first two laps, was a six-cylinder Salmson of 1,193 c.c., a sleeve-valve Peugeot held first place for the remainder of the race. A 1,500 c.c. six-cylinder La Licorne, driven by Doré, did very well and, after averaging 68.97 m.p.h. for its last lap, took second place with a total average of 63.79 m.p.h. Considering the difficult and winding nature of the circuit,

and the fact that the fuel consumption had to work out at about 24 m.p.g., this can be considered a triumph for the light car. Another light car, a Bugatti driven by Goux, was third at an average of 63.59 m.p.h. The remaining finishers were all light cars.

RESULTS.

Coupe de la Commission Sportive.				
	h.	m.	s.	m.p.h.
Bonlot (Peugeot) ...	3	53	0	63.89
Doré (La Licorne) ...	3	53	21 1-5	63.79
Goux (Bugatti) ...	3	54	27 4-5	63.59
Goutte (Salmson) ...	3	54	57	—
Couelli (Bugatti) ...	3	56	7	—
Casse (Salmson) ...	3	59	43	—

The Grand Prix.

As a race, the Grand Prix of the Automobile Club of France cannot be said to have been very thrilling for, after Divo in a Talbot had been leading for the first three laps, Robert Benoist won through to first place and held it up to the finish.

The race, which was held over 48 laps (362.18 miles) of the road circuit at Montlhéry, was one of the fastest road races ever run, the winner's average speed being 77.29 m.p.h., while the fastest lap (Benoist's tenth circuit) was made at a speed of 81.43 m.p.h.

Just before the start the loud-speakers announced that, being dissatisfied with the results given by his cars on test, Bugatti had withdrawn from the race. The crowd, seeing the number of starters reduced at one cut from ten to only seven, made an extraordinary demonstration of its indignation. The vast oval of the track resounded for

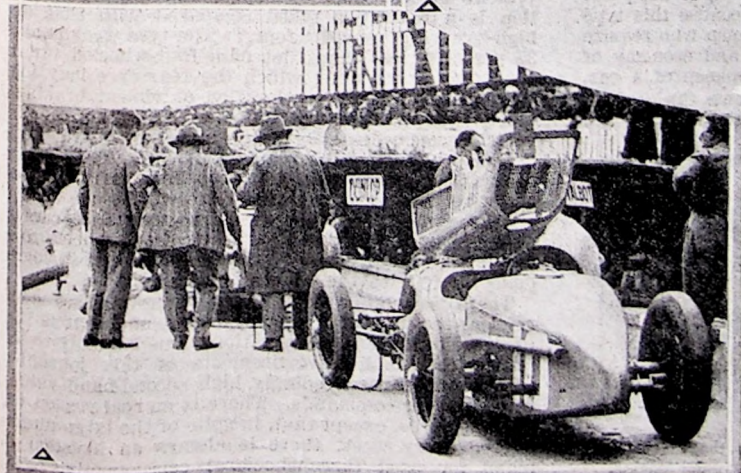
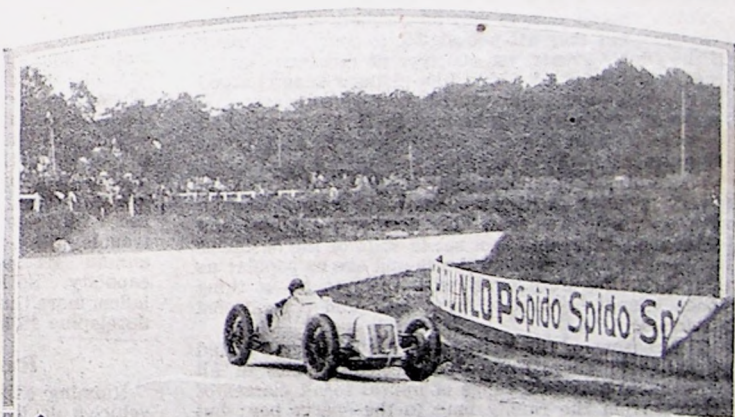
some minutes with loud and prolonged booing, whistling and cat-calls. The only starters were thus three Delages, three Talbots and Eyston's Halford Special.

Fortunately the weather remained fine throughout the day and an immense crowd thronged the grand-stand and every vantage-point round the course.

Wagner's Talbot would not start, and he lost nearly a lap for this reason at the very outset. Up to the tenth lap, the record for the course was continually being broken in turn by Divo, Wagner, Williams and Benoist, finally remaining at 81.43 m.p.h. Although the leader was Benoist almost for the entire race, a great deal of changing took place among the rest of the field, but Divo's retirement with a broken supercharger pressure release valve, and Wagner's withdrawal within three laps of the finish owing to a magneto breakdown let the other two Delages, driven by Bourlier and Morel, into second and third places respectively. Williams, despite several pit stops, brought his Talbot into fourth place. G. E. T. Eyston drove his Halford steadily throughout and was handicapped by ignition trouble. He finished, however, some laps behind the winner.

RESULT.

- 1st—Benoist (Delage), 4 hrs. 46 mins. 41 1-6 secs., 77.29 m.p.h.
 - 2nd—Bourlier (Delage), 4 hrs. 53 mins. 53 3-5 secs.
 - 3rd—Morel (Delage), 5 hrs. 11 mins. 31 1-6 secs.
 - 4th—Williams (Talbot).
 - 5th—Eyston (Halford Special).
- Fastest lap by Benoist in the tenth lap, average speed 81.43 m.p.h.



SIDELIGHTS ON THE GRAND PRIX.

The re-designed Delage cars scored an easy victory in the French Grand Prix at Montlhéry on Sunday. They gained the first three places. (Above) Bourlier is seen cornering at a high speed in one of these cars. (Left) Williams (Talbot) at the pits and (inset) G. E. T. Eyston, who finished fifth after an excellent run.

Where the Three Wheeler Scores

ECONOMY, RELIABILITY, SIMPLICITY AND INEXPENSIVE MAINTENANCE ARE THE ACES IN A THREE-WHEELER OWNER'S HAND, WHILE UP HIS SLEEVE HE HAS THE JOKER, SPEED: VIDEO OUR ENTHUSIASTIC CONTRIBUTOR'S VIEWS.

THREE-WHEELERS are probably the most paradoxical vehicles on the road to-day. While they are mostly despised by drivers of four-wheelers and loathed by riders of motorcycles, the owners themselves seem to enthuse and rejoice over their possessions in a manner which strikes the outsider as almost fanatical. Three-wheeler owners might very well be described as a happy band of outlaws. This is almost true, for three-wheelers are regarded by the law as tricycles and as cyclecars by the technical Press, and, therefore, the rest of the wide world in general.

Three-wheeler owners may be members of the Junior Car Club, but they are not eligible to compete in many of the Club's events, yet one type of three-wheeler at least, which is fitted with a four-cylinder supercharged o.h.v. engine and a three-speed-and-reverse gearbox, is perfectly at liberty to take part in M.C.C. events and to compete with sidecars at Brooklands track under the auspices of the B.M.C.R.C.

Therefore, it is obvious that the three-wheeler is in a very peculiar position, and it would seem as though such a vehicle was inevitably doomed to failure and extinction. But this is not so; in spite of the obstacles mentioned, three-wheelers thrive and are as popular as their manufacturers could wish them to be—a thing which cannot be said of many four and two-wheeled machines.

The reason for this state of affairs is difficult to find at once, for there are three-wheeled vehicles of all types making a wide range of appeal to all classes of driver—from the family man to the sporty boy; but probably their chief *raison d'être* is because this type of conveyance attracts essentially the men who require something more than the mere speed and economy of a motorcycle, but cannot afford the upkeep of a car.

The three-wheeler agents up and down the country all tell the same story. Their potential customers are

ex-motorcyclists who have become tired of the "sport" which necessitates a man garbing himself as though he were going to descend a mine every time he goes out.

Another point which tells strongly with a man who has been accustomed to ride a motorcycle combination is that the majority of three-wheelers now on the market are not much bigger, and he can usually garage his new purchase without having to put up a new building. Public garages almost invariably charge less for garaging a three-wheeler than a four.

In a nutshell, the advantages of three-wheelers are:—Motorcar driving comfort and protection with motorcycle speed and economy.

Of these four manifest advantages the last mentioned is nearly always

The chassis of the Coventry Victor.



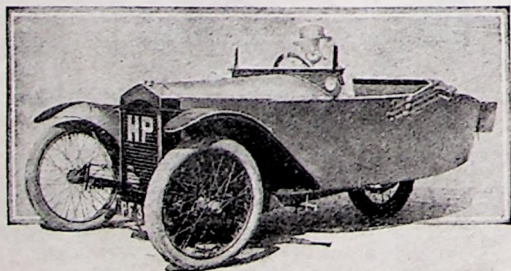
placed first by a three-wheeler enthusiast. Whatever he may say about the others—and he is seldom short of praise—the inexpensive upkeep of his bus is his main theme. He is a poor talker if he cannot convince any one member of the lay public that the three-wheeler is the most economical passenger vehicle on the road to-day.

The most obvious and most telling of the points in favour of a three-wheeler is the tax. While drivers of four-wheeled cars are paying £6 and upwards a year for the privilege of providing the Chancellor of the Exchequer with a very pleasant help in time of trouble, three-wheeler owners contribute only £4 per annum irrespective of horse-power and seating capacity. So long as their vehicles do not weigh, unladen, more than 8 cwt. they may have a 10 h.p. engine, developing 45 h.p. on the brake, and a four-seater body.

Running Expenses Very Low.

Running expenses are equally low; few three-track vehicles do less than 50 m.p.g., and the oil consumption is a revelation when compared with that of a high-"revving" small "four." The tyre wear is about 25 per cent. less than that of a four-wheeled car, because any extra wear which the rear tyre may incur through exceptional acceleration or violent braking is amply compensated by the fact that the complete vehicle must necessarily weigh less than 8 cwt., whilst the unsprung weight is remarkably low. There are no back axles, differentials and propeller shafts, and only one wire wheel at the rear. Wire wheels are used by all three-wheeler makers, and two manufacturers reduce the unsprung weight of their front wheels to an exceptionally low figure by the use of special springing, going away with the conventional axle.

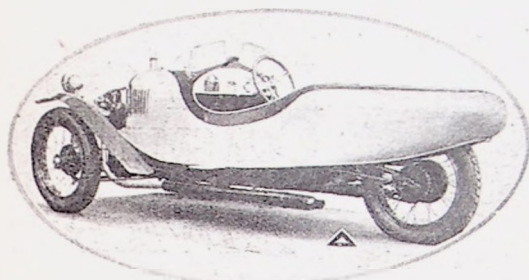
There is another point about three-wheelers which rejoices the man of moderate means, and that is their extraordinarily low depreciation. One has only to look among the small advertisements of this journal to realize what an exceedingly high second-hand value a three-wheeler commands. There is no real reason why this should be, except that, in spite of the large number offered every week, there is always an insistent demand for used three-wheelers; consequently, sellers



One of the cheapest three-wheelers on the market—the H.P., costing £65. It has a single-cylinder engine.

can ask prices which would be out of proportion to the value, in many cases, of used four-wheelers.

Next to economy, an enthusiastic three-wheeler owner usually puts speed and reliability. It is common knowledge among people interested in such things



This super-Aero Morgan is ideal for the speedman. Although not in regular production it can be built quite quickly to special order.

that the Morgan is the fastest three-wheeled vehicle, having reached a speed of over 104 m.p.h. some time ago with an old pattern engine, whilst the best sidecar combination speed is 103 m.p.h.

Speeds so high as this may not interest the average owner, but they serve as an indication of what the three-wheeler is capable in this direction. It is noteworthy also that sports-type engines have recently been very much improved, and at least two makes of three-wheeler can be had fitted with these high-efficiency units as standard.

Two other makers can supply supercharged engines, and one little three-wheeler, which has a single-cylinder engine, has recently made a name for itself by setting up speed records in excess of 65 m.p.h. Speeds of 60, 70 and 75 m.p.h. are guaranteed by most makers, and even the cheapest model is capable of 50 m.p.h.

As to reliability, one has only to study the results of any endurance or reliability trial of importance to see what three-wheelers can do. In this direction they have proved their worth up to the hilt hundreds of times.

With regard to driving comfort and protection, the writer cannot do better than to repeat the remarks

he made some time ago in this journal—it is impossible to detect any difference in riding "feel" between a three-wheeler and a four. There are, however, differences elsewhere.

Chiefly on account of its low centre of gravity and simple, but robust, frame construction, a three-wheeler "sits down" on the road in a manner which can be imitated only in racing-car design. The old boggy—skidding—is long since dead. Balloon tyres, properly inflated, and an improved fork design have eliminated nearly all tendency to side-slip, and there are many "diffless" four-wheelers which are more prone to skid on a wet tramline than is a three-wheeler.

The weather protection provided on all but the super-sporting models is of the best. The hoods are substantial and well designed, while all makers supply rigid side curtains, and several, double-panel screens. Pneumatic upholstery is also included in some specifications.

A Point that Appeals.

A point which makes a very strong appeal to owners who are not mechanically minded and have little time to lavish on their machines is that the three-wheeler is essentially simple. Except in one or two foreign makes, motorcycle-pattern engines, some air-cooled and some water-cooled, are employed, and these are easily operated and maintained, whilst the gear-changing arrangements make the cars easy for the veriest beginner to drive.

Front-wheel brakes are supplied by most makers and fitted as standard by many. They are all simply operated and very reliable. The oiling and greasing of a three-wheeler is so straightforward that it reduces that usually messy operation to the filling of about half a dozen grease cups once a month and the placing of a few drops of oil from an ordinary oilcan on one or two exposed parts every now and again.

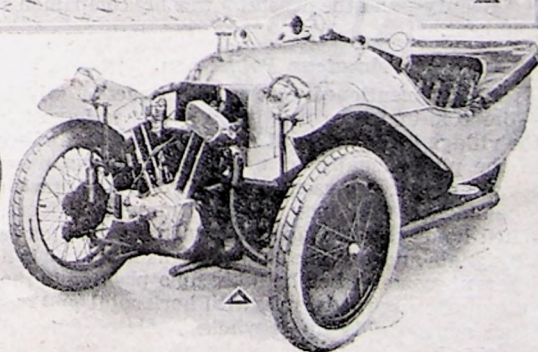
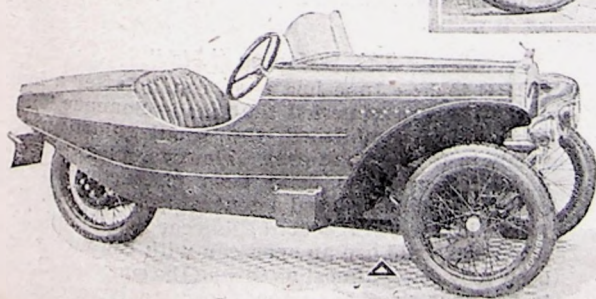
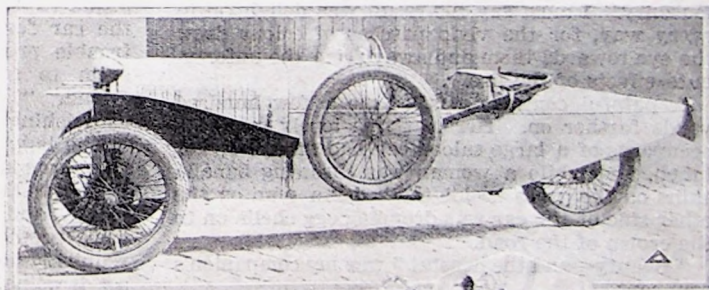
Several manufacturers now provide a spare wheel which is interchangeable with any of the other three, while those who have not gone quite as far as this have specially designed the rear hub to facilitate the removal of the back wheel without disturbing the brake and chain adjustments.

Finally, perhaps the biggest advantage of all is the price. The cheapest three-wheeler on the market costs £65; the figures rise to about £150, and there are models to suit the tastes of everyone.

V. A. CATION.

BRITISH AND FOREIGN.

Three typical examples of sporting three-wheelers. At the top is the D'Yrsan, a French machine having a four-cylinder o.h.v. engine and a three-speed-and-reverse gearbox. Below (left) is the sports Omega, with a side-valve V-twin engine, and (right) the popular Aero Morgan fitted with one of the latest racing power units.



Y MIXTURE

AND

An Open Invitation.

AMONGST the list of quaint inn names which I gave recently I omitted to mention one which, to my mind, proves that innkeepers of the olden days were gifted with imagination second to none. The sign which hangs from the wall of one quaint little hostelry bears the inscription "Dew Drop Inn"—an invitation which, judging by the popularity of the house, is certainly not disregarded! I wonder how many of my readers know where it is situated?

. . . and the Beasts.

THE beauty of a certain picturesque spot that I know of has been somewhat marred by the demolition of an ancient building consequent on a fire, heaps of debris being all that is left of a charming old mill. Passing that way a few days ago, I noticed that someone had endeavoured to militate against the effect by planting tubs of scarlet geraniums on top of the piles of bricks and masonry. I must say the result was delightful in every way, for the vivid patches of colour drew the eye towards them and away from the unfortunate effects of the fire.

A painful contrast awaited me a few hundred yards farther on. Here, at this lovely spot, the occupants of a large saloon car had drawn up for lunch, and while a woman was throwing banana skins on the grass beside the hedge a man on the other side of the car was dropping egg shells on to the crown of the road.

"Beauty—and the beasts!" was my companion's comment.

Amateur Pointsmen.

I HAVE mentioned before the attraction which the rôle of traffic pointsman seems to have for the village idiot, who will be found boldly standing in the place usually occupied by a policeman or other authorized person and directing vehicles with a confidence that may deceive unwary drivers. When he merely stands at a corner one can ignore his signals and use one's own judgment, but it is a different matter when he takes up a position in the centre of cross-roads and, with horizontal and up-lifted arms, holds up a whole traffic stream. I saw this happen in a Berkshire village on a recent

b24

Sunday evening, and in the resultant confusion the youth himself was nearly killed.

He just managed to escape to the pavement and there, with an uneasy grin which betrayed his mental condition, watched the traffic sort itself out. Before it had done so he had vanished. Personally, I think this sort of thing should be forbidden. No one objects to a friendly warning by a pedestrian that another vehicle is approaching at cross-roads; but no civilian, unless wearing a badge of authority, should be allowed to stand in the middle of the road giving signals.

Ungreased for a Year.

HAD a colleague of mine not vouched for the truth of the following story I should hardly have credited it. Proffering assistance to a lady driver who seemed to be in difficulties he found her anxious about the state of a wheel which, she said, "squeaked horribly." Investigation disclosed that the bearings were bone-dry and had begun to "chew-up." The lady said she had had the car for twelve months and it had given no trouble previously. "The grease-gun does not seem to have been used much," remarked my friend. "Grease-gun? What is that?" was the astonishing reply.

The lady then confessed that she did not know there was such an article in the kit! It is difficult to believe that anyone could drive a car for twelve months and remain so ignorant, but the fact is that some people regard a car as so much clockwork requiring no attention beyond the initial impetus to set it going.

The Welcome "Lid."

THE joyless June just past, coming after a long and cheerless period that made Summer Time a mockery, established the small saloon more firmly in favour than ever. However pleasant the days, the evenings have been characterized by cold winds which caused a general raising of hoods. I have kept careful record this year and the nights when one could use an open car with comfort have been very few—almost as few as the sunsets which, in my quarter of the world, seem to have ceased to be an evening spectacle.

I am as fond of an open car and the fresh air

as anyone, but the bugbear is that on chilly days one has to carry overcoats and wraps, whereas, with a saloon, the protection afforded by the enclosed body is entirely adequate. One has only to observe the contrast in clothing between people in an open car, even with the hood and side screens up, and those in saloons to realize the advantages of the latter type of body.

Unlighted Obstacles.

PEOPLE responsible for repairs to rural roads sometimes reveal a deplorable indifference to the safety of motor users after dark. In side-lanes one often comes across stretches of road covered with rough metal and no sign or light to warn one of its presence. Occasionally the section has been rolled, but a pronounced "step" is left loose at each end for joining to other sections, and these can give one a nasty jolt.

I met a particularly bad example of this when making a cross-country journey a few nights ago. At one place the road dips steeply and passes beneath a narrow bridge. Repairing operations had been in progress, but for some reason they had stopped short on each side of the bridge. Just

as I reached the bridge the car gave a terrific pitch as it dropped from the newly constructed portion to the old and almost immediately the front wheels hit the raised section beyond with a bump that was positively alarming. The "gully" left by the road repairers was just about a car's length, yet despite the danger which it obviously presented there was no warning signal of any kind.

Easier Austin Changing.

A GADGET which I can confidently recommend to Austin Seven owners is the Stadium gear-lever extension, the price of which is 7s. 6d. In my view, it makes an Austin Seven very much more pleasant to drive, particularly as this car has quite a "sports" performance when proper use is made of the gearbox—none too easy a job with the standard gear lever, which a tall driver has to lean a long way forward to reach.

Extra Charges.

HOW long will it be before one of our light car manufacturers buys a piano and discovers that the dealers do not charge him for "delivery from the makers"? Purchasers are already saddled with a sufficiency of small extra charges when buying a car—and often far more than a sufficiency if the deal be on deferred terms—and to many people the charge, small as it is, for delivery from the works is a serious consideration.

So far as I can make out, the charge appears to be fixed, and is the same for small cars and big cars, sports models and sedate family models. This rather does away with the idea that the delivery charge is a genuine attempt on the part of the dealer to make the purchaser pay the cost of

petrol, oil and mechanic's time used in bringing the car from the makers, for if such were the case the cost would be much greater for some cars than others.

This petty extra charge is apt to leave a bad impression on the mind of customers, and it seems to me that the folk concerned would do well to abolish it. In no other line of business is there a similar charge made.

Wire Wheels.

MY new Lea-Francis has wire wheels, whereas my old one had discs. I am consequently in a position to compare the behaviour of the two and the impression I have gained is that the wire wheels are distinctly worth their extra cost. They

This camping enthusiast, who has a wireless set aboard his Trojan, tows a trailer containing his kit which weighs 5 cwt. Trojans have plenty of power for strenuous work of this kind and are used for towing trailers at the Leyland works.

have the advantages that they do not magnify axle noises, they are unaffected by gusts of wind and they appear to make, even on a still day, a pronounced improvement to the steering.

I admit that wire wheels are extremely difficult to keep clean, but there is an easy way out of the difficulty—let them remain dirty. I had disc wheels on my last car solely on account of their ease of cleaning, and after running the car for three months discovered that they had only been cleaned four times! If one must have dirty wheels, the wire variety is certainly much less unsightly than any other.

Dangers of Dawdling Cars.

THE other day I drove a light super-sports car of Continental manufacture, capable of a genuine 75 m.p.h., most of the morning and afternoon, and then, in the evening, I took over another car that would only just touch 40 m.p.h. on the level. On the first of these cars I do not remember having an anxious moment, but on the second I had several, simply on account of the almost entire absence of anything that might be dignified by the name of acceleration.

I do not wish to argue that a slow car is necessarily dangerous, nor yet, in fact, that it is not safer in the hands of most drivers than is a fast one, but in the case of a man who changes about from one car to another special care is needed.

Courting Trouble.

ON previous occasions I have mentioned the extraordinary manner in which some drivers whose conduct is otherwise irreproachable seem to be lured on to take risks at critical junctures. I saw another example of this when travelling along a narrow, twisting road in Worcestershire a short

time ago. Ahead of me were two cars that were following in the wake of a long procession of motorcycle combinations which, in turn, were behind a large motor coach.

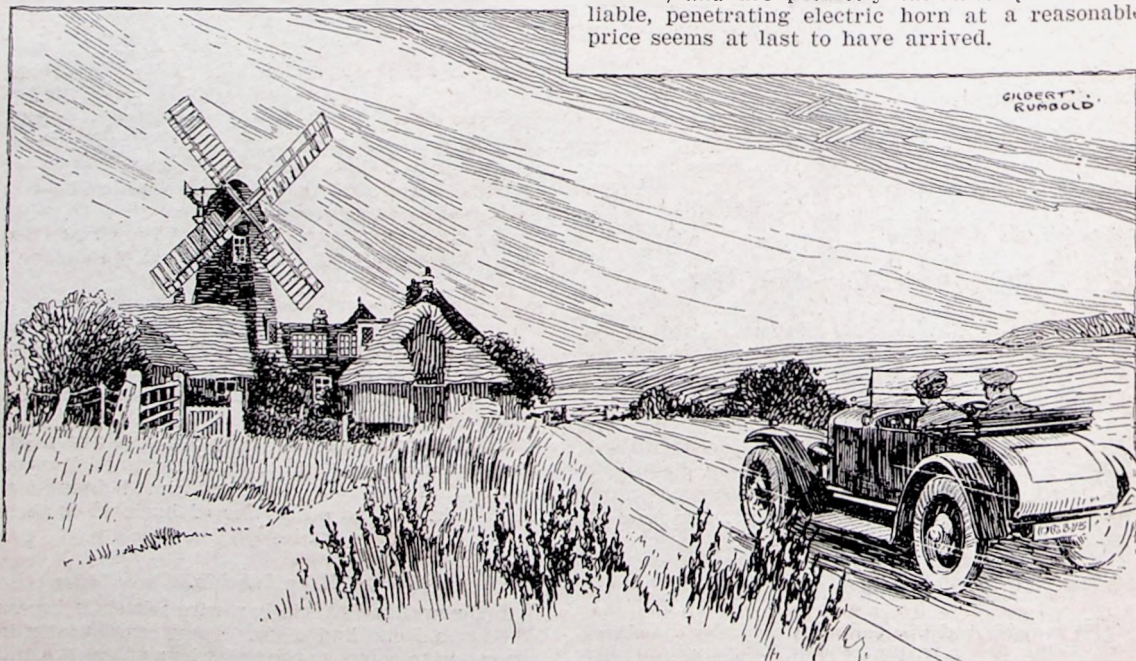
For several miles we continued thus, the bends and approaching traffic making it advisable not to pass. After a time there came a few short stretches when the cars might have gone ahead, but the drivers preferred to wait. Finally, we came to an exceedingly dangerous right-handed corner, quite blind, and with large warning signs placed on each side. To my astonishment, at this very spot the drivers of the cars hooted the combinations out of the way and proceeded to speed ahead! Had there been a car coming in the opposite direction, a smash would have been certain.

A Good, Cheap Electric Horn.

ABOUT eighteen months ago I was complaining because there was not on the market a dependable electric horn which could be heard by the driver of an antique motor lorry carrying a load of tin cans.

As the result of my complaint, a number of readers wrote to say how they were using exactly the horn that would suit me, and that it cost them only £3 or thereabouts, whilst one called my attention to a 30s. motor-driven model, one of which I bought and found to be really excellent. This horn remained in service until I sold the car, and on getting my new Lea-Francis I cast around to see whether, perhaps, something better had arrived on the market in the meantime.

I lighted upon the Remy motor-driven model, which then cost 16s., and has since been reduced to 13s. 6d., and found it so successful on the 12-volt circuit of the Lea-Francis that I bought another—a 6-volt model—for my Singer Junior. Both have now been in service for more than three months, and are perfectly satisfactory. The reliable, penetrating electric horn at a reasonable price seems at last to have arrived.



A GRAND SPOT
FOR A PICNIC.

Old windmills, so typical of rural England, lend enchantment to any view. This picturesque spot is at Clymping, near Littlehampton.

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The Light Car and Cyclecar

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

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

Free-wheel Transmissions.

ATTENTION was called for the first time to the big possibilities which are extended by the incorporation of a free-wheel mechanism in the transmission of a car when our contributor "Focus" wrote on the subject at some length in *The Light Car and Cyclecar* dated April 22nd. In the same issue we dealt with the matter on this page, mentioning that there were certain drawbacks inseparable from the scheme, but that in our opinion there were advantages which more than outweighed them. We emphasized that the points in favour of the inclusion of a device providing a free overrun were of a nature which engineers would not be slow to emphasize, and the public, once they experienced them, to extol.

Since the publication of our remarks attention has been focused on free-wheel devices, and not the least interesting development has been that they now promise to bring about much easier gear changing. With a free wheel behind the gearbox the main shaft and layshaft come to rest when the clutch is freed, so that engagement of any gear can be accomplished without the risk of making a noise or damaging the pinions. The whole subject at the moment is very much in the forefront of affairs, but free wheels are being stoutly opposed by one school of thought, which contends that, as they prevent the engine being used as a brake, there can be no future for them.

The Arguments Investigated.

THIS, in our view, is an absurd and ridiculous argument, implying as it does that brakes are neither reliable nor efficient and conveying the obvious inference that they never can be made so. It is too late to argue along these lines. Already many light cars have brakes which are so good that the worst freak hills can be descended confidently with the gear in neutral, whilst the weight distribution and method of compensation permit perfectly safe braking on greasy surfaces without the "steading" effect of the engine.

It must be borne in mind that many motor lorries and omnibuses have no mechanical connection between the engines and the rear wheels, that steam-propelled vehicles obtain very little braking effect from the engine, and that tramcars and electric trains gain practically none. The analogy of the bicycle may also be put forward. When every

bicycle had a "fixed wheel" it was popularly believed that the rider's ability to check the speed of his mount by resisting the tendency of the pedals to turn, provided a braking effect with which it would be impossible to dispense. Later the free wheel was introduced, better brakes became common, and the "fixed wheel" gradually became a thing of the past, except for road and track racing, for which purposes it had, and still has, obvious uses. We

believe that, once cars with free-wheel transmission became common, the present type of transmission, which does not provide a free overrun, would soon occupy the position that the "fixed wheel" now fills in the cycling world. Easier gear changing, sweeter running and less wear and tear, with a negligible increase in complication, are factors which, coupled with reduced running costs, will soon secure for free-wheel transmission the notice that it deserves.

Driving Fatigue.

WHAT is the safe maximum period—with suitable stops for meals—that a motor vehicle may be driven continuously by the same person? The query is raised by a question recently put in the House of Commons by a member, who remarked that drivers of ponderous commercial motor vehicles are sometimes required to be on duty more than 12 hours a day. This, he asserted, was a common practice and constituted a danger to other traffic. Does it?

The Minister of Transport said, in his reply, that "if you are legislating for the hours during which a man can drive a motorcar on the road, you cannot confine it to commercial vehicles only." That is quite true. Every type of vehicle would have to be defined and provisions concerning it embodied. Alternatively, there would have to be a fixed maximum time during which it was legal to be continuously at the wheel. The whole plan clearly would be absurd, particularly as there is ample evidence to show that 24 hours' continuous driving is not a prohibitive period for a fit man. The most striking examples are supplied by the long-distance trials of the type promoted by the Motor Cycling Club. The history of these events proves that cases of drivers falling asleep towards the end of their day-and-night trek are so few that they can be disregarded.

A Stitch in

BY SPENDING A FEW HOURS IN ADJUSTING AND OILING A CAR PREPARATORY TO A TOUR TIME AND MONEY MAY BE SAVED EN ROUTE, AND THE HOLIDAY THUS MADE MORE ENJOYABLE.

ONE of the main factors contributing towards an enjoyable motoring holiday is freedom from trouble. This applies in all cases, because even if a driver is an expert at things mechanical, he will not wish to spend his time putting his car in order, whilst if he is a novice the possibility of finding himself in the hands of a strange garage whilst on holiday is by no means pleasing to contemplate.

For this reason, therefore, it is advisable to make sure before setting out that the car is in tip-top running order. There is no need to dismantle it piecemeal, or even to undertake anything in the nature of an extensive overhaul, but a little attention given during the week-end and evenings preceeding the holiday will be well repaid.

Previous experience with the car will have shown whether there are any definite points needing attention, and these, of course, should be put right first. If, however, the whole car has been behaving in an exemplary fashion, a general run round it will be sufficient.

For a start the tyres should be examined very carefully for weak places, all flints removed and the holes which they have made filled with tyre stopping. Any cover which shows signs of reaching the end of its reliable working life should be replaced by a new one, and it is advisable always to make sure that the tyre and tube on the spare wheel are above suspicion.

Ranking equal in importance with tyres is the question of brake efficiency, more especially so if the car is going to be used in hilly districts. If the controls have been adjusted to a position approaching their limit, it is a sure sign that the linings of the shoes are badly worn, and they should certainly be renewed. Most makers nowadays supply linings ready cut and drilled, so that it is a quite simple job to remove the old linings and fit the new ones.

If, on the other hand, the linings are in good condition, but their braking effect is not very great, it

(Above) Engines fitted with large valve caps can be decarbonized very easily and quickly.

—(Left) It is worth while cleaning out the carburettor before starting a tour, and (above) carefully adjusted valve clearances will do much to ensure a silent and smooth-running engine.

is probable that the surface of the friction material has become glazed or oily. Glaze can be removed by roughing up the surface of the fabric with a rasp or a hacksaw blade, but if the material is oily it should be washed thoroughly in petrol and allowed to dry, or, alternatively, the oil can be burnt out. The latter method, naturally, will not in any way harm the fabric, as it is made of fireproof material.

When the shoes and the drums are replaced, very careful attention should be given to the correct adjustment of all the brakes, and if new linings have been fitted it is necessary to make sure that the shoes are not binding in the drums. This occurs sometimes if the new material happens to be a little on the thick side or if it has been bulged slightly when being riveted to the shoes. High places can be rubbed down with a rasp or flattened out with a hammer.

It is taken for granted, of course, that full attention will be paid to lubricating all working parts of the car

and to seeing that the gearbox and back axle have a full supply of oil. Even if the time for lubricating certain parts is not due, it will be well to give them their quota, as by doing so much less attention will be required during the holiday.

It can be assumed that the engine is not in need of decarbonizing or valve-grinding, but if any doubt upon these points exists in the mind of the owner he should certainly not hesitate to carry out the work, however inconvenient it may be. Assuming, however, that there is no need to go to this extreme, it will be sufficient carefully to check the valve tappet clearances and adjust them according to the makers' directions. The sparking plugs should be removed and cleaned, whilst their gaps should be set with a gauge giving the recommended clearance.

So far as the magneto is concerned, all that need be done in preparing this is to see that the slip ring at the end of the armature is clean, that the brush is in good working order and free in the holder, and that the holder itself is not coated with carbon dust—a wipe with a damp petrol rag will ensure cleanliness of this part.

Cleaning the Distributor.

If the distributor is of the wipe contact type it is a good plan to polish the segments with ordinary metal polish; this will have the effect also of cleaning away any carbon that the brush may have deposited on the insulating material between the segments. There is no need to scrape or file the face of the brush where it bears on the distributor track, provided, of course, that it is making contact over its entire surface. If it is chipped it is preferable to fit a new brush rather than to file the old one.

The contact-breaker can be examined to make sure that the points are separating by the correct amount and that their faces are unpitted. A few strokes with a contact file will put the surfaces into good condition.

Little or no attention need be given to the carburettor beyond removing the filter and cleaning it. If, however, the float is taken out and the float chamber wiped round with a clean rag, any deposit which may have found its way past the filter will be removed.

If the engine is fitted with a fan it will be well to make sure that the drive is in efficient-working order, especially if the weather seems likely to be hot, because there are few things more annoying than an engine which easily overheats. In this connection, too, the owner will have to decide whether or not he will drain the sump and fill up with fresh oil, and unless this operation has been carried out within the last thousand miles or so it is as well to do it before starting on an extensive tour. The cost of new oil will be more than counterbalanced by improved

running and freedom from worry during the holiday.

An item which often is overlooked is the windscreen wiper. If it is of the suction-operated type it is a good plan to examine the tubing carefully for cracks and signs of disintegration, because not only will a hole put the wiper out of action, but it will also adversely affect the performance of the engine owing to the air leak set up. New tubing is by no means expensive; neither is it difficult to fit. If the wiper has not been in use for some time, it may be found that the rubber blade has perished or has taken a permanent set, in which case it will not wipe efficiently in both directions. A test of this can easily be made by wetting the glass and putting the wiper into action. If there is any doubt about its correct working the best solution is to fit a new blade.

The electrical equipment should receive its modicum of attention, the first thing to do being to make sure that each cell of the battery has the proper amount of electrolyte in it, any discrepancy being made up with distilled water. The terminals should be cleaned, tightened and coated with vaseline, and any wires which show signs of frayed insulation should be protected with sticky tape.

The dynamo commutator and brushes can be examined and cleaned and all lamps should be lighted to make sure the filaments are not burned out. If night driving during the tour is anticipated, two or three spare bulbs certainly should be included in the kit.

The uncertainty of this climate makes it advisable to see that the hood and side screens of touring-type cars are in order, and any cracks which show themselves in the celluloid should be repaired or the entire sheet replaced—a quite inexpensive job.

It should not be necessary to carry the preparations farther than has been suggested, but all owners should make a point of paying careful attention to those parts of their car which past experience has shown are likely to need it most.

JOBS WORTH DOING.

A few drops of oil in the speedometer drive casing may prevent a broken cable. Take care not to overfill the rear-axle casing as the oil may get on to the brake drums. Make sure that spare fuses are carried; it may not be easy to buy them on tour.



Helpful Advice to Holiday Tourists Who Intend to Make Long Cross-Country Journeys.

TO the uninitiated the chance of making a journey from a town, say, in the Midlands to a small village in Cornwall without running off the correct route or asking the way seems a very slender one; yet every year thousands of motorists make equally complicated journeys with a set of maps as their only guide. They are not magicians, but quite ordinary individuals.

It must be admitted that there are some people who can never quite so successfully find their way across country simply because they have little or no sense of direction, but even they should have no real difficulty provided they set about it in the right way.

A knowledge of map reading is an essential qualification, but no special skill is necessary. Those who do experience any trouble will find that most of their difficulties will disappear if only they look upon a map as an aerial view of the countryside in which signs take the place of natural objects. A key to these signs—which vary with different maps—is nearly always to be found in the margin, and there is no need to commit them to memory, for they will soon become familiar.

In a map it is impossible to show hills and mountains as they appear from ground level, and means of representing them have to be found. There are two main ways of doing this. One is by means of shading or "hachures," gentle slopes being indicated by long radial lines widely spaced, whilst steep gradients are shown by short lines close together.

The other method employs contour lines, which are usually thin dotted lines having a number against them, all points on any individual line being the same height above sea level; the actual height in feet is, of course, given by the number. In many cases the space enclosed by these contour lines is tinted with different colours—or different shades of the same colour

—to denote different heights above sea level. This is perhaps the most straightforward system, as a glance at a map immediately shows the nature of the country.

When planning a long journey the first thing to do is to locate the destination on a map. In the case of a small village it is sometimes difficult unless the name of the nearest large town is known. To find a little village on a map with only the knowledge that it is in a certain county is a hopeless task, and a road book giving all towns or villages of any importance, together with distances, should be consulted. It can then be found that the village X is, say, 7 miles from the town Y and 13 miles from the town Z. By looking up Y and Z on the map and describing imaginary circles of radii corresponding to 7 miles and 13 miles respectively the position of the village can readily be found, for it will be close to one of the two points of intersection of the circles.

For planning out the main part of the route a small scale map taking in a large area of country should be used; an atlas of Great Britain to a scale of 10 or 12 miles to the inch is admirable for the purpose, for the journey can then be seen as a whole and it is an easy matter to pick out its general course. This, in fact, is all that is required if main roads only are to be traversed, but for side roads and by-lanes a more detailed map is needed.

Route cards are invaluable and can quite easily be prepared beforehand during some quiet evening. As they may have to be read when the car is in motion it is important that they should be clearly written. Those who have an aptitude for printing will find it well worth while to spend a little longer writing the names in block letters. The best way of all, of course, is to type them. Postcards are excellent for the purpose, and a list of towns and villages to be passed

JULY 8, 1927.

161

through should be printed in column form, the distances from the previous point and from the start being given against each.

Whenever one is leaving important main roads it is always well to include villages in the list of names on the route card. Signposts on the by-roads often give the names of villages only, so that unless it is known exactly what villages lie on the road the traveller will be in a difficulty.

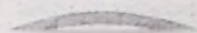
Finding the way has been much simplified of recent years by the "A" and "B" system of classifying roads. Every important road now has a letter and a number allotted to it, and these are given on up-to-date signposts. The Great North Road, for instance, is numbered A1, whilst the London to Holyhead Road is A5. The most important roads have the letter "A" before their number, whilst secondary highways are classified as "B" roads. These letters and numbers are given on many modern maps and greatly help the traveller, for before starting on a journey he can discover the numbers of the roads which he is to follow between important places en route, and a glance at the number of the road on a signpost is quite sufficient to show the way without stopping to read the place names.

When actually on the road no trouble should be experienced so long as main roads are followed, although the traveller may perhaps find a little difficulty in making his way through a large town.

Much has certainly been done of recent years in providing signposts in towns, but even so drivers often find themselves somewhat at a loss in some of the more important provincial towns and cities. An in-

valuable help in these cases is a road book which gives town plans, for the simplest route can be found at a glance beforehand and the names of the streets to be followed jotted down on the route card.

If a driver loses his way when in the country and there is nobody handy who can direct him, he should make an attempt to find his position on a map of the district. The best way to do this is to find, first of all, the last known place passed through and to identify it on the map. By remembering which turnings were taken the driver will very probably be able to trace his course and find out exactly where he is, in which case it should be a fairly simple matter to get back on to the route.



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ON THE MAP AND
FROM THE ROAD.

Those who find difficulty in reading a map should study this view in conjunction with the inset map which shows the same stretch of countryside; the arrow shows the direction of the view, the photograph having been taken at the spot indicated by the arrow head.

B31

TO most of us a real holiday comes but once a year; of course, we have a few days' respite at Easter and similar times, but these are more in the nature of "breathers" than serious breaks in the normal course of our lives. The holiday is that fortnight or three weeks in the summer when we can leave all our everyday cares behind us and set forth into a new world where the word "work" is not found in the vocabulary. Our stay in that happy world is only temporary, but this probably is all to the good, for whilst we are there everything is novel and the freshness of it does not have time to wear off. Our holidays being quite definitely limited, we are surely foolish if we do not plan them so that, barring unforeseen and unavoidable happenings, they contain no dull moments.

Where to go is probably the most important question to be decided; how to go is, of course, equally important, but the answer to those who own cars is a foregone conclusion, and it can be taken for granted that, whether the destination is 50 miles away or 500 miles, the car will be used.

Two Ways of Touring.

Broadly speaking, there are two ways of spending a motoring holiday. The first is what may be termed "straight-ahead" touring—that is, planning a more or less circular route from home and stopping each night at a different place; the other is to pick on a suitable district and to stay there for practically the whole period, making trips either on foot or awheel into the surrounding country every day. Both have their own special advantages, but many prefer the latter, for, once having booked up accommodation, there is no more trouble in finding suitable hotels at which to stay each night, and for the majority of the time luggage can be forgotten.

In the latter case it is particularly important that a desirable district should be chosen, for the major part of the holiday will be spent there. The great thing to remember is that the secret of a successful holiday lies in having a complete change. For this reason it is absurd to make statements such as, "Take my tip and go to the Highlands; it is by far the best place for a holiday."

How to Settle the Question, "Where to Go for a Summer?" to the Satisfaction of All.

The Highlands might be the best touring ground for someone living in a town in the flatter parts of Essex, but would it be for the native of a mountainous district in Wales? Unquestionably it would not. The two regions are too much alike in their main characteristics and the change would not be appreciated.

Individual taste, too, should play no small part in the choice, and fortunate indeed are those who can take their holiday with companions whose whims and fancies are similar in every way to their own. Motorists who have no family ties are naturally free to select their touring comrades, and it is well to give thought to this aspect of the holiday before making any arrangements.

A man whose chief delight lies in theatres, dance-halls and gay crowds would make a poor touring partner.

A seaside resort forms an ideal centre for family parties, for the delights of the beach and the charm of inland scenery are both at hand.

so forth, to indoor entertainments of every kind, and are, at the same time, backed by very attractive inland country. Again, the English Lake District not only offers magnificent scenery, but is rich in literary associations. It is useless to recommend any definite centre; it is for each tourist to make sure of his own tastes and those of his companions and to choose his touring centre accordingly.

If the tour is a family affair, the matter is often complicated because "the kiddies" must be studied. It is all very well to plan a trip comprising high mileages each day and to dismiss the question of the youngsters with the thought, "Oh! they will be quite happy in the back seat"; but will they? Children need play-time and proper exercise.

Pleasing All.

Probably the best course in these circumstances is to select a seaside resort as a centre, for few things please youngsters more than a good beach with fine, yellow sand for making castles and the alternate delights of "paddling" and bathing. Ships, too, have an irresistible attraction for young eyes. The whole holiday need not, of course, be spent on the beach or in the town. What could form a better day's programme than a romp on the beach for the children and a lazy hour or two in a deck chair for their parents in the morning, followed, after lunch, by a run to an inland venue, a picnic tea and a visit to some local place of interest?

Amongst the large number of seaside resorts around our coast there should be little difficulty in finding one which is backed by the type of country which appeals most, and which will satisfy the demands of the whole party.

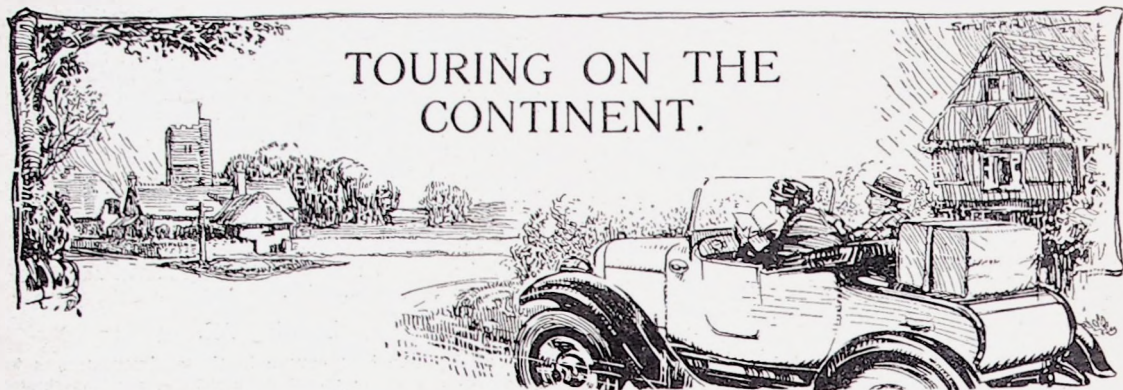
Finally, a word of warning. When setting out for the venue selected for the holiday do not make the mistake of attempting too long a run on the first day. Passengers, as a rule, do not find much pleasure in covering a high mileage in a short time, and are apt to be tired and bored at the end of the day. Surely it is a pity to mar a holiday at the outset by a rush to "get there"!

Shall We Go for Our Holidays this Every Member of the Party.

ner for a lover of wild, desolate scenery. A popular seaside resort would be an ideal place for one, and the remote parts of Scotland or the wilds of the Yorkshire moors would suit the other. The moral is—choose your passengers carefully and make for a spot which will suit all.

In some cases, it must be admitted, a fairly satisfactory compromise can be made owing to the fact that many parts of the country combine characteristics which suit widely differing tastes. In Warwickshire, for instance, a lover of Shakespeare and an enthusiast in old buildings and historical relics could spend a very enjoyable holiday together. Many coastal resorts offer considerable variety of attractions, from outdoor sports, such as golf, tennis, fishing, bathing and

Characteristics which will suit different tastes
are combined in many parts of the country.
Historical views, architectural gems and fine
scenery often go together.



After they have been motoring for half-a-dozen seasons or more the enthusiasm of keen tourists may begin to pall. They feel that they have explored the whole of Great Britain and would like to seek pastures new. This article will show them that there is nothing for experienced tourists to fear on the far side of the English Channel.

TO what extent does touring appeal to the typical light car owner? Is he really and truly fond of sleeping in a different bed every night whilst he is on holiday and does he really enjoy exploring new ground each day of his annual vacation?

The writer feels that he does not. He feels that family responsibilities and a general inclination to have a quiet time during his holiday prompts the average motorist to establish some form of holiday headquarters, preferably by the sea, where he can lead a leisured life during that treasured fortnight or three weeks, and take out his car to explore the surrounding countryside when he feels inclined.

Allowing this to be the case, foreign touring can interest only a comparative minority. It should most certainly interest—if not thrill—young married people with no family responsibilities, bachelors who are keen to enjoy their freedom whilst it lasts, and elderly folk who have plumbed the joys of touring their homeland to its depths. To such the Continent should extend an almost irresistible appeal.

Charms of France.

France is so near, it is so easily reached, and it extends such a variety of interest that it might be described as a very Mecca for tourists. To the east is Belgium, Switzerland, and, farther south, Italy; to the west is the grand coast of Normandy, the wine-growing districts of Bordeaux and the glamour of Biarritz. Southwards are the Pyrenees and the seductive shores of the Mediterranean. Spain is at hand to be explored without the need for negotiating any annoying formalities; the Alpine passes of Switzerland are readily accessible, whilst for those who would approach more southerly latitudes it is necessary merely to produce a triptych at the frontier when Italy, with its countless fascinations and attractions, can be given the renowned "once over" popularized by American tourists or explored at leisure in the manner more familiar to Britishers.

Difficulties naturally arise and have to be surmounted. Minor conflicts with the viracious gendarmerie of France, the languid "guardia civil" of Spain, the officious constabulary of Switzerland and the Mussolini-ridden forces of Italy may cause annoyance from time to time, and the language difficulty will almost certainly crop up unless a very expert interpreter is aboard the car. The strange coinage may call for flights into the higher realms of mathematics, and the reversed rule of the road may necessitate at first more vigilance on the part of the driver than he will care to exercise. But these hindrances to the full enjoyment of a motoring holiday spent on the Con-

tinent are more than compensated for by the novelty of the experience and the freedom from restraint which every Englishman considers it his privilege to flaunt when away from his native land.

So far as scenery is concerned France, bordered as it is by the Atlantic, the Pyrenees, the Mediterranean and the Alps, extends possibilities for enjoyment which no other country can offer within so narrow a compass. Those who like to potter can wrest the maximum enjoyment from a pottering holiday, whilst those who prefer to go fast and to see as much as possible in the shortest conceivable time also can fulfil their desires.

There are many books dealing with foreign touring which are well worth reading when a tour abroad is contemplated, and in this connection the services of the Royal Automobile Club or the Automobile Association may well be sought once a rough idea has been formed with regard to the district to be explored. Membership of one or both of these organizations is almost essential if the full pleasure and minimum annoyance on a foreign tour are to be gained. Both are recognized on the Continent and both extend most useful facilities in connection with the transport of a car across the Channel and the smoothing out of difficulties with regard to the Customs.

There is, of course, a tariff of 64 per cent. on cars imported into France and a tariff of 33½ per cent. on cars imported into England. It is therefore most important that Customs formalities should be treated with respect, and it is impossible to do better than to allow the A.A. or the R.A.C. to take the whole business in hand—a service which they provide gratuitously.

The Question of £ s. d.

Owing to their overtures to the authorities concerned, arrangements have been made whereby a car owner making use of their facilities has no Customs deposit to lodge, or, of course, to reclaim, and the total expense to which the owner is now put is reduced to almost negligible proportions. A definite statement of the cost will be gladly given to members by either of the organizations mentioned, provided, of course, that the type of car to be used is described when asking what the cost will be.

A point which is well worth bearing in mind in connection with the transport of the car is that the Southern Railway no longer extends special facilities to owners of light cars. The rates for a single journey between Folkestone and Boulogne, Dover and Calais and Dover and Boulogne vary from £3 15s. for cars with a wheelbase not exceeding 8 ft. 6 ins. to £8 10s. for a 10-ft. 6-in. wheelbase.

Once in France, the tourist will find that petrol and

JULY 8, 1927.

165

oil cost a little more than they do in England. Both commodities are obtainable very easily, garages being plentiful and their general standard of efficiency extremely high. It is possible to have even major repairs carried out with despatch and at very reasonable prices, whilst tyres in all the common sizes are obtainable and sparking plugs and so forth are on sale everywhere and conform to the standards with which we are familiar at home.

Mobiloil and Castrol are both to be had in almost every town in France, and where they are not obtainable other high-quality lubricants may be bought. A favourite brand is known as Renault oil and is stocked by all French garage proprietors.

It is necessary to remember when driving in France that an electric horn should not be used in towns, the tail lamp must be mounted on the left-hand side of the car, and the headlights must be dimmed, dipped or extinguished when other cars are approaching after dark. It is important to keep a watchful eye on street notices in towns as many streets are of the one-way order. At one end of a one-way street there is the notice "sens unique," meaning one way only, and at the other end "sens interdit," meaning that the street may not be entered from that end.

The gyratory traffic system is in force in all parts of France, so that whenever anything in the nature of a traffic circus is being crossed, drivers must keep to the right and make a semi-circular detour instead of following the practice common in England of going straight across. In France there are not nearly so many point-duty policemen—and the same applies in fact to Italy, Spain and Switzerland—as there are in England. It is left to the intelligence of drivers to make their way in safety over busy cross-roads, and it naturally behoves British tourists to exercise the same caution and restraint that is found necessary by drivers who are not accustomed to the official "nursing" which they receive at home.

The Rule of the Road.

In connection with the Continental rule of keeping to the right, it is most important for those who are not accustomed to it to drive with vigilance at first and to remember that the bulk of accidents caused by British drivers forgetting the Continental rule of the road occur when they are starting off from rest and, momentarily forgetting the right-hand rule, pull across the road. This is very easily done; it is equally



The French cross-roads warning signs are unmistakable. They are sometimes found a quarter of a mile before the cross-roads are reached.

easy in an emergency to swerve to the left instead of to the right. A sound plan when the car is left beside the kerb is to put the lock hard over to the right. This reminds the driver of the reversed rule of the road immediately it is ready to move off.

To avoid the tendency of swerving the wrong way in an emergency, the best idea is to avoid emergencies. This may sound like a counsel of perfection, but it is advice which is not hard to follow. All that is necessary is to keep well to the right, drive slowly and exercise a profound respect for side turnings and cross-roads.

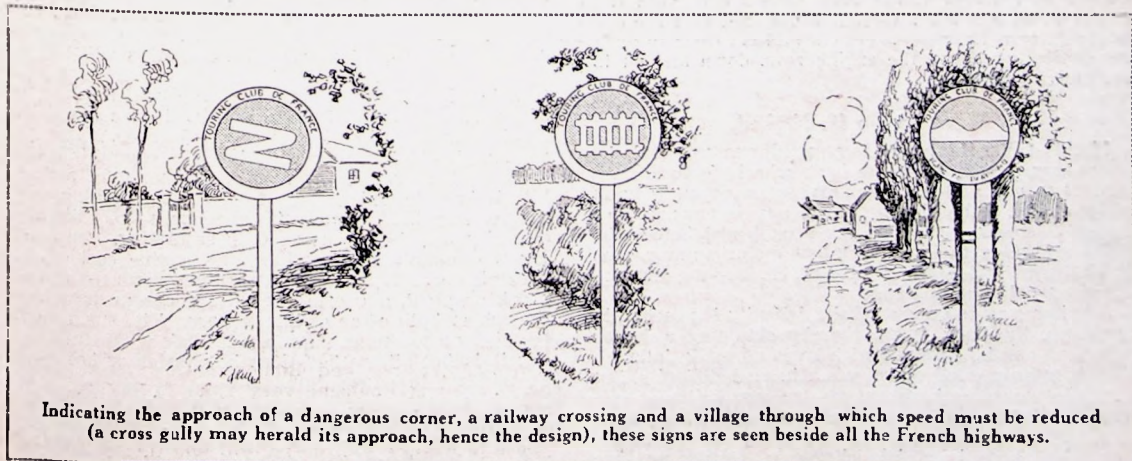
For the first few days it will be necessary to concentrate very closely upon keeping to the right, but once the habit is acquired, it will become instinctive—so much so, in fact, that when the driver returns to England he will, at first, have some little trouble in remembering that it is necessary to keep to the left.

Those who have not previously toured on the Continent will be well advised not to believe, as some aver, that the roads are anything like so good as they are at home. In point of fact, many of them are in very poor condition; so poor that with a light car fully loaded it is often difficult to average more than 12 m.p.h. to 15 m.p.h. without causing very great discomfort to the rear-seat passengers.

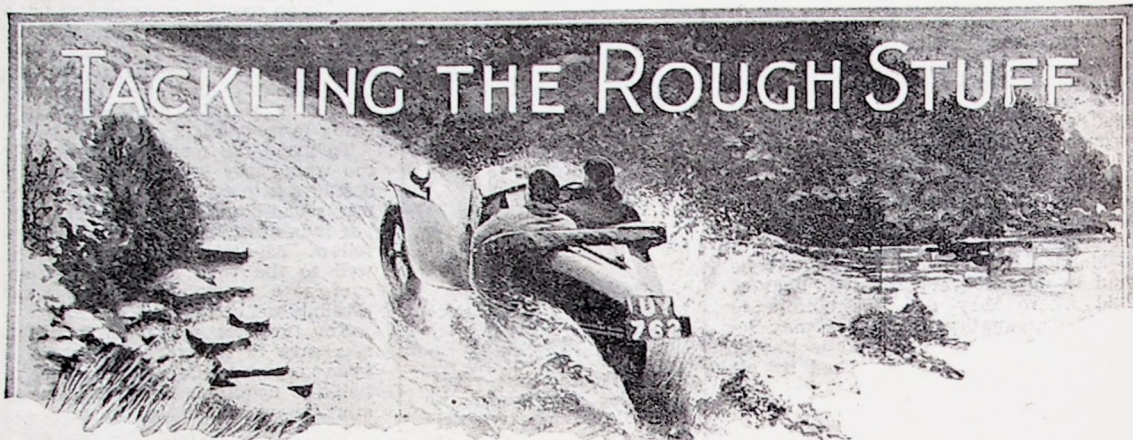
Useful Spares.

Desirable equipment accordingly takes the form of the largest tyres which can be fitted to the rims, whilst shock absorbers are a boon. The roughest roads are of the cobble-stone variety, from which low tyre pressures provide the best insulation. Balloon equipment is therefore most desirable. It is a good plan to take a spare master spring leaf for the back and front springs, and if the car manufacturer is consulted it will generally be found that there are one or two other small spares which are worth taking, examples being spring U-bolts and fabric universal joint couplings. These parts are rather heavily stressed and the presence of spares in the car is an insurance against long delays whilst new parts are sent for or made up specially on the spot.

There could be no more fitting conclusion to the foregoing than to remark that of the very large number of motoring parties which the writer has known to take the plunge and spend a holiday abroad not one has returned without a fixed resolve to repeat the experiment the following year.



Indicating the approach of a dangerous corner, a railway crossing and a village through which speed must be reduced (a cross gully may herald its approach, hence the design), these signs are seen beside all the French highways.



An Experienced Competition Driver Discusses Ways and Means to be Adopted When Touring Off the Beaten Track

THE holiday season is at hand and the light car owner will go down to the sea, or wherever may be his selected venue, by road. He will probably confine himself to main thoroughfares, knowing full well that his car will be capable of tackling any hill or other difficulty that may be encountered; but, having arrived at his destination—it may be in Devon or Cornwall, in the Lake District, in Wales, or in any other part of the country—he will be fairly sure to find himself in the neighbourhood of colonial sections commonly used for trials—or other places where the ordinary motorist rarely ventures. And in connection with these the local motorist never tires of telling hair-raising stories of his exploits. It is to help holiday motorists—and especially those of limited experience—who may desire to put their cars to an "acid test" that the following hints are given.

It must be clearly understood that when tackling unknown country and roads marked on an Ordnance map simply as "cart tracks," it is desirable to engage an intermediate gear and to be content with a moderate pace. Provided there are no very steep ascents the modern light car engine is unlikely to overheat, even though the going be difficult.

When tackling colonial sections there is, of course, a danger of getting bogged or ditched, and the safest precaution against such a mishap is to keep going at a steady pace. Should the worst happen, and failure occur owing to wheel-spin, the car will dig itself in deeper and deeper if the back wheels are given full power in bottom gear. Once it is realized that the car is stuck, turn the passengers out and get them to push energetically! Keep the engine revs. down and let in the clutch gently.

What to Do if Ditched.

If this fails, there are few expedients to equal the temporary roping up of the back wheels to form anti-skid elements, and for this purpose an ordinary hank of linen line, to be obtained from any ironmonger's or domestic stores, should be taken on board before the rough section is tackled. Cautious motorists may even think it worth while to fit anti-skid chains—a guarantee against trouble of this sort.

Another way to get out of the difficulty is practically to deflate the back tyres, thereby obtaining a better grip than can be obtained with tyres normally inflated. This is quite a good dodge when in real difficulty, but a word of warning is necessary—go easy on the accelerator and make quite sure that the locking nut on the tyre valve is screwed down as tightly as it will go, otherwise there is a fair chance of setting up tyre

creep and ruining both back inner tubes by tearing them clean away from their valves.

Water-splashes are not uncommon on these sections, and whilst, at any rate in summer time, they are not likely to be sufficiently deep to be impassable, a certain amount of care is needed in their negotiation. The secret of negotiating water splashes successfully lies in going slow and keeping in low gear. It is a mistake to rush it, for water may be thrown up over the vulnerable parts of the engine, the air intake in particular, when a complete stoppage is almost bound to take place.

The clutch pedal should not be touched; even if the clutch be slipped there is a prospect of water finding its way in between the friction surfaces and leading to trouble.

Keep Your Engine Revving.

When tackling steep hills for the first time, keep the engine revving fairly hard; this applies even if bottom gear is to be used for some considerable distance. Provided that an engine is in reasonably good condition and that the lubrication system is functioning satisfactorily, there is practically no danger of doing any damage.

If a freak hill boasts of a rather fearsome hair-pin it is a good plan to send one of the passengers forward on foot to flag the car around the bend so as to prevent the possibility of a descending vehicle being encountered on the worst section.

During long spells of collar work a certain amount of boiling may occur, but this need not cause alarm. A small car in good mechanical condition will boil for several miles before trouble arises, and even then trouble will not come suddenly—a distinct falling off of power will be noticeable and will give the driver ample warning that his engine is beaten. For this reason, should it be noticed that the engine is boiling half a mile, or a mile, from the summit of a freak hill, it is as a rule better to keep on plodding away than to stop half-way up the gradient to cool down, as difficulty may be experienced in restarting. On reaching the summit, stop and let the engine cool off. If water is necessary it can be obtained from the nearest brook or pond, a useful utensil for the purpose being the rubber bulb of an ordinary horn. The sump should be filled up to the maximum safe limit with fresh, cool oil: it is hot oil, rather than hot water or hot metal, that is apt to cause damage.

It is nearly always best to take the outside of a hair-pin on a freak hill, thereby keeping the gradient down so far as possible; but this may involve running on the wrong side of the road, which rather puts



Overheard in Wimbledon.

"What a topping car—is it yours?"

"Yes, my dear, my very own. I'm awfully pleased with it, suits me perfectly too, it's so light and easy to manage."

"It is certainly the smartest little car I've seen. I had no idea such an ideal ladies' car existed—but I suppose it was very expensive?"

"Oh no, rather not! You see, it happened like this. I was with Tom a few days ago when he took our Armstrong Siddeley to the agents for some little adjustments to be made, and whilst we were waiting we looked round the new car showroom and saw this Swift. Of course I fell in love with it on sight and I could see signs of interest in hubby's eyes which looked very promising. Tom often likes to take the Armstrong to business, especially when he is going on to golf or something afterwards, and he always seemed to want it on the same days that I hoped to borrow it. Consequently, when the salesman whispered that a cash payment of £50 and the balance at about £10 a month could easily be arranged without a soul being the wiser, he fell for it at once like the dear he is."

"How very interesting. I shall certainly have to talk seriously to John about getting me one, but I think I should prefer a four seater so that I could take Mother and the children out sometimes. By the way, where did you buy it?"

"Oh, Newnhams, of course. Tom says he wouldn't go anywhere else if they offered him a car for nothing. He's known them ever since he went to school at St. Paul's, which is quite near to them, you know."

The Newnham Motor Company, 237, 243, 245, Hammersmith Rd., London, W.6

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LUNCHEON AND TEA CASE.

As illustration.

Covered black-grained leather-cloth. Lined white. China cups and saucers. Nickel-plated fittings. Screw kettle for carrying water. Shinyless cutlery. Every necessary requisite. For four persons, 20" x 9 1/2" x 6 1/2" .. £5 5 0
Similar case without kettle, but space for thermos £1 6 0

DEEP HIDE SUIT CASES.

Cut from real hide and mounted on metal frames, fitted with two locks and real leather handle.

Sizes: 22 x 13 1/2 x 5 1/2	..	..	..	22 9
24 x 14 1/2 x 6	..	..	..	24 6
26 x 14 1/2 x 6 1/2	..	..	..	26 -
28 x 15 1/2 x 7	..	..	..	28 -
30 x 15 1/2 x 7 1/2	..	..	..	31 6

DUNHILLS TWO-IN-ONE TRUNK.

Specially designed for Austin 7 cars. The outer case is made of 3-ply wood covered with best quality leather cloth. The inner cases are made of vulcanized fibre. All cases are fitted with best quality nickel-plated locks. Price £3 17 6

"EASY-FIT" LUGGAGE GRIDS.

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

Gladum

"STADIUM" FRAMELESS INTERIOR MIRROR.

The 7" x 3" bevelled plate-glass is held in position by a three-point suspension bracket and is connected to the carrying arm by a universal ball joint. Three fittings are provided as follows—A. Plate suitable for Saloon and All-weather bodies. B. Clip for attaching to plain glass edge screens. C. Hook-over fitting for clamping to metal framework. Model 5811/80. With either of the above fittings, 6/- each. Post free.

MOTOR GAUGE No. 29.

This Gauge contains gauges for correctly setting: Spark gap, contact breaker, inlet valves on side-valve engines, exhaust valve on side-valve engines, inlet and exhaust on overhead valve engines, and plug cleaner. Price 2/9 Post free.

"WASHKA" MOTOR MOP.

Fits any hose pipe. There is an arrangement at top of mop whereby when given a direct flow of water can play on to car, softening accumulated mud and removing any particles of grit adhering to coachwork in the form of dust. When closed a steady stream of water percolates through the soft fleecy yarn, so soft that it cannot scratch. 6324 80. Price 12/6 Post free.



LEATHER CUSHIONS.

Patch-piece Velvet Calf Motor Cushions, fringed; size 16 in. x 14 in. Price 10/6. Post free. In Rose, Brown, Grey and Green.



LEATHER TOOL BAGS.

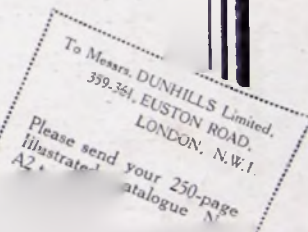
Tool Bags fitted with Lightning Fastener. The best value obtainable for hard wear and instant opening. 12 in. long 10/6. 15 in. long, 11/6. 18 in. long, 12/6.

No. 277.

BULB HORN.

Specially designed for Austin cars. Ebony finish. Price 10/6 each. Post free.

Send this Coupon.



SPECIAL LINE CHEAP DUST COVERS. WHITE COTTON SHEETING.

110 x 6	10/-	18 x 12	31/6
112 x 9	16/-	18 x 15	39/-
115 x 9	20/-	21 x 12	37/-
115 x 12	26/-	22 x 15	47/-

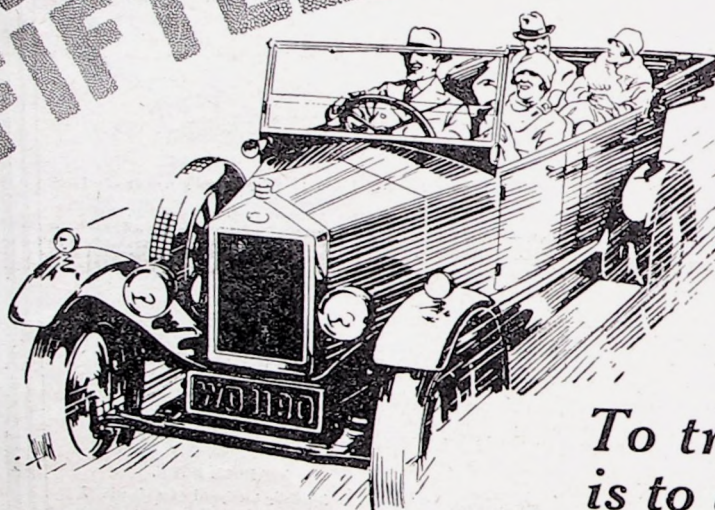
"EASYFIT" FENDERS.

To fit practically any make of car. application.

This wonderful complete Car (Free) sent Post

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.

THIS WOLSELEY
FOR TWO
HUNDRED AND
FIFTEEN POUNDS



£215

*To try it
is to buy it.*

A famous car with a famous name.
A car you can be proud of.
A car that will serve you exceptionally well.
Such is this 11.22 h.p. Wolseley at £215 for the
open car and £300 for the saloon. It represents the
finest possible value obtainable in the £11 tax class.

TAKE A TRIAL RUN.—Write for catalogue and
permit us to arrange a trial run for you from
your own home through your nearest dealer.

WOLSELEY MOTORS (1927), Ltd., Adderley Park, Birmingham.

D.A.

B40

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

it out of court, unless, as already suggested, there is a member of the party who can be sent ahead on foot and called upon to function as flagman.

On a small car with ample power it is sometimes possible to make a quicker and more spectacular ascent by cutting the insides of the corners; but this method is not, as a rule, advisable except in competition work.

In low gear the average small car will climb quite steadily a gradient of 1 in 5, always provided that the engine revs. are kept up. But once the engine revs. are allowed to drop it may not be possible to pick up.

If the car actually "konks out," clap on the side brake, sit there and think about it!—the brakes should be capable of holding the car on any gradient on which the car is able to keep an even keel. The next thing to do is to let the engine cool off.

Making a Restart.

When restarting, do not hesitate to enlist the services of passengers. Turn them out and make them push. Relieved of their weight a restart should be easy. In extreme cases it may be necessary to abandon the attempt and go down the hill again, in which case one should look for a gateway or other suitable opening so as to facilitate the job of turning the car round. To have to descend such a hill backwards is a trying ordeal, but one which is not necessarily dangerous, even though it may be uncomfortable.

Years ago the motorist's trump card was to ascend the otherwise unclimbable hill in reverse. This procedure seems to have gone out of fashion, however, and there is reason for it. Reverse gears nowadays are very little, or not at all, lower than first gear.

When descending steep hills the usual advice given is to engage first gear, but in the writer's experience it is very rarely indeed that one runs across a hill that cannot be safely negotiated in second or third gear, provided the brakes—preferably f.w.b.s—are good.

It is assumed that the car is descending the hill in an intermediate gear. The first thing to do—and that without a fraction of a second's delay—is to attempt to get into bottom gear by the usual method of double declutching. It may be a noisy business, but this can-



Unlike the competition driver, the tourist off the beaten track does not get ready assistance in the event of failure on a hill.

not be helped. With bottom gear successfully engaged the situation should give no cause for further alarm; but if the attempt fails, and the car continues to gather speed, what is to be done? If the road is bordered by soft, earthy banks, it is probable that the speed can be checked by scrubbing the wings and running boards on one side along this, keeping the car almost parallel to the bank. It is a great mistake to charge the bank at a sharp angle, as the car is almost bound to overturn. Keep a sharp look-out for a gateway—be it open or closed—into which the car can be steered,

The method of taking a "hair-pin" shown on the right should normally be adopted when touring. That shown above is feasible on a car with ample power and a full steering lock, but is best avoided if a driver lacks experience.

In such circumstances an extra air valve is invaluable, as otherwise petrol is wasted and trouble owing to oiled-up plugs is likely to occur.

Complete brake failure is, of course, very exceptional indeed nowadays, but the writer feels these notes would not be complete without some elementary exposition of the procedure under such conditions.

The first thing to remember, and it needs particular emphasis, is to *keep cool*. If a car is being driven down a hill with care brake failure will be discovered before any very great speed has been gathered; then some quick brainwork is at once called for.

and do not hesitate to dive clean through a hedge if the other side offers a reasonably safe "landing."

It is far better to go straight through a gate or a hedge than to try to negotiate a curve at too high a speed and with the possibility of meeting something round the bend.

Dealing with a case of brake failure is a problem similar to many others that are met with in everyday driving. If the trouble can be discovered and action taken early enough it is as a rule possible to save the situation. The difficulty is when the failure is discovered too late.

OLD HAND.
B41



For those who love peace and quietness a caravan holiday is ideal.

A LIGHT CAR IS EASILY CAPABLE OF TOWING A CARAVAN, AND THIS MODE OF LIVING DURING A HOLIDAY IS RAPIDLY BECOMING POPULAR AMONGST OPEN-AIR ENTHUSIASTS.

THE advent of light caravans has opened up an entirely new aspect of touring for light-car owners, and large numbers are taking advantage of it, as they are thus enabled to renounce the usual stereotyped touring holiday which consists largely in dodging from one hotel to another, and quite often in taking the risk of failing to find suitable accommodation. In addition the use of a caravan makes it unnecessary to tour always on the beaten track, and probably one of its greatest advantages is the cheapness of the holiday which results.

With the modern type of caravan there is no need for any doubts to arise as to the ability of a small four-cylinder engine to pull the extra load; a 10 h.p. car will accomplish the work in a perfectly satisfactory manner. It is as well to bear in mind, however, that a caravan of the collapsable type offers considerable advantages over the ordinary fixed model, because the former, when collapsed for travelling, sets up only a very small amount of wind resistance. A glance at the accompanying photographs will make this point clear.

Caravan Converts.

Those who imagine that they will have to put up with hardships of various kinds will find that they are wrong and it is more than likely that if they start their caravan holiday as lukewarm supporters of this mode of living they will return confirmed enthusiasts. The only thing which may reasonably be expected to spoil a camping holiday would be continuously wet weather, but even this drawback is not greater with a caravan than it would be if a holiday were being spent in any other manner.

Reverting for a moment to the caravan itself, one which the writer has used with every success is of the collapsable type produced by the Shadow Caravan

Co., in which the top is raised or lowered by means of a crank. When in the lowered position the caravan is scarcely higher than the windscreen of an ordinary light car.

If a caravan exceeds 2 cwt. unladen it must be fitted with efficient brakes, and on the caravan in question these are of the internal expanding type which operate automatically whenever the trailer tends to over-run the car.

Interior Arrangements.

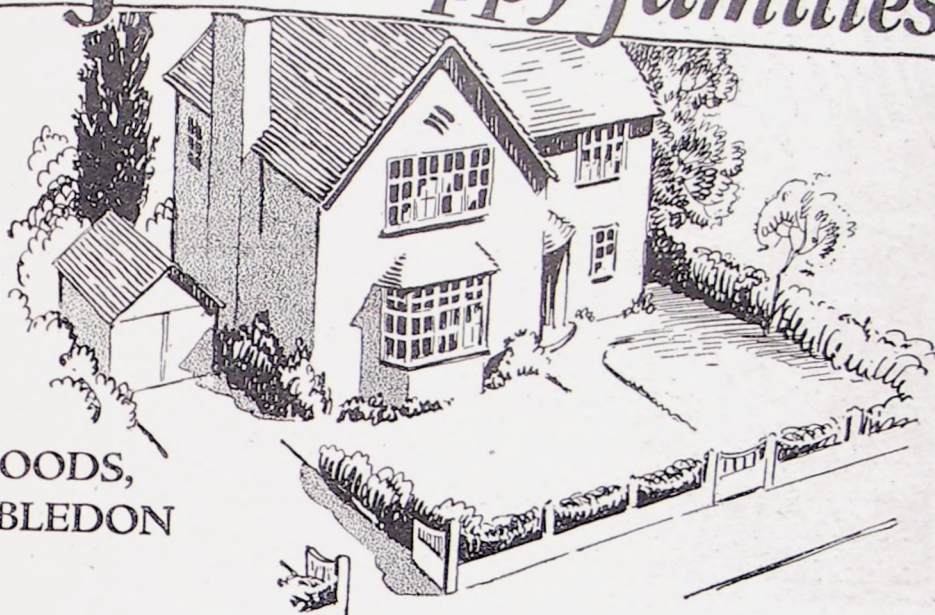
The interior of the vehicle is quite conveniently arranged, and two beds with spring mattresses are provided and arranged so that they can be hinged during the daytime to serve as very comfortable seats. Cupboards and lockers in which food and so forth can be carried are also included, whilst ventilation and lighting are provided by three windows. The interior of the caravan can be lighted at night by taking a lead from the car battery.

Those who have had no experience in driving a car which is towing a caravan will find that the trailer has no effect upon the steering and that it has no tendency to swing round awkwardly on corners, because the caravan wheels keep practically in the same track as the rear wheels of the car. It is extremely difficult, however, to drive the car backwards with the caravan attached, but this can hardly be regarded as a drawback, because a manœuvre of this kind can usually be avoided.

The choice of a camping ground must always be given careful consideration, and it becomes more important if a lengthy stay is contemplated. If one intends to stop merely for one night in a given spot the beauty or otherwise of the surrounding scenery will not be so important. In any case, however, it is advisable, if possible to arrange the caravan so that

TROJAN *happy families*

THE WOODS,
of WIMBLEDON



THERE are no wistful faces looking out of windows—in fact, now, at 6.30 on a week-day evening, we doubt whether anyone would be in. They are all out enjoying the countryside air in their Trojan—over the hills and far away.

Since the Trojan came, a new mode of living has arisen; and this with no increase in the family income. They still live on £485 per annum, but the word 'live' has now taken a new meaning. Mrs. William Wood is a different woman, Mr. Wood a different man. They really enjoy their lives now, and all for 2½d. per mile inclusive of every possible overhead cost.

Mr. Wood is an accountant by profession, and knows these figures are true—and for the first 5000 miles he has, like every Trojan owner, the makers' signed undertaking that beyond the usual running cost for petrol, oil and tyres, his Trojan will not cost him a single penny for maintenance.

This is Mr. Wood's Trojan

PRICES FROM
£ 1 2 5

All the names and addresses are fictitious, but in this series we intend portraying the lives of typical Trojan owners, showing the new freedom which the possession of a Trojan 4-seater car has brought.

MADE BY LEYLAND MOTORS LIMITED • LEYLAND • LANC'S

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

B43

Why you should join the R.A.C



ROAD SERVICE IS NEEDED BY EVERY MOTORIST.

The R.A.C. provides a complete service for the motorist's every need. Beyond the many Guides on the Road always at hand with help and information, there is the "Get-You-Home" Service—which alone is invaluable; then the Touring Facilities are of utmost use, so also are the Free Legal Defence, the Technical Advice, and the Special Insurance Facilities. The Licence Reminder and Lost Property Services are in themselves special features, whilst the use of Local Offices and Reading Rooms is often extremely helpful. You know that you will undoubtedly require any one of these Services at some time—so become an R.A.C. Associate-Member now, and enjoy the most complete service whether on or off the Road.

£2. 2. 0 p.a. WITHOUT ENTRANCE FEE
CARS up to 1100 c.c. PAY £1. 1. 0 ONLY.

A friend in need is a friend indeed!

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

Cut out, fill in in Block Letters and post to:—

The Secretary, ROYAL AUTOMOBILE CLUB,
83, PALL MALL, LONDON, S.W.1.

I would like to become an Associate-Member. Please send me illustrated booklet and full particulars free of charge.

Name

Address

"The Light Car,"

it faces the morning sun, but is, at the same time, sheltered from the wind.

It will be convenient also if a supply of firewood is available, whilst the need for readily obtaining water must not be overlooked. If water is carried on the vehicle and a Primus stove is also provided, these two last-named considerations lose their importance.

Another point to bear in mind when choosing a camping site is to avoid, if possible, settling down under elm trees, as these have a habit of shedding their branches without previous warning. Again, if there is a possibility of a thunderstorm, isolated trees should be avoided.

From the point of view of securing a dry site comparatively high ground should be selected, whilst if the camp is pitched in long grass care should be taken to see that there is a reasonable area of bare ground around the fire.

There are certain legal restrictions regarding the choice of a camping site, whilst, of course, no attempt should be made to camp on what is obviously private ground unless the owner of the property is first approached for permission. As a rule, farmers and land-owners are very obliging in this respect, and the caravanners can show their appreciation of the courtesy offered by taking care not to leave their pitch in an untidy condition.

Amusing the Farmers.

In the majority of cases farmers seem to be quite amused at the novel event of a motor-towed caravan arriving on their property, and an inspection of the home on wheels will probably be all that they require by way of compensation.

So far as food is concerned it is advisable not to carry more perishable goods than is absolutely essential, meat, fruit and vegetables being bought as required en route, whilst milk, eggs and butter can quite often be obtained without difficulty from the farmer upon whose land the camp is situated. A large tin with a well-fitting lid in which to carry bread should be provided.

It will be found that plates, dishes and drinking vessels of papier mâché are very convenient because they can be burned when finished with and the bug-bear of washing up thus avoided. The number of these articles which is taken will depend, of course, upon the duration of the tour. Other articles which should form part of the equipment are a sharp axe, a gridiron, candles, a lantern, waterproof sheets and a collapsable table, collapsable chairs, and a length of stout rope, whilst the careful caravanner should, of course, take care not to forget that all-essential implement, the tin-opener.

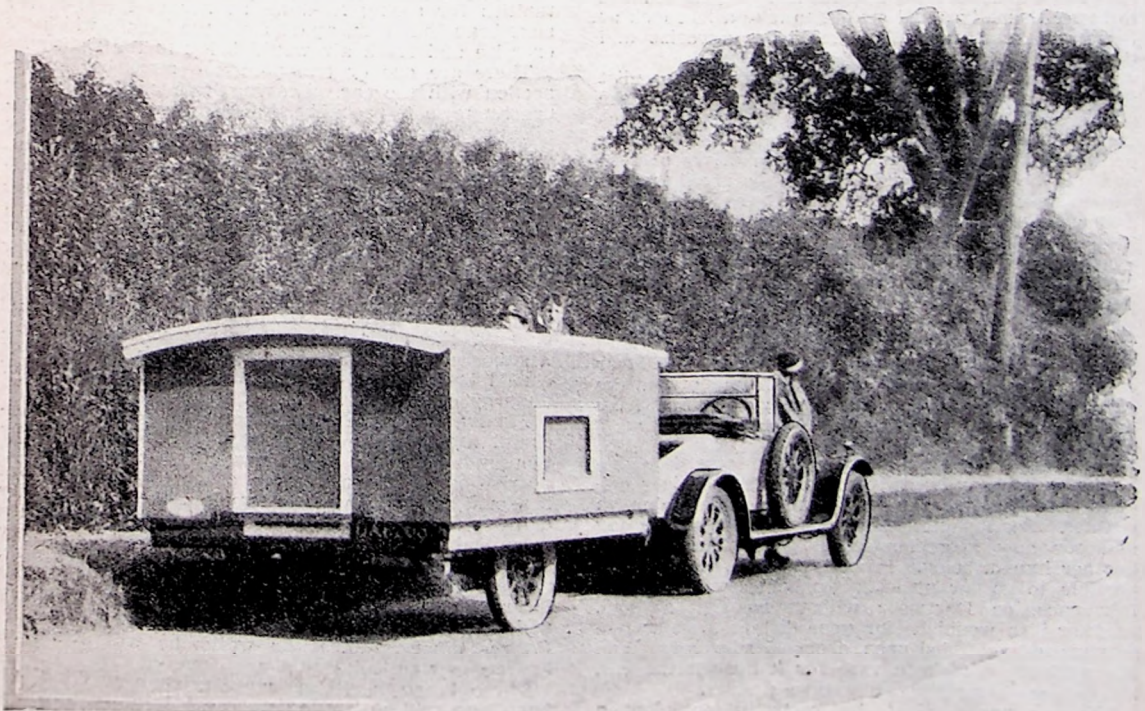
Clothing Considerations.

Although there is no need to go about looking like a true gipsy or a tramp, old clothes will be found by far the most convenient and comfortable form of dress during a caravan holiday; but at least one set of respectable garments should be taken as well to be worn on special occasions, such as visits to friends and so on.

Unless the district in which the tour is to be undertaken is fairly well known to the adventurers an Ordnance Survey map should be obtained, as upon this it will be found possible to plot the proposed route with much greater accuracy than would be possible on a map of the ordinary type.

There is no reason why a caravan party should not be formed. The sleeping difficulty can easily be overcome by taking one or more tents; these, together with other additional gear, being carried in the caravan when moving from place to place.

The cost of caravanning depends, naturally, upon the length of the trip and the manner in which the caravanners live; but the running costs of the car will not be increased appreciably. During a holiday which the writer enjoyed recently it was found that two adults could live really well and enjoy themselves thoroughly at the rate of £5 per week—surely a very reasonable figure when one considers the cost of a stereotyped holiday in comfortable hotels and boarding houses.



STRIKING
CAMP.

— With a caravan there is no need to camp always in one spot; a move can be made as often as fancy dictates. The picture shows the caravan collapsed for towing to a fresh camping ground.



WHAT do they know of Britain who only main roads know? Do motorists realize that there are still stretches of glorious country in the British Isles where the motorcar has not yet penetrated?

At present the only way to visit and to admire the unspoilt wild domains of Britain is on foot, but this will not be so for ever. Soon the ubiquitous char-à-bancs will be running up Plynlimmon and there will be excursions to Brown Willy. Where the char-à-bancs goes there follow the lemonade booth and the picture-postcard vendor, whilst the benefits of civilization will have reached another outpost and wild nature will be routed and put to flight.

Therefore it is high time for those who love the country for its woods, its rolling downs and heather-clad mountains, its clear streams and still, silent lakes to besmir themselves and set out to take a last look at these wonders before Windermere has a casino and the Doonee Valley a cinema.

The ideal way to enjoy a walking tour is to enlist the services of a car. After all, most owners are the slaves of their cars for, roughly, 300 days a year, so they may as well get their own back for a fortnight or so. The plan is very simple—one drives oneself, and any boon companions who may be accompanying one, to some spot conveniently close to the area chosen.

For example, if Dartmoor is the objective, then Totnes, Moreton Hamstead, Crediton or Tavistock would all be very suitable. Then, with knapsacks on backs, sticks in hands and plus fours flapping, the party can set out for a day of exploration. Once on the moors they can admire views and scenery which they would never see from the main road; Cut Hill, Erme Head, Links Tors, Three Barrows and Lee Moor can all be visited in the course of a few days, and the car, or base, of this expedition may be moved from one town to another at the end of the day.

Walkers versus the Car.

The walks may be enlivened with competitions calculated to keep the party well out of reach of human contact. For instance, they might try to see how far and for how long they could go without meeting another human being. Properly worked, it should be possible to go for at least six hours, walking at a fair pace, on Dartmoor without meeting a soul. Another idea would be for some distant town or rendezvous to be decided upon, about 15 miles away, and the walkers to make a race for it against the car, the walkers being given, of course, a start.

The car party might be compelled to adopt a roundabout route, bringing with them to the finish proofs that they had visited certain places. The nature of the proofs can be left to the ingenuity of

the car drivers, but such things as a paper bag bearing the local grocer's name and address, a receipt for petrol from a garage, or a platform ticket from the station, would all serve very well. This would add interest to the day for both walkers and drivers, and would be particularly suitable for a party consisting of two couples, for they could "swap over" at midday.

Afternoon Walks.

Long tours involving several days are not the only means of enjoying a trip on Shanks's pony. Any amount of real pleasure can be obtained in an afternoon by driving out to some beauty spot, preferably not too well-known or frequented by the "common herd." Here the car should be parked while the occupants take a tramp round the neighbourhood. Walks round the Peak, up Chantonsbury King, near Bognor, across the Romney Marshes, or on Salisbury Plain, would all provide unlimited opportunities for seeing England at her best and in her most beautiful form, apart from the benefit which the exercise and fresh air would bring to the walkers.

There are one or two points to remember in connection with the car. Leaving it in a garage at the nearest town is probably the safest way, but the disadvantage of this is that the walkers are tired by the time they have got clear of the civilized areas. On the other hand, if the car is parked by the roadside, it cannot be regarded as safe unless the spare wheel is locked, the spare petrol can hidden, all such things as rugs, cushions and gloves removed, and some reliable thief-proof device fitted to prevent the car being driven away. A saloon with locks on the doors is an advantage, but even then there is nothing to prevent a thief from removing the sparking plugs or even the carburettor or other valuable fittings. Another point is, do not forget to park the car, if it should be left in the open, well off the road out of the way of other traffic.

Finally, one more exhortation. Motoring is a wonderful asset to the community. Without it many thousands of people would never have an opportunity of visiting the beauty spots of their country. But it should not be allowed to supplant the natural order of things. It is a wise plan to use a car as a means to an end, but the ultimate end should not be to defy all natural laws. Men were given legs to walk with, not to press down pedals, and the man who stops in his car all the time he is trying to enjoy a holiday will neither improve himself mentally nor physically. On the other hand, if he walks he will attain an entirely new outlook and a new lease of life.

There is no healthier exercise than walking, we have been told so long as we can remember, and if a walking tour with a car in reserve is properly planned and carried out there are few jollier, more satisfactory and inexpensive holidays to be devised. II.

Summer-time is Dunlop time!

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by fitting—

DUNLOP TYRES

They represent supreme value and will carry
you in safety and comfort wherever you may
travel.

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2nd	Bourlier	(Delage)
3rd	Morel	(Delage)

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The result of fair treatment and wonderful service.

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(THE BUSIEST SPOT IN
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60 Selected New
Cars on Show.

VERNON BALLS

Telephone:
CHANCERY 8124.

Opposite Holborn Empire.

See our other
announcement p. 56.

FRAZER NASH CARS

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AMATEUR PRIVATE OWNERS at SHELSLEY WALSH HILL CLIMB

1500 c.c. Touring Class.

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FIRST	Mr. E. Hillary	FRAZER NASH
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Racing Class—Unlimited.

FIRST (And Fastest Time of Day)	Mr. B. H. Davenport	FRAZER NASH
SECOND (Tied for place)	Mr. E. L. F. Mucklow	FRAZER NASH

FRAZER NASH CARS

London Road Works,
KINGSTON-ON-THAMES.

Telephone: Kingston 3612.

THREE WEEKS UNDER CANVAS



HOW TWO ENTHUSIASTS ENJOYED A VERY SUCCESSFUL CAMPING HOLIDAY AT A TOTAL COST OF LESS THAN £20 FOR THREE WEEKS.

THE possession of a small car obviates many of the problems which would otherwise beset the holiday-maker, but even so, one has to consider the questions of where to go, what attractions lie at the journey's end, how much will it cost, and so forth. If finances have to be considered carefully, a camping holiday offers many advantages.

The writer, who, with a friend, spent three weeks' holiday under canvas last year, can conscientiously say that no holiday has ever proved so completely enjoyable. An added attraction lay in the fact that on return it was found that our expenses had not amounted to £20 altogether, this amount including food, tent, petrol, oil and pocket money.

You ask how it was done? Well, the car was, of course, already taxed and insured; the next thing was to procure a tent. Two green rotproof canvas rick covers (Government surplus), measuring about 8 ft. by 6 ft. and 8 ft. by 8 ft., purchased for £2 15s., formed the ground sheet and tent; a hank of rope and two poles about 5 ft. long, pointed at one end and drilled for guy ropes at the other, completed the assembly. We were able to borrow the necessary cooking utensils, crockery and a spirit lamp from the kitchen.

A Veteran Car.

When everything had been carefully stowed on board we set out in heavy rain with the North Road as our immediate, and the north of Scotland as our ultimate, objective. The car had already seen four years' strenuous service, and was laden with luggage and paraphernalia, but in spite of this, by driving in turns and making no unnecessary delays, we covered nearly 300 miles in the first day, pitching camp in the long Westmorland twilight. In spite of a nip of frost in the air we slept soundly and made an early start, crossing the border at Gretna Green and late that day surmounted Amulree and safely negotiated the difficult descent into Kenmore.

On the third day we penetrated into Inverness-shire and sought a suitable spot for a permanent camp. The Highlands provide plenty of excellent sites where

there is shelter, good water, dry ground underfoot, and firewood, in the form of twigs and dead boughs, available for the labour of collecting them. We built a rough stone fireplace just outside the tent, which provided warmth and excellent cooking facilities.

Those who are keen on fishing, sketching, walking, and who can appreciate scenic beauty, will find plenty of scope in the Highlands. Our particular bent was angling, and we found that we were able to exercise it to our heart's content, and in the evenings consume with relish the supper of beautiful fresh trout.

Exploring the Countryside.

We spent a fortnight in our fixed camp, using the car to go to different lochs and burns each day and to see the sights and wonders of the countryside. The roads, far north, are bad, but unless one leaves the beaten track the surface and gradients give no cause for anxiety or alarm. We broke a U-bolt holding one of the rear quarter-elliptic springs, but managed to make a good repair with the aid of a local blacksmith who supplied us with bolts and made plates to fit on top. The repair has been quite satisfactory ever since. This was our only mechanical trouble in the whole trip.

All good things come to an end, and regretfully we struck camp and turned our backs on the scene of two happy weeks. Our route lay via Dundee and Perth, just beyond which town we pitched camp in a glen which, to say the least, we found oppressive after the keen mountain air of the Highlands. The following day took us via Edinburgh into Yorkshire. We had laid in a supply of water, which was fortunate, as camping grounds by a stream are rare in this part of the Great North Road.

We arrived home on the following evening, feeling that no inexpensive holiday could have been more enjoyable.

In conclusion, a word of advice should be given to anyone contemplating this sort of holiday for the first time; careful consideration must be given to the selection of one's kit, not omitting to make due allowance for any kind of weather,

WANDERER.

B-19

A PRE-WAR THREE-WHEELER
—FRICTION DRIVE TROUBLES
—HILL-CLIMBING PREPARA-
TIONS—THREE-WHEELER
RACING.

IN the course of a long solo run in a 1926 Family Morgan my thoughts turned to some of the earlier three-wheelers and how amazingly present-day designs differ from their prototypes in reliability, "controllability" and sweet running.

For some reason—certainly not because the Morgan bore the remotest resemblance to it!—I recollected the Girling three-wheeler, one of which I had in use for a few months or so in 1913. It had a single-cylinder engine, air-cooled with the aid of a fan and cowling.

The engine, with its crankshaft athwartships, was placed under the nearside seat cushion, and its flywheel acted as a friction disc for the transmission. Against it bore a large friction wheel which was mounted on a splined extension of the propeller shaft. The latter drove the rear wheel through a bevel pinion and crown wheel, whilst the rear wheel itself had a wooden rim on which was mounted a very large number of what were known at the time as "rubber-hubs." These served as a tyre.

In front, in place of an axle, there were two transverse half-elliptic springs extending the full width of the car, one being mounted about a foot above the other. The extremities of these springs were connected together by vertical tie-bars which served as swivel-pins for the stub axles. Steering was by tiller.

The cyclecar was rather cumbersome and heavy, but it was capable of giving good results in flat country, whilst with a water-cooled engine it was seen as a van in the streets of London and elsewhere and attained some measure of popularity.

The one which I ran proved to be rather a failure. It was difficult to make the friction discs grip sufficiently well to pull the car up a steeper grade than about 1 in 15, and even if one did succeed in making the transmission grip successfully it soon slipped as badly as ever, due

to oil being thrown out of the engine and making its way on to the friction disc.

With the particular design of friction gear employed, the discs were held in contact by the pressure of the driver's foot on the pedal. Only the weight of his foot was needed to give a perfectly satisfactory grip on a level road, but on a gradient he could throw his whole weight on the pedal without obtaining the desired result.

On this car I once had a rather amusing experience. I was going for a pleasure run from London—along the Bath Road, because it had no hills—when my passenger, who was of the opposite sex and rather demure, complained that her seat seemed rather warm. It was a hot day and I guessed that the engine was perhaps overheating a little, and accordingly gave it some more oil.

Presently my passenger again complained that the seat was getting "frightfully hot." I suggested she should put a rug on the seat cushion, and sit on that. We pulled up to arrange the rug, and when she rose from the seat we discovered that the entire cushion was on fire! The underside of it was generously soaked with oil, and when we lifted up the cushion the whole affair, which appeared to have been smouldering for some time, burst into flames. Experiences of that kind were not uncommon in the early days of cyclecars.

When I ran that Girling I was never without a bottle of water and a large tin of knife powder. When we stalled on a hill with the gear slipping the routine was as follows:

- (i) Remove the seat cushions.
- (ii) Wipe the friction wheel and disc free from oil.
- (iii) Soak a rag with water and dip it in the knife powder.
- (iv) Generously anoint the friction disc with the resulting paste, which clung tenaciously to the hot metal.

This preliminary treatment allowed us to conquer Dashwood

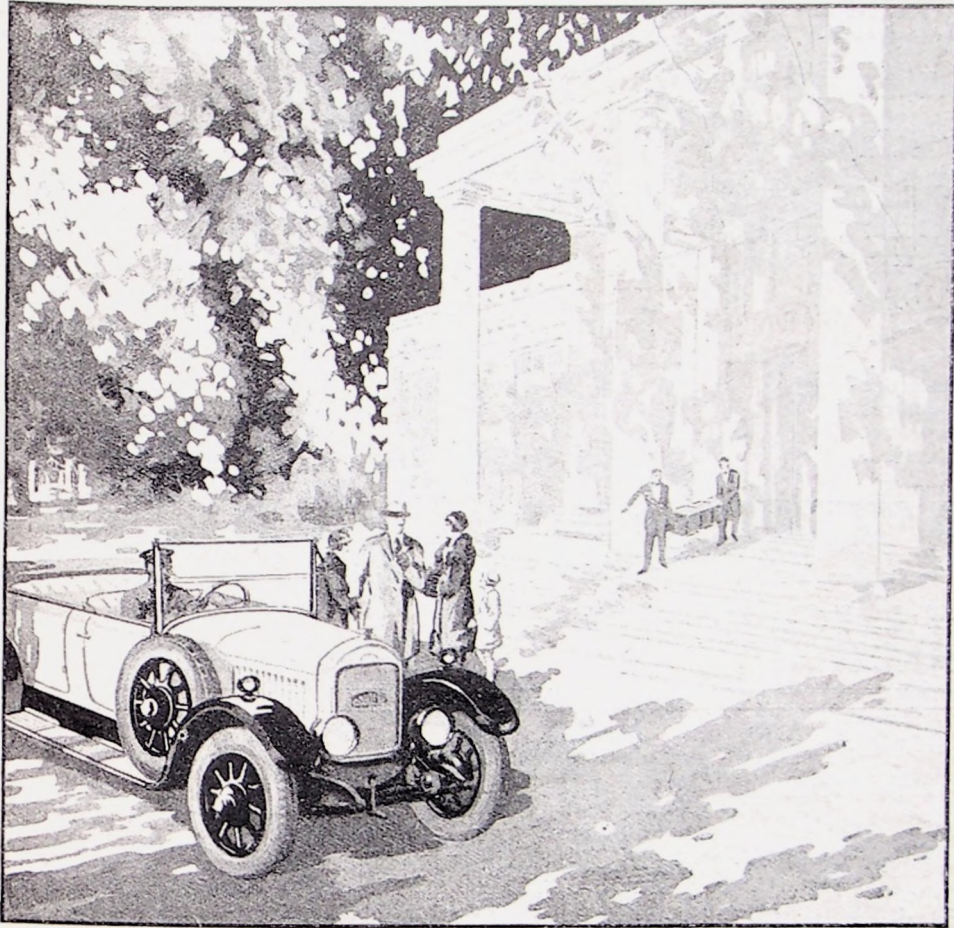
and Birdlip hills, to name only two erstwhile "terrors," whilst it enabled us to make quite a good landing at Gravesend after crossing the river on the ferry from Tilbury—no mean achievement, considering that the gang-plank had a gradient of about 1 in 8.

I was very pleased to see in the correspondence columns last week that my remarks concerning three-wheeler racing had proved interesting. The identity of "Grand Prix" is known to me, and I can say that he is a three-wheeler enthusiast and an authority upon this type of vehicle.

A number of other letters in favour of three-wheeler racing are published this week; some of them are from private owners, and very interesting if for that reason alone, whilst there is one from the hon. sec. of the Morgan Club and one from the hon. sec. of the Northern Centre A.C.U.

It will be remembered that a match between Mr. Beart, driving a Morgan, and Capt. R. Siran in a D'Yrsan has already been suggested; if three-wheeler racing is taken up properly we might hope that this duel would be included in one of the early meetings. In any case we could be sure that the races would have an international flavour because there are plenty of racing three-wheelers in France, if not in other continental countries, and their owners would bring them to England for an important race.

The letter from Mr. Norman of the Morgan Club is very much to the point. In their own interests all Morgan owners should become members and thus enable the club still further to foster the movement. All classes of driver are catered for to the best of the club's ability, but if a strong sporting section could be formed I feel sure that it would be found possible to hold races two or three times in a season, and no doubt the Morgan Club would arrange to admit three-wheelers of all makes to these events,



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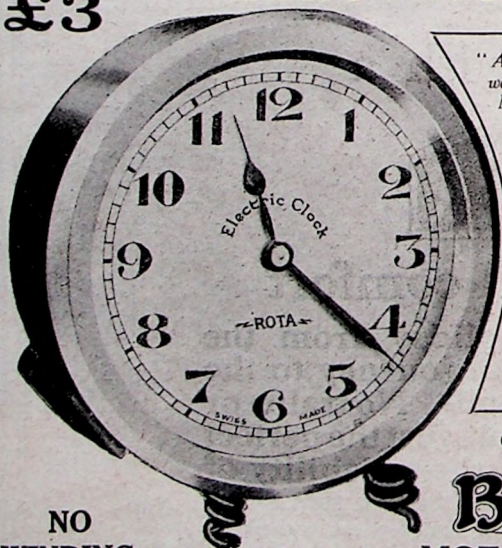
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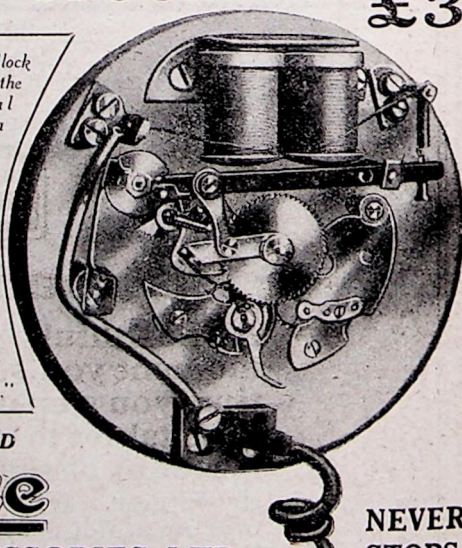
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A DIESEL ENGINE FOR LIGHT CARS.

1,400 C.C. POWER UNIT OF BELGIAN MANUFACTURE PROVIDES A PROMISE OF INTERESTING DEVELOPMENTS.

THE Diesel engine, which runs on crude oil and is in some respects—principally the absence of ordinary ignition apparatus—simpler than the petrol engine, has been popular for many years now in marine and stationary practice. Up to the present, however, few attempts have been made to produce a small power unit of this type suitable for light car propulsion, the chief difficulties being excessive weight and slow running speed. The Held Diesel engine illustrated here is, therefore, all the more interesting. It has two cylinders 90 mm. bore by 110 mm. stroke, making its capacity 1,400 c.c., and it runs at a normal speed of 2,000 r.p.m.—an exceptionally high figure for a power unit of this type.

The photograph gives at first the impression of a four-cylinder engine; actually, however, the two cylinders are situated at the rear end of the block; at the forward end is a centrifugal air compressor. The separate aluminium casing just in front of the

The Held engine appears at first sight to have four cylinders but actually it has only two. In front of these is situated the centrifugal air compressor. Note the sparking plugs for starting on petrol.

block contains the gear-driven fuel and water pumps, the fan drive being also incorporated in this.

The engine operates on the two-stroke principle, air which is pre-heated by means of exhaust gases being admitted by means of a rotary valve. Solid fuel is pumped into the combustion chamber and the explosion takes place spontaneously, owing to the high temperature attained during the compression stroke. The compression ratio is in the neighbourhood of 8 to 1, which, as Diesel practice goes, is very low. The piston top and combustion head are of special design to ensure

perfect turbulence. Lubrication is by dry sump and ordinary high-tension ignition by plugs is provided for starting up on petrol. The total weight of the power unit, including the dynamotor, which is seen in the conventional position at the extreme forward end of the crankcase, is 150 kg.

An engine of this type recently hauled a loaded vehicle weighing about 1,700 kg. (over 1½ tons) at a fuel consumption of about 23 m.p.g., maintaining an average speed of nearly 30 m.p.h. over a long distance. The manufacturers are La Nationale Mécanique, 21, Rue Ropsy Chaudron, Brussels.

A NOVEL type of wheel rim, outer cover and tube, for the combination of which some very interesting claims are made, has been introduced by the Michelin Tyre Co. The most important feature of the arrangement is that in no circumstances can the cover accidentally leave the rim, an ingenious formation of the rim gripping the cover even if the tube be grossly underinflated or if the tube actually bursts.

The construction of the tyre and rim was fully described in the issue of *The Light Car and Cyclecar* of November 19th, 1926, p. 771, and it should be noted that the chief feature of the arrangement is a combination of well-base and straight-sided rim.

NEW MICHELIN WHEEL TESTED. CONVINCING DEMONSTRATION GIVEN AT BROOKLANDS ON TUESDAY.

To substantiate the claims made a convincing demonstration was given recently at Brooklands. A standard touring car was fitted with a wheel of the new type, and a series of tests carried out proved conclusively that the new Michelin tyre and rim will go far towards making tyre manipulation easier, and will most certainly tend to prevent accidents resulting from punctures and bursts.

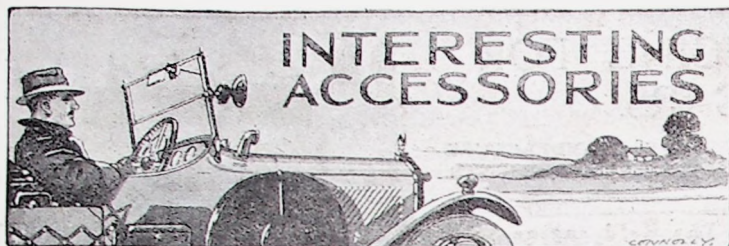
The tyre fitted to the rear near-side rim of the demonstration car was first burst by mechanical means while travelling at just over 40 m.p.h., and although full braking power was applied to the rear wheels the cover was still firm on the rim when the vehicle came to a standstill. Subsequently the car was skidded in semi-circles with the tyre inflated to 7 lb. pressure, and, finally, totally deflated, but it was found impossible to tear the cover from its fixing.

At the conclusion of the tests it was found that although the skidding had torn the rubber of the tyre from the wire edging at one point on the circumference, the wire was still held firmly to the rim and the inner tube was secure.

The security device in no way interferes with the fitting or removal of the cover and tube, and a tyre of the new type may be changed with just as much ease as the conventional wired-on covers and well-base rims. One nut on the valve stem serves to hold the cover and tube in position, and, provided that this nut is tight, the cover cannot be removed.

Although the rims are of peculiar construction, they may be built in with equal ease to wheels of the disc, wire and artillery types. We understand that certain wheel manufacturers are shortly to produce rims of the type needed to fit the special covers and tubes, whilst existing wheels may be rebuilt to take the special rims.

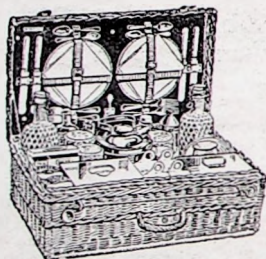
(Left) The demonstration car was skidded in an alarming manner, first with only 7 lb. pressure and secondly totally deflated. (Oval) A special device was used to burst the test tyre. This was done when the car was travelling at 42 m.p.h., the photo being taken immediately after.



An Attractive Picnic Basket.

BERKELEY BROS., 179, Victoria Street, London, S.W.1, are marketing a well-equipped luncheon and tea basket for two people at the attractive price of 45s. The size of this basket is 18 ins. by 11 ins. by 7 ins., and it contains everything which should be required for an enjoyable al-fresco meal. The contents include two provision boxes, beverage flasks, tumblers, china cups, saucers and plates, a milk bottle, butter and preserve jars, tea and sugar boxes, a mustard pot and so forth, whilst a quick-boiling kettle which has a screw lid and spout, so that it can be used for carrying water, and a spirit stove are also supplied.

For those who do not wish to make tea on the spot vacuum flasks are available, instead of the kettle outfit. The cutlery, incidentally, is stainless. In addition to this model larger sizes fitted for four or six persons are obtainable at 63s. and 82s. 6d. respectively.



The Berkeley picnic basket, which can be obtained with either vacuum flasks or a kettle and stove.

Scraper Rings.

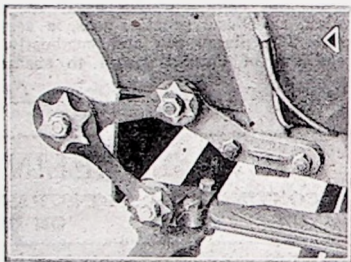
OWNERS who are troubled with oily plugs will be interested to learn that the British Piston Ring Co., Ltd., Holbrook Lane, Coventry, are marketing special scraper rings, which are claimed to be far more efficient for the purpose than the ordinary type. Known as Scrapyol scraper rings, they differ from the conventional pattern in that a shoulder is formed on the portion which bears on the cylinder wall, so that only a part of the outer surface of the ring comes into contact with the cylinder. In this way the pressure per square inch on the surface is greatly increased and the rings are, therefore, more efficient in clearing excessive oil from the walls. Engines with pistons formed so that one of the rings acts as a scraper can, of course, be fitted with the Scrapyol rings quite readily, but in cases where no ring is fitted the lower edge of the bottom ring groove will have to be bevelled away and a series of at least eight holes drilled

154

through the piston walls at an angle of about 45 degrees. This work would, of course, be undertaken by any well-equipped garage. For details of prices readers should communicate with the British Piston Ring Co., Ltd.

Singer Junior Stabilizers.

BENTLEY and Draper, Ltd., 4, Fenchurch Avenue, London, E.C.3, have added to their wide range of direct-fitting stabilizers by marketing a set for Singer Juniors. The clamping arrangements are very ingeniously conceived; in front a clamp on the stabilizer arm replaces the three-hole spring clip on the axle, whilst the other stabilizer arm is fitted with a slotted clamp



The neat method of fitting B. and D. stabilizers to the front axle of a Singer Junior.

arranged to replace the bridge piece which holds the mudguard stay to the chassis side member.

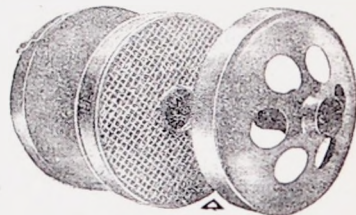
At the rear a vice-like clamp grips the lower flange of the channel-section side member and carries one arm of the stabilizer, whilst the other arm is attached to a split clamp which fits round the axle casing, clearance being allowed between each half of the clamp to accommodate the webs on the casing.

In use the B. and D. stabilizers are very satisfactory; they can, of course, be adjusted to damp the spring action by any desired amount, and the car can be driven at speed and without discomfort over bad road surfaces and round corners. Not more than an hour is needed to fit the complete set of B. and D. stabilizers to a Singer Junior, and any owner-driver should be capable of doing the work, as clear drawings and instructions are available with every set. The cost is 52s. 6d. per axle.

A New Air Cleaner.

THE Visco Engineering Co., Ltd., 162, Grosvenor Road, London, S.W.1, who for many years have specialized in air cleaners for electrical machinery and air compressors, have recently placed on the market a series of air filters suitable for cars and motorcycles. The normal type for cars

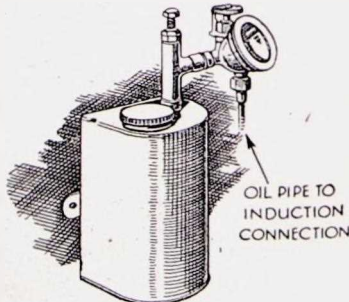
consists of a mushroom-shaped casing with a detachable cover and a filtering cell. Air enters from below, passes upwards through the cell, then downwards through a centre tube connected to the carburettor. The filter can be fitted directly on the carburettor, if space permits, or fixed in any other convenient position and connected by means of a flexible pipe. The filtering cell can be cleaned by withdrawing it from the casing and washing in petrol; before replacing, it has to be reoiled by dipping in Visinol—a grade of oil specially prepared for the purpose. A model of this type, for engines up to 1,250 c.c., is priced at 31s. The other car type, which works on exactly the same principle and is intended for use where space is limited, sells for 35s., for a model suitable for engines up to 2,000 c.c.



The Visco air filter in which air is drawn past a number of short lengths of copper tube coated with oil.

For Upper Cylinder Lubrication.

THE advantages of upper cylinder lubrication have been recognized by motorists for many years, the usual way of introducing the lubricant into the combustion chamber being to mix a small quantity of it with each gallon of fuel. H. Hibbert, Newton, Hyde, near Manchester, and W. H. Wells Co., 94, Great Portland Street, London, W.1, are now jointly marketing a device known as Hibbert's Hedoyler, which introduces the lubricant directly into the induction pipe. It consists of a small tank and sight-feed, which is intended for fitting to the front of the dashboard, or in any other suitable



Hibbert's Hedoyler which introduces lubricant directly into the induction pipe (see accompanying paragraph).

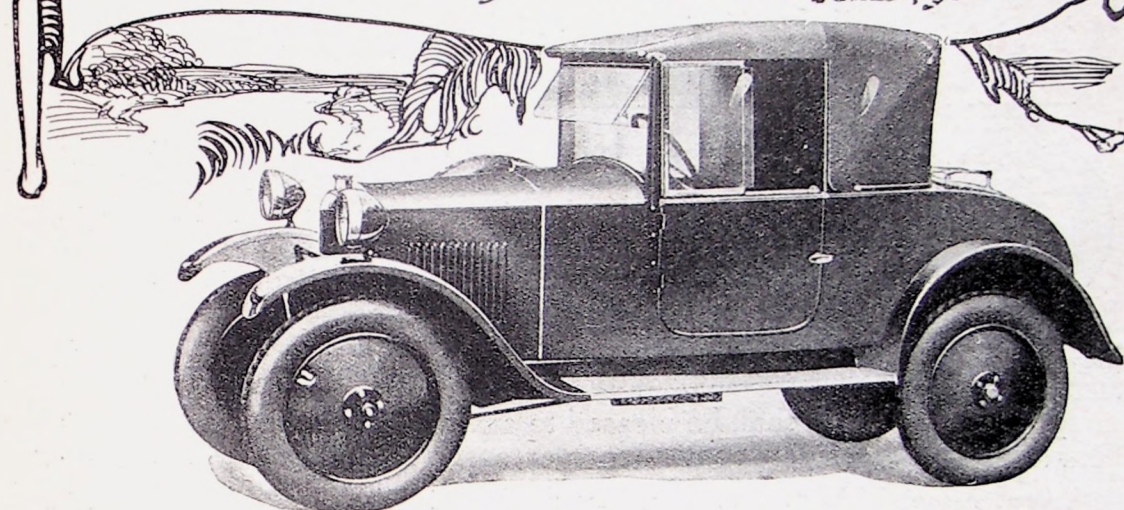
position, and is connected to the induction pipe by a length of copper tubing. Engine suction is relied upon to draw the lubricant through, and it is claimed that even when the engine is turning over at high speed, with the throttle wide open, the oil feed will continue. The complete device, including 3 ft. of copper tubing and a solderless union for the induction pipe, costs 45s.

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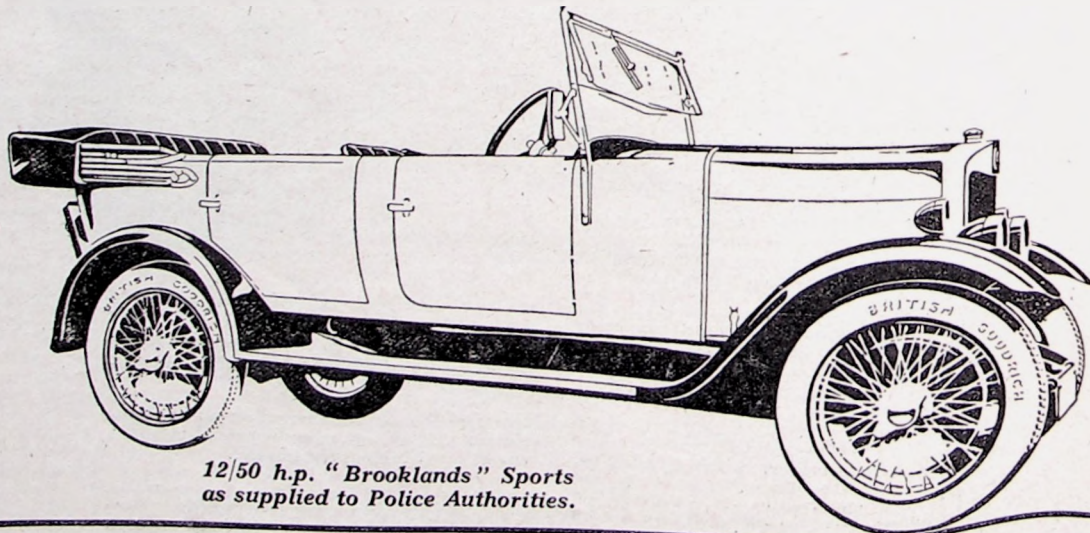
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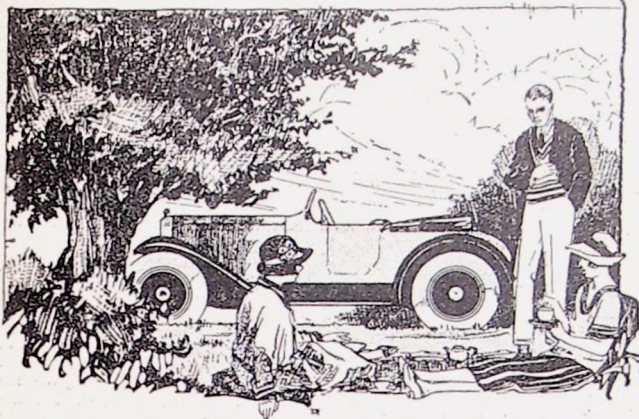
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Our Readers' Opinions

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.

DRIVING SIGNALS. Safety and Courtesy Without Confusion.

The "Come-on" Sign.

With reference to the article on hand-signalling last week, there is one signal that is, I think, of the utmost importance, although the writer of the article did little more than hint at it. I refer to the beckon "Come on." This is of the utmost importance when turning right from a main road. The extending of

the right hand in such circumstances has been emphasized again and again, but not a word has been said about the importance of beckoning on the driver of the car proceeding in the opposite direction around whose stern it is proposed to swoop. No driver worthy of the name would swoop in front of oncoming traffic, but this rearing signal makes a great deal of difference to the other driver and eliminates delay and uncertainty arising from doubt on his part.

Similarly with the beckon from the driver of a car approaching a main road from a side road. No self-respecting driver ever pushes his way in front of main-road traffic in such circumstances, but the beckon, the "Come on," signal to the main-road driver makes all the difference on such occasions. By its use time is saved and misunderstandings are avoided.

OLIVE CLARKSON.

Passing on the Near Side.

The article "So That Others Understand" in last week's issue should do much towards impressing upon motorists of all classes the need for caution and road courtesy. I agree that from a motorist's point of view "the control of a car on the road should be made as simple and safe as possible," and that "a multiplicity of

Cyclists to Blame.

driving signals defeats rather than helps to attain this object." Nevertheless, it is our duty to show all courtesy to other road users, and by means of the conventional road signals we should indicate movements which necessitate caution on the part of others.

In order to attain the greatest simplicity of car control, I notice you advocate only the signal for a right-hand turn, a caption to one of the photographs intimating that the left-hand turn signal is unnecessary. Yet if a cyclist had been following the cars depicted—and had been travelling and overtaking on the near side, as appears to be the usual practice with cyclists—the mishap might easily have been worse. The left-hand sign given by the rear car would then have shown the following two-wheeler that one or both of the cars was about to turn to the left, and a worse accident would have been prevented.

While this is in no way in support of the common, but dangerous, practice of overtaking on the near side, it must be remembered that the average cyclist has not road-sense comparable with that of the driver of a fast vehicle. To him it seems no great crime to overtake whenever possible, despite accepted road conventions. To prevent serious results obtaining from this form of foolhardiness, the car driver should take every care to signal his intentions to other road users.

PETER BARTON.

Lessons in Courtesy.

Your constant efforts to help both novice and expert in all matters connected with motoring are, I feel sure, appreciated by everyone of your many readers. Personally, I am always interested in driving

Are They Wasted?

hints, as I like to be as courteous as possible to other road users; therefore, I read the article, "So That Others Understand," in last week's issue with great appreciation. I fear, however, that, through no fault of your own, your admirable propaganda does not reach the people whom it would mostly benefit.

Car owners as a class are courteous and careful on the roads. Can the same be said of the drivers of tradesmen's vans, horse vehicles or tramcars? I think not; and unfortunately these folk probably are not readers of *The Light Car and Cyclecar*.

J. S. HARE.

Two Signals Suggested.

The thanks of all experienced drivers are due to you for once again drawing attention to the danger of giving incorrect driving signals. If I am not mistaken, it was *The Light Car and Cyclecar* that advocated

"Right Turn" the issuing of driving instructions with and "Left Turn." every driving licence, and I hope that you will be successful in ramming home the importance of following these directions. I am entirely in agreement with the general trend of your argument for as few signals as possible, but, personally, I always give the waving-on signal if I am about to slow down previous to stopping or when I am contemplating a turn to the left.

I do this as much to protect myself as to help other drivers, for I well remember the narrow escape I had from collision in the early days of f.v.b., when a car ahead—the driver of which evidently was showing off—pulled up with such disconcerting suddenness and without any form of warning, that I nearly ran into its tail! So let us have two signals and be on the safe side. SEMAPHORE.

OUR READERS' OPINIONS (contd.).

Cyclecar Racing—Enthusiastic Support.

No "Get-up-and-Git."

As a regular reader may I express my cordial agreement with "Grand Prix's" letter on cyclecar races? He has hit the nail right on the head. A cyclecar Grand Prix or Tourist Trophy race is what is wanted to encourage small car design in England. You Englishers have no "Get-up-and-Git" about you; that is why our big cars, Ford, Studebaker, Buick, etc., and the French light cars flood your market.

OTTO.

Why Not a New Club?

As the proud owner of an Aero Morgan I was very pleased to see, recently, that "Shacklepin" is on the war-path with regard to three-wheeler racing. In him we have

"Shacklepin" a staunch champion of the cause, and it is up to us to rally under his banner. The letter which appeared under the heading of "Cyclecar Racing," in your issue of July 1st, supporting "Shacklepin's" scheme, was very much to the point and the nom de plume "Grand Prix" evidently cloaks the identity of a keen and knowledgeable three-wheeler owner. Why should we continue to be left out in the cold? If there is no existing club which will help us to race, then let us form one forthwith.

SPEEDMAN.

From the Northern Centre A.-C.U.

"Grand Prix's" letter in last week's issue of *The Light Car and Cyclecar* deserves widespread attention, and the viewpoint which must be stressed is that design more than sport should be brought into the lime-light. Three-wheeler design is most

"Design More Than Sport." backward in this country and only strenuous tests can improve matters.

It must be admitted that a great deal of prejudice is rife in this country against three-wheelers, due to defective design in early productions, but well-organized events will prove that modern cyclecars are able to stand the hardest use and will give that standard of reliability demanded by the experienced British motorist.

It is suggested that two classes be run, but each of these should be further divided into supercharged and unsupercharged designs, which would tend to give improvements to present-day models more quickly than the inevitable concentration on supercharged machines would otherwise allow.

May we look to *The Light Car and Cyclecar*, the only journal which caters for cyclecar enthusiasts, for the fullest support and guidance in carrying this suggestion into concrete possibility?

F. PILLING, Hon. Secretary,
Northern Centre A.-C.U.

The Morgan Club's Attitude.

I read, with interest, what "Shacklepin" and "Grand Prix" had to say in your last two issues, and should like to make the position of the Morgan Club perfectly clear in this matter. "Shacklepin" hinted that

Brooklands Event Next Year? the Morgan Club might care to organize a speed event for three-wheelers. We should, and have always

had the idea in mind as an item for future programmes, but to run an event on the track is a costly business and, to be quite candid, we are by no means sure of the support which would be absolutely necessary for the event to be a success.

The Morgan Club, three years ago, took upon itself the task of furthering and protecting the interests of this class of vehicle, but, although it is true that the membership has steadily increased, there is still a large number of sporting drivers who have joined local clubs, but have altogether neglected the club which was founded and exists solely for their benefit. I wonder, for instance, whether "Grand Prix," whom, by the way, I agree with in everything he says, is a member of the club. If all Morgan enthusiasts would join hands with us, speed events or, for that matter, events of any sort would be assured of success. I should like to say that the club is fortunate enough to have on the committee Mr. H. Beart and other prominent trials men, who have already given serious attention to this matter,

B58

and although I cannot prophesy, I think it highly probable that our next year's programme will include an event at Brooklands. Up to now it has been a matter of marking time until we were ready to go ahead.

Forgive me if I have been "long-winded," but I feel very strongly on this matter. Three-wheelers have been left out in the cold long enough, but, as "Shacklepin" says, "to a certain extent they have only themselves to blame."

W. E. A. NORMAN, Hon. Sec., Morgan Club.

Stagnation in Design.

May we say how pleased we are with "Grand Prix's" letter and humbly beg *The Light Car and Cyclecar* to do all in its power to revive English cyclecar racing? We

all guarantee to assist by any means in our power, and, failing any more useful occupations, to "spectate." We are

all motorcyclists at present, but are would-be three-wheeler owners. Owing to the lack of such races as the T.T. or Grand Prix, English three-wheelers are essentially the same as they were before the war, and many people are, consequently, hanging on to their motorcycles until they can afford the £8 or £10 tax on a car.

F. JAMES SLADEN,
B. A. E. HARLEY,
S. B. WEALDSTONE,
E. T. O'BRIEN.

"The Light Car & Cyclecar" PHOTOGRAPHS

Original photographs—for private use—of those pictures in the editorial pages of this journal that are marked with a triangle can be obtained from us at the undermentioned rates. This also applies to all photographs taken by "The Light Car & Cyclecar" photographers, whether published or not.

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8" x 6"	2/6	4/-	15" x 12"	7/6	12/6
10" x 8"	3/6	5/6	20" x 16"	12/6	17/6

Artist's Work extra. Package and Postage included. Send Cash with Order.

If Three-wheelers are Dangerous—

I was delighted to read "Shacklepin's" plea for a revival of cyclecar racing and I was equally pleased to see "Grand Prix's" reply. There are few points left in

"Grand Prix's" letter which can be enlarged upon, but I think it ought to be pointed out more strongly that the old, stale cry of "the three-wheeler is

dangerous" is not true. It was chiefly because there was one rather serious track accident in which a three-wheeler was concerned that this type of vehicle was banned by the J.C.C. I well remember "Shacklepin's" protests at the time, but by now surely the persecuted have proved their righteousness. They (three-wheelers) still make it "hot" for the field in the M.C.C.'s high-speed trial, although this is the only annual official "blind" they are allowed. All the models which compete are practically standard productions and there has not been another three-wheeler accident on the track, while one never sees them referred to in connection with road accidents in the daily Press.

On the other hand, particular types of four and two-wheelers have never been banned at the track because they caused an accident, but one can recall plenty of instances when cars have competed in races and finished in such a condition that it would be suicidal to drive them another mile on a main road, much less a race track. Why are three-wheelers less safe than two? And why is the unsentimental sidecar "safe"?

As for entries, like "Grand Prix," I do not fear for lack of them. I know of another half-dozen "certs.," and I expect "Shacklepin" can find some more. So we've nearly enough already. Can we not hear from Messrs. Beart, Goodall, Taylor, Vidler, Hall, and other stalwarts?

V. A. CATION.

IMPERIAL AIRWAYS LTD.

report remarkable results from 200-hour test with Rolls-Royce engine

on

SHELL MOTOR OIL

"Total absence of gumming up," says Chief Inspector,
"and unusual freedom from carbon."

A ROLLS-ROYCE engine of the Imperial Airways was recently overhauled after 200 hours of actual service, during which "Triple" Shell Oil (exactly the same as sold to the motoring public) was the only lubricant used.

Among other remarkable results, the Chief Inspector emphasises:

"The total absence of 'gumming-up' of piston rings—all rings were free and in serviceable condition—a sharp contrast with those engines which are run on vegetable oils."

"Unusual freedom from deposition of carbon—that on the piston crowns consisted of thin films which could be rubbed off with the fingers and all valves were perfectly clean and in good working order."

Shell also supplies the Petrol for Imperial Airways Ltd.

For easy starting, speed, power, and a clean engine—standardise on both Shell Oil and Petrol.

Chart
Motor
represent

Make of Car.	Grade.
Armstrong-Siddeley	Triple
Austin	Triple
Bentley	Double
Crozier	Double
Harley	Triple
Morris	Double
Rolls-Royce	Triple
Singer	Double
Sunbeam	Triple
Talbot	
Vaux	

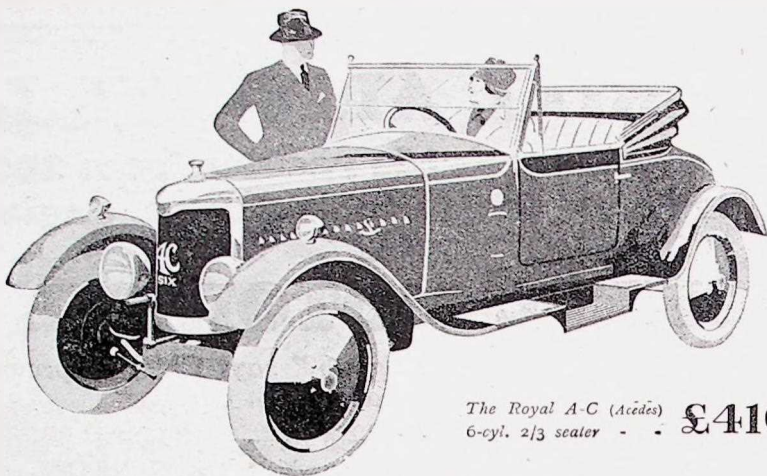
...taking day more and more people
...travelling. Every day as a means of
...gaining new confidence in the public is
...of aerial transportation. This confidence
...measure, to the wonderful record of
...Imperial Airways Ltd., whose reputa-
...tion for reliability has earned them the
...title of "the world's finest air service."
...Imperial Airways have achieved the
...supremacy through their policy of
...recess research. Every flight is care-
...ly and scientifically observed. The
...stant minute details are the subject of
...on the bench and in the labora-
...Imperial Airways and actual flying
...relat- progress in all that

SHELL

Motor Oil and Petrol

Anti-Carbon Pair

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



The Royal A-C (Acédès) £410*
6-cyl. 2/3 seater

A message of importance

I BOUGHT the A-C business for £135,000 because I believe in the car. I have also established on behalf of A-C users a Service Depot, which is one hundred per cent. efficient, and the owner's interest will always be mine. Personal attention will be given, and I intend to make this car to an ideal and not a price. I will honour the three years' guarantee of the old Company and will spare no effort to improve the A-C (Acédès) Car and give owners a service worthy of this motor carriage, which has proved cheaper to run than any other of similar road performance and carrying capacity.



UNBIASED TESTIMONY.

"... For some considerable time now my conscience has been goading me to express my satisfaction with the 6-cyl. A-C which I purchased early in 1925. Up to date, I have completed 17,000 miles and my repairs amount to two copper-asbestos exhaust washers, two water-pump washers, one burst cover and one puncture.

I have frequently driven the car over 200 miles, and about three weeks ago I completed a journey from Broadstairs to Derby and back in the day, a distance of 433 miles, without feeling any discomfort whatever. My puncture and burst are the only involuntary stops that I have ever had.

Trusting that the A-C meets with all the success that it deserves,

H. B. FITZ-HERBERT,
Kingsgate,
June 27, 1927. Broadstairs.

A-C (ACÉDÈS) CARS, LIMITED,
THAMES DITTON, SURREY, ENGLAND.

Telephone: KINGSTON 3340 (6 lines).

★ The "Book of the A-C Car," containing full particulars of all models, will be gladly forwarded upon request.

ACÉDÈS



Full range of A-C (Acédès) Cars at 55-56, PALL MALL, LONDON, S.W.1,
110, Bold St., Liverpool, 283-4, Broad St., Birmingham, 13-15, Peter St., Manchester

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

OUR READERS' OPINIONS (contd.).

Brakes which Judder.

I have read with great interest your readers' views on four-wheel brakes and their complaints of chattering and juddering on such systems. I run a 1926 Clyno two-seater so fitted and had the same trouble after

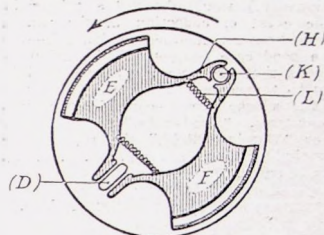
A Possible Cause.

4,000 miles' running, but it occurred only when the brakes were applied gently, as for slowing up in traffic. On certain occasions the back wheels even locked. After many sleepless nights, during which I cursed the inventor of four-wheel brakes, my local garage owner and myself made a careful examination of the whole system and discovered the trouble. What had particularly puzzled us was the fact that gentle application of the foot or hand brake caused the same symptoms, in spite of the fact that both levers worked on different shoes in the drum and were quite independent.

I enclose a diagram of the near-side rear drum with the pair of shoes actuated by the pedal, but it must be understood that there is also another pair of shoes, actuated by the hand lever, in the same drum. Now let us see what happens when the foot brake is applied gently. The cam (D) turns and pushes the shoes (E and F) against the drum. Now, if the lining is somewhat worn, friction tends to cause the drum which is travelling in the direction of the arrow to pull the arm (H) off the bearing (K). The only thing which tends to prevent this is the spring (L). If, however, the foot brake is applied firmly and with considerable pressure the arm (H) cannot rise off the bearing (K) owing to the firm pressure of the foot applied through the cam (D) and the shoe (E).

We therefore decided that the spring (L) had lost its

tension and was not holding the arm (H) in position. On fitting stronger springs the trouble ceased. It will be seen that the same principle will hold good for the other pair of shoes (not shown in the diagram) actuated by the hand lever. Similarly, on travelling in reverse, it would be the shoe (F) which would tend to lift. I send you this letter



A diagrammatic sketch illustrating the points mentioned in this letter.

in the hope that it may save other Clyno owners much time and trouble. I wonder how many of your readers have been caused to say hard things about four-wheel brakes owing to a similar trouble?

Incidentally, I may add that I am thoroughly satisfied with the Clyno in every respect, and last Easter travelled from London to Edinburgh in 20 hours with less discomfort and fatigue than I have experienced from an eight-hour train journey.

CLYNO 1926.

Second-hand Bargains.

In reply to the query by "Focus" on the most suitable second-hand light car for "potter" runs and station work, I should, without hesitation, recommend a Trojan, preferably a three-door model with balloon

A Reply to "Focus."

tyres. The reliability and springing are wonderful and all adjustments are simple and the two instruction books and diagrams cover every point. Least anyone thinks they are slow. I might mention that my car, with three passengers, runs up to 36 m.p.h. without difficulty, and over a journey of 166 miles, including two crossings of London from Catford to Barnet, via Blackfriars Bridge, averaged 27½ m.p.h., without any undue pushing, and with a petrol consumption of 39 m.p.g. I bought my Trojan after last year's Show and am just on completing 10,000 miles in it. I would not change it for any other light car on the market. I am a civil servant and have no interest in the Trojan save as a satisfied user.

YR77GS.

Cannot our motoring associations go into the matter of road dressings, as it is useless crying out about the raid on the Road Fund only? Let us see that the balance of the Fund is used in a proper manner, as the foregoing proves that it can be.

I may add that I have no connection with the product named above, and so far as I know there may be other products of the same nature, but let us now turn a deaf ear to the old parrot cry, that roads cannot be dressed during the wet winter months, as the above instance wipes out this old idea. We now live in a progressive world; let us adopt modern methods in road dressing. We cannot boast of enough modern roads to carry the increase in traffic, but the old roads can be, and should be, kept free of obstructions by the use of modern methods.

SINGER S.

Quaint Inn Names.

The paragraph by "Focus" on quaint inn names was very interesting. One of the most curious of these, to my mind, is "The Case is Altered." There is a house of this name at Harrow Weald, and I know of

"The Case is Altered."

others, although for some reason or other I am absolutely unable to remember where they are. I have an idea, however, that they are all not far from the same locality. Can any reader throw light on the origin of this strange name? I have been told that it goes back to the days of Cromwell, but have never succeeded in eliciting anything definite about it. It has always seemed to me to be one of the most curious. Incidentally, why are there so many "Red Lions" and "White Lions" up and down the country?

HIKER.

A.S.L.I.B. Directory.

May I be allowed, through the medium of your journal, to offer my thanks to all those who have kindly responded to my request for information in connection with the preparation of the Directory of Sources of Specialized Information, and at the same time beg those who could assist but have not yet written to me to do so at once, as we are fast approaching the close of our work? I should especially like to be able to include some more collections in the possession of private individuals.

G. F. BARWICK, Secretary.

Association of Special Libraries and

Information Bureaux.

38, Bloomsbury Square, London, W.C.1.

Tar-spraying at Holiday Times.

Allow me, as one of your regular readers, to add my small voice to the outcry against the tar-spraying of our roads during the holiday months. During May, whilst on a trip to North Wales, I was a victim to a tar-sprayed road; this stretch was pleasant to the eye when viewed from a distance, but this was the only good

Why Not in Winter?

thing that could be said of it, as my tyres left tracks from end to end. They became covered with a mass of sticky tar and the car itself also suffered. At one point I saw four cyclists vainly trying to remove the mess from their tyres with the aid of a piece of stick, whilst one can well imagine the condition of their clothes.

Now let me give another experience, which I am pleased to say had a better ending. When motoring in Somerset I was warned to proceed with caution over a certain stretch of road that was being sprayed, and at the other end stopped to examine my tyres. Imagine my surprise at finding that both tyres and car were quite free from the expected sticky black mess. I was interested and approached one of the roadmen. He informed me they were using a material named Colas, which he said, was sprayed on to the road cold.

I have since asked why roads cannot be sprayed during the winter months, and have been told that tar cannot be used on wet roads, yet I saw this material being sprayed on a wet road, as we had just passed through a shower.

OUR READERS' OPINIONS (contd.).

Delivery Charges on New Cars.

"Ex-Works" or "Carriage Paid"?

Replying to your correspondent "Rodeo," we believe that we are right in saying that car manufacturers are unwilling to include delivery charges in their catalogue prices because they have every reason to believe that many agents (as well as private customers) would demand a rebate in the event of collection at the works.

If this is really the case—we are inclined to doubt it—the manufacturers have a good case against the inclusion of delivery charges. Goods that are priced carriage paid in the U.K. must clearly be the same price at the factory as elsewhere; otherwise the scheme is not economically sound.

There are the two systems. "Ex-Works," the purchaser paying the charges, or "Carriage Paid," the maker paying the charges and including them in his prices. Nothing between these two can be sound.

JOHN F. IRELAND.

Per pro WOLVERHAMPTON MOTOR SERVICES, LTD.

Irritating to Buyers.

We are pleased to see that "Rodeo" has raised the question of delivery charges. "Ex-Works" may be all right, and customers probably know what the term means, but

"Extras" that, in many cases, much irritation is caused by the few pounds extra for delivery. We understand, however,

that until the retail trade abandon their absurd claim for rebates when collection is made personally at the works, no manufacturer will include the costs in his catalogue prices, and this, we think, is quite fair, as the admitting of rebates

places the motor trade on a different footing from any other trade. For instance, any London store will send their packages carriage paid in the U.K., but they do not give a rebate to those buying them over the counter.

Licencees must not be paid for by manufacturer or agent under the regulations of the Motor Trade Association, and, in any event, would it not be rather difficult to include them, as they vary to such an extent, both according to time and power?

R. M. VIVIAN.

Per pro R. M. VIVIAN AND CO.



A CHARITABLE
OUTING.

Sixty members of the Austin Seven Club recently lent their cars to convey children from the Bromsgrove and Northfield Crippled Children's Home to Evesham.

Trials for Motorcycles and Cars.

As an amateur competition driver may I put forward one or two points with regard to trials in which cars are invited to take part? Some organizers who are concerned chiefly with motorcycle events do not

Cars Penalized realize that what may be slightly **Unfairly.** difficult for a motorcycle may be almost impossible for a car. A case in point

occurred in the recent South Midland Centre championship trial. I refer to the part of the course immediately after the first watersplash. The continuation of the non-stop section led up a hill in which there were two acute hair-pin turns quite impossible for a car. Yet we poor car drivers were penalized for not achieving the impossible; surely the organizers do not call this sporting.

Again, cars are often expected to perform amazing feats in brake tests. I know of several cases where cars have failed, even although they have locked all four wheels and have been equipped with balloon tyres.

I think a trial run for cars only should attract a good entry, and I wonder that not more such trials are run, because of the difficulties of making mixed trials fair to all. Finally, may I remind organizers that whilst springs, mudguards, lamps, etc., may cost only a few shillings to replace on a motorcycle, a few pounds is nearer the mark in the case of a car, also that all car drivers are entirely amateurs?

DISAPPOINTED.

CONDENSED CORRESPONDENCE.

Readers who are on the look-out for comfortable holiday accommodation in Devon at reasonable terms are recommended to get into communication with Mrs. Elford, The Dairy, Stoke Fleming, by Mr. F. H. Small (Wallington). Mr. Small goes on to point out that Stoke Fleming affords an excellent centre for visiting the Dart, Totnes, Dartmoor, Salcombe and so forth.

Mr. J. E. T. S. Hilton (London, S.E.20) praises the service of Benton and Stone, Ltd., makers of the well-known Enots grease-guns. After being in use for some time the Autoram grease-gun supplied with his car developed a slight defect, and on communicating with Benton and Stone, Ltd., he received a very courteous letter stating that they were sending him a new gun entirely free of charge.

862

Commenting on the letter from Mr. Needham Davies on the A.B.C. car, Mr. C. R. Verner (Billingshurst) and "BR1560" (London, W.C.1) write expressing their agreement with Mr. Davies in his praise of this car.

Following the publication of a paragraph in our "Information Wanted" section, Mr. F. Gladwell (Ewell) writes, "I thank you for inserting a paragraph in your paper in reference to my request for a Rover Eight instruction book. I received several offers very promptly."

Mr. S. Thomas (London) writes to express his appreciation of the excellent service provided by W. E. Parkhurst and Co., of the Imperial Garage, Torquay Road, Newton Abbot. They are the local Jowett agents, and on receipt of his phone call recently, sent out to Dartmoor, quickly discovered his trouble and made an excellent repair for a small charge.

INFORMATION WANTED.

HUMBER.—The chance to borrow or buy an instruction book dealing with the 1921 model would be appreciated.—A. Penney, Brinscall, Chorley.

ERIC-CAMPBELL.—The opportunity to purchase or borrow an instruction book for the 1922 model would oblige.—Mayhew, 73, Beckway Road, Norbury.

SINGER JUNIOR.—Owners of these cars who have covered several thousand miles are asked to give their experiences.—H. B. Lewes, Talbot House, Culver Park, Tenby.

SINGER.—The opportunity to buy or borrow an instruction book for the 1921 model would be welcome.—H. Hardie, 41, Tyldesley Street, Moss Side, Manchester.

MORGAN.—Any reader who is willing to lend or sell an instruction book dealing with the 1925 Anzani-engined Aero model is asked to communicate with BM/LEN, London, W.C.1.

SINGER.—Any reader who has an instruction book for the 1922 10 h.p. model, which he is willing to lend or sell, is asked to get in touch with J. Anderton, 147, Sneyton Dale, Nottingham.

AUSTIN SPORTS AND AERO-MORGAN.—Readers' experiences of these two cars, with particular regard to ease of maintenance, maximum and average speeds possible, hill-climbing ability, comfort and petrol consumption, would be much appreciated.—D. G. Drawater, 58, Wellwood Road, Goodmayes, Essex.



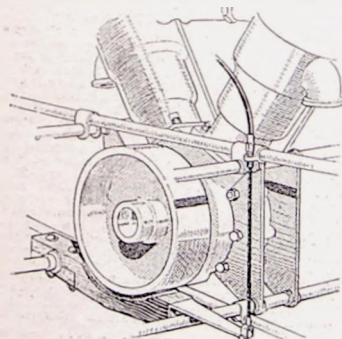
We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published, but we cannot undertake to return contributions not used.

Morgan Auxiliary Brake.

A simple method of obtaining more braking power on a Morgan is suggested by a reader. The auxiliary brake is arranged to act on the engine flywheel and is connected by Bowden wire to an ordinary Bowden-type lever clamped to the steering column or to the side of the body. The brake-block is a piece of hardwood roughly shaped to the circumference of the engine flywheel and lined with friction material.

At one end of the brake-block a clip or hinge holds the shoe to the left-hand bottom frame tube; the Bowden wire is attached to the other end of the block by passing the nipple through a slot cut in a strip of steel screwed to the other end of the wooden brake-block.

A certain amount of discretion is, of course, necessary in using this auxiliary brake. Its action places a strain on the chains and on the whole transmission system; for this reason it should be brought into action only in an



An auxiliary transmission brake may be fitted to act on the engine flywheel of a Morgan.

emergency or to assist the standard brake fittings when excessive use of the braking mechanism is necessitated by hilly country. It is claimed that only a light pressure on the Bowden control is necessary for the operation of the auxiliary brake and that only a very small movement of the lever is required to bring the brake into operation with smooth and very powerful effect.

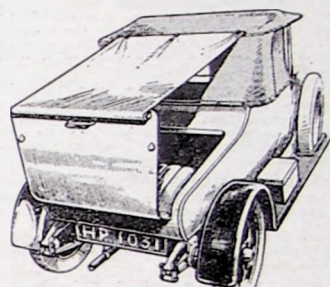
By splitting the brake-block as shown it is possible to assemble the device without the necessity for dismantling the engine from the frame. Two stout bolts tightly hold the split joint at the hinged end of the block.

A Box-spanner Extension.

Lack of space does not always permit the use of a box-spanner, if the tommy-bar be pushed through it at right-angles, and only a makeshift job can be made of tightening an awkwardly placed nut by knocking it with a hammer and a punch.

It is true that there are but few places on the chassis of a modern car where it is impossible to use a conventional spanner, yet it sometimes happens that the most important nuts are in the most awkward places, necessitating some efficient means of tightening them. It will be found in most cases, however, that if a suitable box-spanner be slipped over the nut a smaller box-spanner can be fitted into the end, thus raising the height of the hole in which the tommy-bar is placed. This extension can be carried out through two or three stages, depending on the number of box-spanners available, and quite firm pressure can be exerted on the nut.

If the faces of the spanners are not perfectly square, however, the extension should not be attempted, for the edges will be ruined when force is applied.



A dickey-seat hood stretched between the rear of the seat and the front-hood stick gives increased comfort.

The dickey-seat hood will normally be wound up on the roller and cannot get in the way when luggage is carried in the rear seats, but it may, of course, be used as a dust cover for the articles carried when the rear seat is not occupied by passengers.

In Answer to your Query



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

A.A. (London, W.13).—Rapson tyres of 710 mm. by 90 mm. size can be fitted to the front wheels of your Morgan, or it may even be possible to fit some kind of balloon tyre. You should write to the North British Rubber Co., Ltd., 204, Tottenham Court Road, London, W.1, to inquire the largest size of tyre available.

R.D. (London, E.C.).—Many uses for a small emery wheel will be found in the garage, and you should most certainly take the opportunity offered to obtain one. Emery wheels are either of the hand or foot-operated variety, the latter type being, of course, more convenient in use, because both hands are left free to manipulate the material being ground. It is a good plan to have a large, open dish of water at hand during grinding, into which the work should frequently be dipped to prevent overheating.

L.E. (London, E.11).—You should try running the engine fairly fast with the points of the dynamo cut-out closed. If, under these conditions, the ammeter shows a full or nearly full charge a fault in the cut-out is indicated.

F.E. (Bedford).—It is quite a simple matter to take up play in the steering-swivel bearings of your car. The nut at the bottom of the king-pin should be loosened and the pin adjusted by the requisite amount; care should be taken to see that during the adjustment the pin does not bind in its bearing. The nut should be finally replaced and held securely by a split-pin.

B.F. (London, S.W.).—You probably refer to the method of draining out and cleaning a radiator in which hot water, to which has been added a handful of washing soda, is used to flush out the system. Apparently you have been using a solution far too weak for the purpose. If the scale is very thick and has accumulated for a long time, a solution of one quart of pure hydrochloric acid to five gallons of water should be used, but this must remain in for only a few minutes, after which the system must be thoroughly flushed out with weak soda solution.



Reports and Announcements of Sporting and Social Events.

BELSIZE-BRADSHAW L.C.C.

The next meeting of the Belsize-Bradshaw Light Car Club will be a mystery run competition, and will take place on July 10th, members meeting at Kew Green (east side), Kew, 2.45 p.m.

HARROW AND D. M.C.

The President's Trophy Trial will take place on July 10th. Light car owners wishing to participate are asked to send for particulars to Hon. Trials Secretary, Mr. C. A. Camplin, 68, Lansdowne Street, Queen's Park, London.

LONDON MOTOR SPORTS CLUB.

The London Motor Sports Club, Ltd., has arranged to hold a second series of motorcycle races in the grounds of the Crystal Palace on August 6th. There will be eight events, which will be run over a miniature T.T. course of just 1 mile in length.

BRADFORD AND D. M.C.

There were 41 competitors, of whom 24 finished, in the Bradford Scottish Trial, held on June 25th and 26th. The trial was very successful, although bad weather was experienced on the Saturday night. Light car drivers gained the following awards: Club Silver Cup for completing course in stated margin—F. Bailey (Austin). Club ashtrays for finishing course within 15 minutes of time due—A. Pouncey (Jowett), H. Nichol (A.C.) N. C. Brearley (Jowett), Miss C. Jeffries (Barlett), C. R. Hardaker (Clyno), F. Watson (Austin).

LONDON M.C.

Arrangements are now well in hand for the third annual inter-club gymkhana, which will be held at the "Anglers' Rest," Bell Weir Lock, Egham, on July 24th, starting at 2 p.m. Up to date 16 clubs have now officially accepted the invitation to support the affair. Many of the events will be for car owners only, and motorists are invited to take part. Gus Kubn, on his T.T. Velocette, and V. Pickering, on his B.S.A., will be giving trick riding exhibitions. An interesting run to the Isle of Wight has been arranged for the Captain's Picnic Run on July 10th, starting from the Marble Arch at 8 a.m. Southsea will be made for, and from there by boat to Ryde.

DISABLED DRIVERS' M.C.

The next event has been arranged for July 17th, and will take place at Pitch Hill, off the Dorking to Guildford road, about three miles from Shere. Members proceeding from the direction of London should turn left at a signpost in Shere, which points to Ewhurst and Cranleigh. The road from this point will be indicated by direction cards. During the afternoon a slow hill-climb will be held, and if sufficient entries are received a special class will be run for lady drivers. The entry fee for this event will be 2s. per car, and entries will be accepted at the meeting.

It is suggested by the club that members who are able to get away early should bring both lunch and tea with them. Some of the club officials will be at the meeting place from about 11 o'clock onwards, and it is hoped that all members will make a special effort to attend, and so contribute towards the success of the meeting.

LEEDS M.C.

The annual Leeds-London-Leeds 24-hour reliability trial, under the auspices of the Leeds M.C. Ltd., is to be held on July 9th-10th, the necessary R.A.C. permit having been issued. There will be classes for cars, sidecars and solo machines, and all passengers and checkers completing the trial within the rules will receive club spoons or ashtrays. The start is from Avenue House, Woodhouse Lane, Leeds, at 8.30 p.m. Saturday; supper and lunch at Blue Ram Hotel, Grantham; breakfast at Swan Hotel, Biggleswade; tea at Bawtry. Secret checks may be taken in seven stated non-stop zones, where-in marks will be deducted at one per second early or late. If there is heavy rain, competitors will not be penalized for entering controls ahead of time. The chief award is the London Invitation Shield and Gold Medal. Clubs affiliated to the Yorkshire Centre are invited to nominate one representative in each class to compete for this trophy, which has been previously won by some of the finest drivers in the country. Other awards: Great North Cup, Mitchell Trophy, Rowland Winn Trophy, Ladies' Special Prize, Novices' Cup, also gold, silver and bronze medals.

B04

OOZELUM M.C.
The club informs us that a large proportion of applicants for membership have failed to pass the club's hill-climbing test on account of the bad condition of the surface of the hill. Intending members are required to make a clean climb of this acclivity, which is near Seven oaks, Kent.

B.M.C.R.C. CUP DAY.

There will be three events open to three wheelers in the B.M.C.R.C. Cup Day meeting, to be held on July 23rd. The five-lap all comers' handicap race for sidecars and three-wheelers up to 1,100 c.c. is for the Sir Charles Wakefield Cup; the three-lap private owners' handicap for solos, sidecars and three-wheelers up to 1,100 c.c., for the Mr. Neaks' Cup. The event of the day is the 50-mile (19 laps) handicap race for solos, sidecars and three-wheelers up to 1,100 c.c. for the George Newman Cup. Racing commences at 2 p.m., and entries close on Wednesday, July 13th, at 5 p.m.

FORTHCOMING EVENTS.

July 9.

Grand Prix de Tourisme (Belgium).
Sutton Coldfield and N. Birmingham
A.C. Vasey Cup Trial.
Huddersfield and D.M.S.C. Skillful-driving
Test, Dalton Bank.
Ace M.C. Speed Trials.
Morgan Club. Week-end Run to Cheddar.
Leeds M.C. Leeds-London-Leeds 24-hour Reliability Trial.

July 10.

Leicester and D.M.C. Scramble.
City of London M.A. Southern Counties
Trial.
Sydenham and D.M.C. Trial.
Belsize-Bradshaw L.C.C. Mystery Run.
Start at Kew Green.
Harrow and D.M.C. President's Trophy
Trial.

July 12-13.

Ulster A.O. Irish End-to-End Trial.

July 15.

Redditch and D.M.C. and C.C. Evening
Circuit Trial.

July 16.

Brooklands. "Sporting Life" Meeting.
Liverpool M.C. Colwyn Bay Speed
Trials.
North-West London M.C. London-Cove-
ntry-London Trial.
Muswell Hill M.C. Gymkhana.

July 17.

Le Coupe Florio.
German Sports Car Grand Prix.
Whitgift Club Trial.
Leicester and D.M.C. Freak Hill-climb.
Disabled Drivers' M.C. Pitch Hill Rally.

July 23.

B.M.C.R.C. Cup Day Meeting.

July 25-30.

Scottish Six-days' Trial.

J.C.C. LIVERPOOL AND NORTH WALES CENTRE.

The Liverpool Centre of the J.C.C. recently held an interesting golf fixture at the Childwall Golf Club, when a match was arranged between teams captained by the chairman and vice-chairman. All motorists connected with the club were eligible to play, and fourtees were arranged so that golfers and non-golfers were partners. All the ladies who played received J.C.C. golf balls as souvenir prizes. Thirty-five members and friends sat down to dinner, and a very jolly and informal evening was spent. The chairman, Mr. W. H. Bell, presided, and presented the prizes to the winners; toasts were drunk as fancy dictated and speeches (complimentary and otherwise) were made. Ten cars from the Liverpool Centre took part in a "motoring for crippled children" excursion to Southport on Thursday, June 23rd. By this means, 650 children from the special schools of the city were given a full day's enjoyment by the motorists of Liverpool.

ACE M.C.

The Ace M.C. (Coventry) have arranged to hold closed speed trials to-morrow, July 9th, on the Shackerstone Drive of Gopsall Park, near Atherstone, commencing at 2 p.m. Racing, sports and touring cars will compete.

LEICESTER AND D. M.C.

On July 10th the club is holding a scramble at Leicester, and on July 17th a freak hill-climb at Hunger Hill, Derbyshire. On July 24th there will be a gymkhana for cars and three-wheelers at Harby, near Melton Mowbray.

COVENTRY M.C.C.

Mr. C. F. Wagstaff, 8, Dolingbroke Road, Coventry, is very anxious to obtain transport for 2,000 poor children to whom the Coventry Motorcycle Club is giving an annual outing to-morrow, July 9th. Any driver who can help is asked to communicate with him immediately. The start will be from Pool Meadow at 1.30 p.m.

MUSWELL HILL M.C.

This club is organizing a motor gymkhana to be held on July 16th, commencing at 2.30 p.m., at Hailwick Manor, Colney Hatch Lane, N.10. Secretary five per cent. of the proceeds will be given to the Royal Northern Hospital charities fund, and the events include a five-mile race and a motorcycle football match. Secretaries of motor clubs who have football teams are asked to communicate with the hon. secretary, Mr. A. Lewis-Jones, Artavia, Greenham Road, N.10 with a view to arranging matches.

SOUTHERN JOWETT L.C.C.

The third annual Jowett rally of the Portsmouth and the Southern Jowett Clubs was held on June 26th on Bramshot Common, when 32 Jowett cars turned up in time for lunch. Three interesting competitions were held, and the prizes for the first and second places were as follows: Balloon Bursting: 1. Mr. E. Woodgate, Southern; 2. Mr. S. P. Donne, Portsmouth. "Manoeuvrability": 1. Mr. Hicks, Junr., Portsmouth; 2. Mr. Aust, Portsmouth. Egg and Spoon Run: 1. Mr. W. W. Clark, Southern; 2. Mr. J. H. Howard, Southern. These competitions formed the basis of the inter-club contest for the challenge cup, which has been won for the two preceding years by the Southern Club. This year, however, the Portsmouth Club put up a very fine show, and won the cup by a large margin.

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.

J.C.C. YORKS CENTRE.

The sixth annual competition for the cup presented by the late A. I. Greenwood, of Leeds, was run last Saturday over a course laid by the Centre's chairman, Captain Trumble Moore. The start was from Mockton, Leeds, and the morning section was via Bramham and Cattall to Boroughbridge for lunch. Over this section G. P. Andersen (Rhode) and C. D. Wilson (Alvis) put up remarkably good performances. The first trouble of the day was experienced by E. B. Slater (Clyno), who lost the route on the afternoon section between Dunsforth and Tollereton. Miss V. Worsley (Salmon) had one or two very good checks, having, over the section of several miles, an average of only seven seconds error. Crossley (Riley) ran out of petrol between the last check and the finish, and thus spoilt an otherwise promising performance. J. Baker (Jowett) had a good effort spoilt by a puncture. All the starters finished at Boroughbridge, where tea was taken. The results were: 1. G. P. Andersen (Rhode); 2. C. D. Wilson (Alvis); 3. G. C. Carlisle (Rover).

CORNISH HALF-DAY TRIAL.

The second half-day sporting trial, held in aid of the funds of the St. John Ambulance Brigade (Bodmin Division), attracted 107 entries. A gruelling course, 66 miles long, included five observed hills, each with a gradient of at least 1 in 5 and three of them commencing immediately after crossing a waterplash. Nine miles from the start Newlyn Hill accounted for three failures among the light cars, G. Buckler (Clyno saloon) receiving considerable assistance from the spectators. A short, steep descent then led to the Lantwags waterplash and hill, up which E. N. Williams (10 h.p. De Dion) had to be hauled by a local farm horse. A welcome tea stop was made at Lostwithiel, and then commenced the 30-mile run home through the beautiful Luluvy Valley before Huslyn Hill was encountered. Here particularly good climbs were made by Miss A. B. Wynter (Alvis) and S. R. Wonnacott (Rhode). H. F. Menhinick (Cowley) stopped on the steepest portion, as did G. Buckler (Clyno), whose passenger had to descend whilst the car was being pushed over the steepest portion. K. C. Chubb (Deerst) retired, as did A. Truscott (Morgan), who found the gradients too much for his high bottom gear. An easy run then led back to the finish at Bodmin.

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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.

AROUND THE TRADE.

Fort Dunlop informs us that six cars obtaining gold medals in the J.C.C. high-speed trial, in the Class A section, were running on Dunlop tyres, four in Class C and one in Class B.

Blumel, Bros., Ltd., Wolston, near Coventry, well known for celluloid accessories, have recently issued a 1927 edition of their catalogue and will be pleased to send a copy to any reader upon request.

Reports on trials of AC sparking plugs, Lucas electrical equipment, a Stromberg carburetter, Wakefield Castrol XL oil, a Smith windscreen wiper, Seaco pneumatic upholstery and a Gurney-Nutting body have been issued by the R.A.C.

In connection with their recent move to new premises, Messrs. Arthur Stuart and Co., 29 and 31, Vauxhall Bridge Road, London, S.W.1, have issued a pamphlet entitled "Motordom at its Best," copies of which they will be pleased to forward to interested readers upon request.

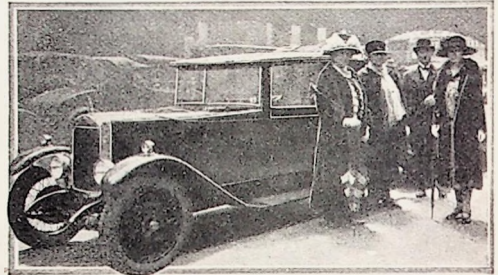
The B.E.N. Patents, Ltd., 92, Tottenham Court Road, London, W.1, have sent us a long list of garages which have installed their car-washing apparatus. They have issued a striking sign to indicate that a car owner can obtain a thorough wash for his vehicle "while he waits" on premises where this notice is erected.

We learn that the seventh annual convention of Exide service agents was held at the Hotel Metropole, Brighton, on June 28th and 29th, when nearly 50 per cent. of the six hundred agents in this country were present. During the full two days of strenuous business sessions, questions of design, manufacture, recharging and delivery service were thoroughly discussed.

The employees of Jarvis and Sons, Ltd., Wimbledon, took their annual outing on July 3rd, when they went to Brighton by char-a-bancs, the vehicle being supplied by the L.G.O.C.

The Electric Lamp Manufacturers' Association of Great Britain, Ltd., 25, Bedford Square, London, W.C.1, inform us that they can supply electric light bulbs suitably capped for Fiat headlamps.

The Mixtrol service-tank scheme is proving extremely popular and the bright yellow drums with blue lettering are beginning to make their appearance at large numbers of filling stations. Bought this way, the valuable upper-



Mrs. Stanley Baldwin (left) and Mrs. Neville Chamberlain (right) journeyed to Birmingham in an Alvis sports saloon when Mrs. Baldwin opened the city's Midsummer Fair.

cylinder lubricant costs only 2d. an ounce (sufficient to treat two gallons of petrol). The distributors of B.P. spirit in Denmark have ordered Mixtrol service tanks for each of their filling stations whilst their initial order for Mixtrol oil amounted to 44 tons.

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HOSTILE DEMONSTRATION AT S.P.C.M. OFFICES.

STRIKERS STORM DOORS OF FAMOUS ORGANISATION.

Amazing scenes were witnessed in London yesterday when the offices of the Society for the Prevention of Cruelty to Motors were rushed by a hostile mob, following a demonstration in Trafalgar Square. During the Trafalgar Square speeches, the occasion for which was a "protest meeting" of the Amalgamated Society of Decarbonisers, one of the men's leaders was heard



A "PROTEST" MEETING.

to exclaim—"And 'oo mates? 'oo, I arsk yer, is responsible for the starvation of our wives and children—I'll tell yer! It's the bloomin' S.P.C.M., that's 'oo it is!" " 'oo was it—" he shouted, "'oo was it started motorists using Adcol and robbed every 'ard working decarboniser of 'is job?—why the bloomin' S.P.C.M." "Up there"—he continued, pointing upwards to the well-known column, "is Lord Nelson, what said that England expects us to do our dooty, and since the S.P.C.M. put motor owners wise to Adcol we aint got no dooty to do. What abaht it mates?"

Amidst the shouts of approval that met the closure of this passioned outburst, a general move was made in the direction of the S.P.C.M. offices, where the mob, failing to force an entry, demanded an interview with the Secretary. In response to a request by the police that he should do so, the Secretary received the men's deputation who presented a petition that the Society should cease to recommend Adcol N.P. Oil. After most delicate and diplomatic handling, the deputation were persuaded to go, with a gentle but firm refusal of their impossible demand.



It is rumoured that this Union of Decarbonisers is next to petition Mr. Winston Churchill for relief from the Road Fund, but we have no confirmation of this.

MR. W. HEATH ROBINSON.

A remarkably interesting and informative booklet on lubrication and other problems for car owners is specially issued by Messrs. Alexander Duckham. It is entitled "Technical Talks" and is illustrated by Mr. W. HEATH ROBINSON, the world-famous humorist, in his own inimitable style. A copy will be sent on receipt of a postcard addressed to Messrs. Alexander Duckham & Co., Ltd., 6, Broad Street Place, London E.C.2.

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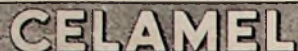
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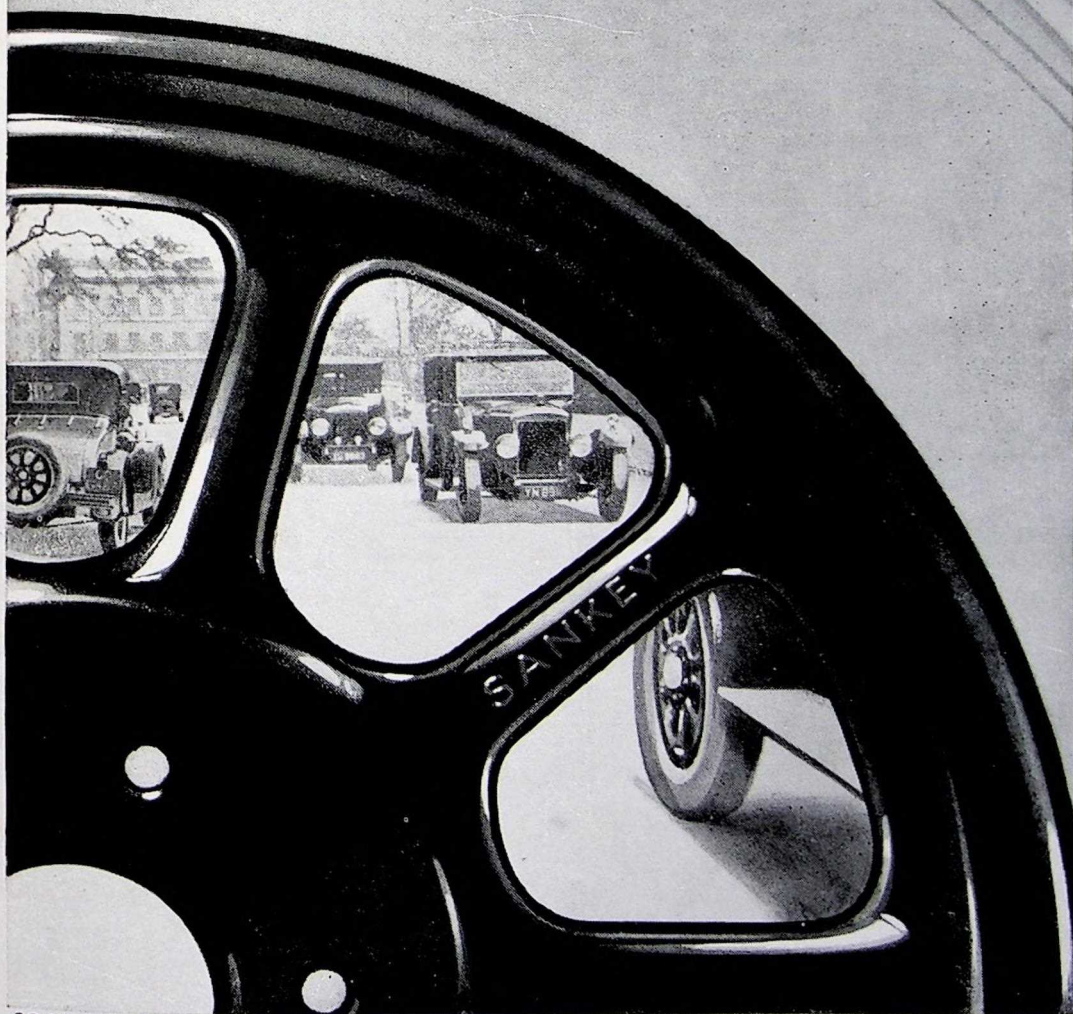


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